

Road Rally 104 - Sample General Instructions By Scott Harvey

[“Road Rally x”]

General Instructions

[This is an actual set of General Instructions from a Detroit Region Road Rally. It has been altered to be more generic. Items contained within brackets [] are portions that have been altered or added for informational purposes]

Welcome - and thank you for entering [“Road Rally x”]. As a [seasonal] rally, [“Road Rally x”] is intended to present a challenge to both the driver and the navigator with reduced emphasis on course following.

[“Road Rally x”] is an SCCA Time-Speed-Distance (TSD) Tour road rally. The object is to follow the prescribed route at specified speeds, and arrive at each control (checkpoint) neither early nor late. These “General Instructions” and the SCCA’s “Road Rally Rules” will govern the event.

Registration

Pre-registration is encouraged. Those wishing to register the day of the rally must do so at the start location at the [rally headquarters]. Registration is open from [some time to some later time]. All rally teams must present a completed Road Rally Entry Form, vehicle registration, and valid driver’s license (driver only) along with the entry fee. All occupants of the vehicle must sign the liability release waiver. The registrar will assign car numbers, certify receipt of entry fee, and return the entry form to the rally team.

Competitors must inspect their own vehicle according to the checklist at the bottom of the entry form. The signatures of the driver and navigator on the entry form certify the vehicle is safe and legal for use on public roads. Entrants must return their completed Entry Form and Vehicle Inspection to the event registrar to receive their Route Instructions.

Schedule

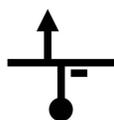
xx:00 AM	Registration opens at [Rally headquarters] (Route instructions will be given to competitors who turn-in their completed entry/vehicle inspection form) [Route instructions are often supplied at a specific time based on car number].
xx:00 PM	Driver’s meeting (Navigators welcome)
xx:31 PM	Car #1 Starts rally
x:01 PM	Car #1 Starts Section 2
x:01 PM	Car #1 Starts Section 3
x:00 PM	Car #1 Finishes Rally (approx.) at [Rally finish location].

Route Instructions

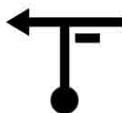
Numbered Route Instructions (**NRI**) define the rally course. Each NRI is to be executed once, in ascending numerical sequence. Each instruction will have a **mileage**, a **tulip diagram** and a written **instruction**. Three other columns exist in the route instructions. One defines the average speed (**CAST**) which should be maintained, one is for **Pauses** which were felt important for safe travel and a third column for Other items. Other items may include the Beginning of a Transit Zone (**BTZ**) or the End of a Transit Zone (**ETZ**).

[Note: All rallies have their own format for route instructions. This format is just one example. Many other formats are much more basic. For example – many rallies do not use tulip diagrams nor do they have a column for “other” information. And – not all rallies provide a mileage at each instruction].

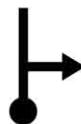
Tulip diagrams: Tulip diagrams are meant to represent an overhead view of the area of the instruction. The competitor enters the tulip from the bottom, indicated by a dot; and exits the tulip in the direction of the arrowhead. Typical examples are as follows:



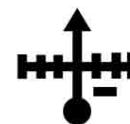
Jog Left at STOP



Left at STOP at T



Right on Side road



Straight at STOP at RxR

Tulip diagrams also use symbols to represent things other than roads. Signs, for example, when shown as a part of the tulip diagram, will be a dash. The written instruction will indicate what the sign may say or what other landmark is referenced. The first example above depicts a “jog”. **Jog** is defined as a turn at a T followed by a turn in the opposite direction a short distance away to continue in the same general direction. This is usually a continuation of the same road.

[The following, italicized, information is generally accepted. However there may be variations on the specifics. For example, Stop and Yield may be enclosed in quotes rather than capitalized].

Information in an NRI enclosed in quotation marks “ ” is quoted from a sign. Such signs may contain additional words that are not quoted in the route instructions. STOP signs and YIELD signs will be written in capital letters (not quotes). Signs will never be intentionally misspelled. Information in an NRI enclosed in parentheses () shall be considered as helpful or informative, but is not essential for the completion of the instruction. The term “twisty road ahead sign” refers to a yellow road sign with a black arrowhead pointing upward and preceded by a line with multiple smooth curves. [This last sentence is a good example of a general instruction unique to a given rally].

Roads marked “Private”, “Dead End”, “Road Closed”, “No Outlet”, “Do Not Enter”, etc., and driveways do not exist for purposes of this rally unless otherwise specifically indicated by an instruction. **[This is an important rule of course following]**. Examples of exceptions to this are roads that lead into and out of parking lots at the start and finish of each section.

Official Course Measurement

Course measurement for the purposes of route instructions and scoring were taken using a [vehicle] running continuously at rally speeds with [a type of tire]. Conditions were [hot, cold, wet, dry, etc.] the roads were [wet, dry, sloppy, smooth, rough, etc.] A [specific model] rally odometer was used, with a magnetic pick-up sensor reading off [a specific wheel location, or transmission sender]. Mileage was measured to a precision of 1/1000 (one thousandth) of a mile. For the route instructions, mileage [may be rounded or truncated to the nearest tenth or hundredth – or may not be included at all]. The odometer calibration section and the beginning of each section will [typically] be listed to the thousandth. Out marker mileages are listed on the critique slips to the thousandth and then are **truncated** to the nearest hundredth. Scoring of the rally will be from out marker to checkpoint sign. The mileages used for calculation purposes will be to the thousandth even though [some or all] mileages in the route instructions [may be listed to something other than the thousandth].

Point of action: Point of action is the location at which the mileage of a given NRI is taken. The priority for “point of action” of the instructions is as follows:

- 1) A sign or landmark which is specifically referenced in the written portion of the instructions. For example STOP, YIELD, “or something in quotes” indicate a sign. Gas pipes, telephone utility boxes, and other lesser landmarks may also be used.
- 2) The apex of a turn. If no landmark is referenced, or available, the mileage of these instructions [if provided] will be taken as near the geometric apex of a given turn as is possible.
- 3) The center of the intersection. If a turn is not required, the center of the intersection will be the point of action.

Pauses: Pauses are frequently used on [rallies] at many STOP signs to allow sufficient time to safely stop and verify that it is safe to proceed. Pauses are [usually] in the form of 1/100s of a minute. For example: 10 is 0.10 minutes, 20 is 0.20 minutes and 100 is 1.00 minutes.

CASTs, Free Zones and Transits: CAST (Change Average Speed To) is the average speed at which the competitors are expected to travel during the period that a given CAST is active. For example: if CAST is 35, from NRI 12 to NRI 18, the team is expected to average exactly 35 mph during that period. When a CAST is given, it is carried-over to each subsequent NRI until a new CAST is called-out.

Free Zones: A Free Zone is defined as a portion of the rally where there will be no chance of a checkpoint. Several Free Zones [usually] exist in [a rally]; and include the odometer calibration portions and the ends of each section. Additionally, any instruction which specifically states “begin Free Zone” or any instruction, and subsequent instructions, covered by an even numbered CAST shall be considered a Free Zone [even numbered CASTs are generally accepted as Free Zones within the Detroit Region – be sure this is true before assuming it is]. Examples of even CASTs include 42, 44, 46, etc. Transits may also be considered free zones.

Transits: A transit is similar to a free zone, except that a specified amount of time is given to reach the end of the transit. Sufficient time is given to arrive at the end of each transit without exceeding the speed limit. Transits begin with instructions stating “Begin xx.00 minute Transit” [or BTZ, etc.] and end at an instruction that states “End Transit” [or ETZ, etc].

Controls (Checkpoints)

Controls are [usually] identified by; rectangular, orange checkpoint signs on the right hand side of the road. [Most rallies in the Detroit Region use a pneumatic (air) hose alongside the checkpoint sign for you to drive across and trigger the clock. Do not be alarmed at this and make sure you drive over the hose when you see one]. Drive past the control car and stop at the side of the road where it is safe to do so (DO NOT STOP AT THE SIGN). One member of the rally team (usually the driver) must return to the control car on foot and receive a timing sticker and a critique slip. The timing sticker contains the control number, your in time, and your out time. Stick it in the next open position on your scorecard. The critique slip contains timing and distance information about the leg you just finished, and tells you how and where to start the next leg. Proceed to the out marker described on the critique slip, and begin the next leg at the out time assigned on your timing sticker. The CAST listed on the critique slip is the speed to begin the next leg. [This last statement is not always true on some rallies – though it really should be. Check the General Instructions carefully at each rally in case the organizer(s) of that rally is using a different format for “CAST” on the critique slip]. Controls will close no earlier than 20 minutes after the ideal arrival time of the last car, or when the entire field has passed, whichever occurs first.

Course Following:

By using tulip diagrams, detailed instructions and mileages -- course following difficulties should be minimal. [Many rallies do not provide this much information to help the teams follow the course. Be aware of this and react accordingly]. If for any reason there is a question about the direction of the rally route, always follow the obvious continuation of the road you are on -- unless an NRI specifically directs you to take a different road. This is known as following the **Principal Road**.

Timing and Scoring

The rally is timed to hundredths (1/100) of minutes. Leg times are calculated to 4 decimal place (0.0001 minute) precision, and truncated to 2 decimal places (0.01) at control timing lines. Leg scores are one point for each 1/100-minute either early or late. The maximum (worst) score for any leg is 200 points (equivalent to 2.00 minutes early or late). Each leg is scored separately; therefore you cannot arrive early at one control to compensate for arriving late at a previously scored control.

Time Allowance (Bought Time)

To reduce risk to the competitors, and others, time allowance provisions exist. Bought time may be taken as many times as needed, up to a total of 20.00 minutes, per section. Each T/A must be taken in half-minute increments, but not on a whole minute. I.e. 0.50, 1.50, 2.50, etc. minutes. If additional T/As are needed before reaching a control please take them in whole minute increments. Present all T/A slips when you get to the next control.

T/A forms should be filled out and presented to the first control crew encountered after a delay. On the form should be the following information: car #, amount of time requested, approximate route instruction number (NRI) where the delay occurred and the reason for the delay. It is the responsibility of the rally team to assure that the T/A request is given to the control crew *before* accepting the scoring sticker and critique slip. Please make a note of the amount of bought time on your scorecard sticker for that control and verify that the control crew does so. There will be no penalty for the use of T/As. [Not all rallies allow for free T/As].

Emergency Speeds:

It may be decided that the road, or weather, conditions are too severe to use the listed CASTs. Should this occur, an announcement will be made and an official posting will be on display for all to see. *Emergency speeds will be 4 mph slower than all CASTs listed in the route instructions (Even CASTs will remain even and odd CASTs will remain odd)*. If for some reason, this is deemed to be improper, a further announcement and posting will indicate the proper emergency speeds. [This is just an example of how emergency speeds may be enacted].

A Word About Safety:

Road rallies are run on public roads with normal traffic. All rules of the road apply during the course of this event. At no time are you expected to, nor should you be compelled to, violate these rules.

If you are confronted with a risky situation you are expected to use good judgment. Always err on the side of safety. If you are delayed by civilian traffic or find the roads are too slippery for your vehicle, use the time allowances. There [may be] railroad crossings on [any] rally – DO NOT take chances with a train! Do not put yourself or others at risk!

Remain on your side, the right side, of the road. This is especially important when cresting a hill or rounding a turn. Always assume there is a vehicle coming the other way and be prepared to make adjustments when you do encounter that other vehicle. At the time the route was measured, the roads offered good grip. We are hoping for snowfall in time of the rally. Should this occur, you can expect the roads to be very slippery in many places. [The last three sentences are specific to a winter rally – weather conditions may become a factor in any rally. Prepare accordingly].

Penalties

Creeping is defined as stopping in sight of a control, or approaching it at less than 50% of the assigned CAST. Occurrences of creeping will be noted on your timing sticker. Penalties will be assessed as follows: 1st occurrence = 0 pts, 2nd occurrence = 10 pts, 3rd occurrence = 25 pts, 4th and all subsequent occurrences = 50 pts. [Creeping rules differ from rally to rally].

Missing or skipping a control will result in a 200 point maximum leg score for the leg of the missed control, and also for the following leg as well (since there can be no out time from the missed control).

Contacts

Chairman/Rallymaster: Scott Harvey [author of Road Rally for Beginners]

06-07 Detroit Region Rally Director: Daniel Harkcom/ 2005 Detroit Region Rally Director: Jim Fekete

Great Lakes Division Road Rally Director: Mike Bennett