

## *Road Rally 103 – Glossary of Terms*

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This document is intended to provide a listing of terms that will be encountered at Road Rallies. It's unlikely that I could cover all possible words, terms and concepts used in rallying – but most of the major ones should be here. Understanding what each term means and how it is applied takes practice and experience. Hopefully, when a new concept or term is presented to the beginner, this document will serve as a useful reference to help with its understanding.

**Acute:** A turn in the direction indicated, that is tighter (or more severe) than a standard right-angle turn. Typically 100 to 179 degrees.

**At:** “In the vicinity of”, for actions that direct a course to travel; “even with” for other actions, including CASTs, pauses, mileage, etc.

**Balk:** If a team is held up or delayed just prior to entering a control and the control crew observes the reason for the delay – a balk allowance may be requested by the rally team. The exact amount of this delay should be listed on a Time Allowance slip and turned in at the control.

**Bear:** A turn in the direction indicated that is less severe (or more “gentle”) than a standard right-angle turn. Typically 10 to 80 degrees.

**Before:** In sight of and prior to the referenced navigational aid.

**Blinker:** A warning or signal at an intersection or railway crossing. The blinker consists of a light or lights, usually red or yellow, operating in a fixed sequence of on and off.

**Bought Time:** See Time Allowance.

**CAST:** Change (continue or commence) Average Speed To. The average speed to maintain while the given CAST is active.

**Checkpoint:** See Control.

**Closed Control:** A control that competitors are to drive past without stopping. Think of a closed store. You can't go shopping at a store that is closed. Closed controls are sometimes referred to as “Passage Controls” or “Hidden Controls”.

**Control:** The location (timing line) of a checkpoint. Controls are used to measure how well the competitors are following the prescribed route and how close they are to their ideal arrival time. (See also Open Control and Closed Control).

**Control Crew:** Person or persons responsible for timing each competitor as they cross the timing line at a control. The control crew will record the In-Time and determine an Out-Time as each rally team enters their control. The control crew will provide each rally team with a timing sticker and a critique slip relevant to their control. They will also record all times on a log sheet for the scoring audit at the end of the rally (or other convenient time).

**Creeping:** Defined as traveling at less than half rally speed or stopping within sight of a control. Penalties may be assessed if a team is caught creeping within sight of a control.

**Critique slip:** Also called a “Leg slip”. It is received at a control and it will list, in detail, all timing (and speed and distance) related aspects of the leg just completed. It will also define the next Out Marker and its location (mileage).

**Crossroad:** An intersection of exactly four roads, from which a road goes to the left, a road goes to the right and a road goes generally ahead.

**DIYC:** Do It Yourself Control. The team is required to calculate (or estimate) their correct arrival time at a specific location on the rally route. Rarely used in the Detroit Region.

**Driver:** Member of the rally team responsible for driving the vehicle. Also the driver usually visits each control vehicle to collect the timing slip and critique slip.

**Early:** The rally team is said to be “early” if they are running ahead of schedule at any given time.

**Factor:** Also referred to as “Correction factor” or “odometer correction factor”. It is a calculated number that when multiplied by the route instruction mileage will give an exact match with the mileage shown on the vehicle's odometer. When a dedicated rally odometer or rally computer is used – the correction factor is entered into the “box” so that the displayed mileage will match that of the route instructions.

**Free Zone:** A specified part of the timed rally route in which there are no controls. No penalties will be assessed for stopping within the confines of a free zone.

**Gain:** The opposite of a Pause. Used to make up a specified time during passage of a specified or implied distance. Gain-time is effectively “lost time”. It is implied that time must be made-up “instantaneously”. Since this is physically impossible, a reasonable amount of time and distance is built in to allow the competitors to increase their speed to gain time. The distance in which a gain is operative is a free zone.

**General Instructions:** Set of instructions specific to a given rally that defines the format and rally-specific rules. General Instructions are usually similar from one rally to the next.

**GI:** General Instruction.

**In Time:** Exact time that a rally team crosses the timing line of a control.

**Intersection:** Any meeting of roads that give the rally team the option to proceed in more than one direction without making a U turn. (Apparent exceptions to this include Dead End or other “non-existent” roads).

**Key Time:** Time provided in the Route Instructions (or other location) to allow competitors to “key” off and stay on schedule (or get back on schedule). Usually key time is for car #0. (Key time is rarely used in the Detroit Region).

**Late:** The rally team is said to be “late” if they are running behind schedule at any given time.

**Left or L:** Turn to the left. Typically of 10 to 179 degrees.

**Leg:** The part of the rally route extending from an assigned starting point (usually an out marker) to the next timing control.

**Leg Time:** Time taken to complete a given leg. The competitor's leg time is determined by subtracting the Out Time at the start of the leg from the In Time at the end of the leg. The competitors want to complete each leg in exactly the same length of time the Rallymaster intended.

**LRI:** Lettered Route Instruction. (Rarely used in Detroit Region).

**Measured distance:** This is the distance that shows on the vehicle’s odometer after traveling a defined distance.

**Navigator:** Member of the rally team responsible for reading the route instructions and communicating each action to the driver. The navigator is responsible for keeping the team on course and at the proper speed to remain on-time.

**NRI:** Numbered Route Instruction.

**Non-existent roads:** For the purposes of rallies – any road that is marked “Dead End”, “Private”, “Road Closed”, “No Outlet”, “Do Not Enter”, etc. are considered non-existent. This is important to course following. At no time should the rally team travel on a “non-existent” road unless specifically instructed to do so by a Route Instruction.

**Odometer calibration:** At the start of all rallies an odometer calibration run is used to allow competitors to determine their correction factor.

**Official rally time:** All rallies rely on time. Official rally time is set to the time of day (WWV) at the location of the rally. All rally clocks are synchronized to match this time. Official rally time is always available at the start of the rally.

**OIM:** Official Interval (or incremental) Mileage. The incremental distance from one instruction to the next.

**OM:** Official Mileage.

**On Course:** Term for following the rally route correctly. If you are not On Course, you are not On-Time.

**On-Time:** Common term for being exactly on schedule with the timing of the rally. By remaining on-time, all the time, the rally team should score perfect zeros at all controls.

**Open Control:** A control where all competitors are required to stop and collect their timing information.

**Opportunity:** A place where the specified action may be executed. (“Non-existent” roads are not opportunities).

**Out Marker:** A specific location from which to start a new leg. Usually located shortly after a control.

**Out Time:** The specific time to leave the Out Marker to begin a new leg. Usually at the top of a given minute. (E.g. 12:34.00)

**Pause:** To delay a specified time at a named point or during a passage of a specified or implied distance. If no named point or distance is given, the pause should be executed at the first opportunity. Pause time is added to the time required to traverse the distance. The distance in which a pause is operative is a free zone.

**Paved:** A road having a hard surface such as concrete, asphalt, macadam, etc.

**Principal Road:** This is a course following concept that means to follow the obvious continuation of the road you are on unless otherwise instructed to do so by a Route Instruction.

**Rallymaster:** Rally organizer responsible for laying out the rally route. The route is further broken down to include CASTs, pauses, transits, all control locations, etc.

**Right or R:** Turn to the right. Typically 10 to 179 degrees.

**Route distance:** This is the mileage in the Route Instructions used to correlate with the measured distance on the vehicle's odometer (used to determine odometer correction factor).

**Route Instructions:** Set of instructions that define the rally route for the competitors. Everything needed to complete the rally should be included in the RIs. All section start times, turns, speeds, pauses, etc. will be listed in the RIs.

**Scorecard:** Each team should get one scorecard per rally section. The scorecard is used to collect timing stickers obtained at each control. At the end of each section, the rally team is expected to calculate their leg time for each leg and write it in the box adjacent to each timing sticker. The scorecard should then be given to the official scorer for the purposes of scoring the rally.

**Section:** Any part of a rally route at the beginning of which the official mileage is zero and at the end of which the official mileage (OM) ends or reverts to zero.

**Side road:** An intersection of exactly three roads from which a road goes to the left or to the right, but not both, and a road goes generally ahead.

**Start time:** The exact time at which the competitors are expected to start the rally or another section. This is usually based on car number.

**Stop:** An official octagonal stop sign at which all traffic is required to stop.

**Straight:** Proceed within plus or minus 10 degrees of directly ahead at an intersection.

**T:** An intersection of exactly three roads having the general shape of the letter T as approached from the base. It is not advisable to execute the instruction straight at a T.

**Time Allowance (T/A):** A slip of paper filled in by the rally team requesting an amount of time as a result of a delay. The T/A must be turned in at the next open control encountered by the rally team. This is a feature of all Road Rallies to discourage unsafe actions to make up time.

**Timing sticker:** A small piece of paper with a sticky back that is filled in by the control crew and given to one of the competitors. On the sticker will be the team's car number, the control number and the exact arrival time at the control (In Time). It will also include an Out Time to start the next leg (if applicable).

**Traffic light:** A fixed signal light alternating red and green (frequently including yellow as a transition between green and red) used at an intersection to regulate traffic.

**Transit Zone:** A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage, or a restart time from the end of the transit must be given.

**TSD:** Time, Speed, Distance. The most common type of rally presented by the Detroit Region. Also referred to as Tour Rally or, more simply, Road Rally.

**Turn:** Change direction by 10 or more degrees at an intersection.

**U-Turn:** Change direction 180 degrees.

**Unpaved:** A road having a surface such as dirt, gravel, broken stone, etc.

**Work/Run:** A case where competitors may be expected to work controls during the course of the rally. If this is used at a rally – only experienced competitors will be “tagged” to take on the responsibility of acting as control crews. The first car on the road will be assigned a control location and they will time all the remaining competitors. After the last vehicle has passed – the work/run crew will re-enter the rally as a new theoretical car number.

**Y:** An intersection of three roads having the general shape of the letter Y as approached from the base.

**Yield:** An official triangular yield sign at which all traffic is obliged to yield.

**Zero:** A perfect score for a leg. The team arrived exactly On-Time.