

CONDENSED GENERAL INSTRUCTIONS

Start: it will be the contestants' responsibility to leave the start and each time-of-day restart by the assigned time.

Official mileage is given in the left margin of the route instructions. It is measured to the first specified action (first action, if none specified) of the accompanying route instruction. It is measured from the start and reset to zero at each control out-reference marker, at each DIY control and at other places designated in the route instructions. The first part of the rally will contain an odometer calibration run so contestants can compare their odometers with the official measurements. A free zone will exist from the start of the rally to the end of the odometer calibration run.

Course Directing Action: That part of a route instruction which directs a unique course other than the main road. Only the actions "left", "right", "turn" and "straight" (or actions defined in terms thereof) are course directing. These actions must be executed by leaving the main road, unless accompanied by an official mileage in which case the action should be executed at the mileage. If there is a choice between a course directing action and non-course directing action(s), the course directing action should be executed.

Main Road: The unique course defined by the following rules with priority as numbered:

1. **Onto** After executing an instruction that directs you onto a named or numbered road by use of the word "on" or "onto" and the name or number, that named or numbered road is the main road until a course directing action is executed.
2. **Curve Arrow** The road directed by an official black-on-yellow arrow sign.
3. **Protection** The single road leaving the intersection, other than the one on which you entered, that has no stop or yield sign at that intersection.
4. **Left at T**
5. **Right at T**
6. **Straight as possible**

Numbered route instructions are to be executed once and in numerical order.

Note instructions become active upon completion or cancellation of the immediately preceding numbered instruction. An active note is to be executed every time its conditions are met.

Overlap of Instructions: A note may not overlap a numbered instruction, another note, or itself. If an instruction has multiple actions, each action must be executed in the order given, without overlap. **Overlap Exception:** An instruction may overlap subsequent instructions only if the overlap is obvious, e.g. "until Inst. 56".

To Follow the Course apply the following priorities in numerical order:

1. Execute an emergency instruction.
2. Execute an instruction with an official mileage.
3. Execute a course directing action in a numbered instruction.
4. Execute a course directing action in a note instruction.
5. Follow the main road.

Roads: The following are to be considered non-existent: Roads which clearly end in sight, in a garage, plant entrance, or parking lot; roads which are obviously closed, private, not legal to enter or require an illegal turn to enter; alleys; roads marked Keep Out, No Outlet, Dead End, etc. An unpaved road exists only if it is identified as "unpaved" in the route instructions or there is no paved choice.

Quoted Signs: Matter in quotation marks is quoted from a sign. Quoted signs will be on the right of the course you would have taken **if you followed the main road** unless the instruction states "on left" in which case the quoted sign will be on the left of the course you would have taken **if you followed the main road**. If one of the following phrases is checked substitute it for the italicized words in two places in the sentence above.

- () if you did not execute the instruction
() in the absence of the quoted sign.

The quoted portion of a sign will be readable at rally speed.

"Lookback" signs will not be quoted. Spelling will be exact but punctuation, spacing & type style are -irrelevant. Signs on vehicles or painted on the road surface will not be used. Multiple signs on the same supports are considered one sign.

Landmarks: Any landmark must be identified by a sign, by an official mileage or defined in the glossary of these rules or the event supplement if any. A sign identifying a landmark need not be attached to the landmark, but the identification will be obvious. A defined landmark will be used only in the sense defined.

Average Speeds: An instructed change of speed (CAST) is complete at the point of change unless the speed is assigned for a specified time or distance in which case the instruction is not complete until the time or distance has elapsed, at which time the speed reverts to the previous assignment unless a new speed is assigned. All speeds are in MPH. In the event of inclement weather, emergency speeds may be assigned. Emergency speeds constitute a 20% increase in leg time and apply only to the leg following the assignment.

Misc. A U-turn is never required without U-turn instruction. A U-turn is not a course directing action. Parenthetical information in a route instruction will be helpful or informative but not essential for completion of the instruction. Emergency signs will bear the initials of the rally and a letter or number to indicate that a note or numbered instruction is to be executed at the sign. "0" on an emergency sign means ignore this sign or landmark.

Controls: A checkpoint (r.) sign identifies the timing line of an open control. Each car will be timed as the front wheels cross the timing line. The car will stop in the vicinity of the timing officials and present his scorecard for recording in-time and out-time for next leg. After the scorecard is returned the car will proceed to the outmarker (usually a pylon) and start the next leg.

Do-It-Yourself Controls (DIYC) will be designated in the route instructions. At a DIYC the contestant must enter his calculated arrival time in the right place on his scorecard and assign an out-time exactly 2 minutes later. There will never be two, consecutive DIYC's. A DIYC may be located in a free zone.

Scoring Penalties: One point per second, early or late, at each timing control up to a maximum of 120 at each control where the total error is not more than 20 minutes. 180 points for a missed control or an error of over 20 minutes. 60 points for stopping within sight of an open control except when in a free zone, required by law or safety considerations, or making a legitimate investigation of an intersection. 60 points or disqualification for unsafe entry into a control area.

DEFINITIONS and EXPLANATIONS

(The definitions and explanations here are considered non-essential because they use the generic meaning of the terms. They are, however, an official part of the rules.)

1. Execute instructions at first opportunity contestant with conditions stated.
2. **Actions** Each route instruction requires one or more action. Actions may be specified or implied. An implied action usually consists of reaching, attaining or observing a specified sign or landmark. A specified action is an action that the contestant is specifically ordered to execute, such as pause, CAST, Turn, Straight. (Note that the normally non-verbs left, right and straight are defined as actions.)
3. **Initiation and Completion** An instruction is initiated at the start of the first action, specified or implied, of the instruction. An instruction is complete after the last action of the instruction.
4. **Overlap** occurs when an instruction is initiated prior to the completion of a previously initiated instruction. (Notes may be executed out of order. Do not confuse this with overlap.)
5. To apply the "Protection" main road rule, you must recognize stop and/or yield signs from the back.

ROUTE INSTRUCTIONS GLOSSARY

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

GAIN--Make up a specified time during passage of a specified distance. The gain-time is subtracted from the time required at the given average speed to traverse the specified distance. The specified distance in which a **gain** is operative is a **free zone**.

INTERSECTION--Any meeting of existent public roads (without regard to route designation, surface condition or other characteristics unless such render the road non-existent) at grade level from which the rally vehicle could proceed in more than one direction without making a U-turn.

LEFT--***Turn** to the left from 10 to 179 degrees.

LEG--The part of a rally route extending from one timing control to the next, or from an assigned starting time to the next timing **control**.

OPPORTUNITY--A place at which the specified action could be executed.

PAUSE--Delay a specified time. The pause-time is added to the time required at the given average speed to traverse a specific distance. A specified distance in which a pause is operative is a free zone.

PAVED--A road having a hard surface such as concrete, brick, macadam, etc.

RIGHT--***Turn** to the right from 10 to 179 degrees.

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 ends or reverts to zero.

STOP--An official octagonal stop sign at which the rally vehicle is obliged to stop.

STRAIGHT--'Proceed within plus or minus 10 degrees of directly ahead at an **intersection**.

T--An **intersection** having the general shape of the letter T as approached from the base by the contestant. It is not possible to execute the instruction **straight** at a T.

TRAFFIC LIGHT--A fixed signal-light alternating red and green (one frequently including yellow as a

transition between green and red) used at an **intersection** to regulate traffic and which controls the rally vehicle. For rally purposes, only one **traffic light** may exist at or intersection. A **traffic light** may be set to operate as a **blinker**, although it will not be referenced as such, or may not be operating.

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 zone must be given. An approximate distance for the length of the transit zone is desirable.

TURN--`Change course or direction at an **intersection**. A **turn** instruction cannot be executed if the instruction **straight** would take the contestant the same way.

UNPAVED--A road having a non-hard surface such as broken stone, gravel, dirt, etc.

Y--An **intersection** having the general shape of the letter Y as approached from the base by the contestant. It is not possible to execute the instruction **straight** at a **Y**.

YIELD--An official triangular yield sign at which the contestant is obliged to yield.

*It is to be understood that dependency upon a 10-degree change of direction cannot realistically provide (in all instances) a clear distinction between, **Right**, **Left**, **Turn** and that which is nominally **straight**. As a result such terms must be applied judiciously as neither organizers nor contestants can be expected to make distinctions closely bordering upon the plus or minus 10-degree variance specified in the definitions. Organizers shall avoid such close determinations by employing unambiguous alternatives, when necessary, such as the use of official mileages, use of instructions directing the contestant "toward" a reference or "upon" a specified route, etc. In certain instances, terms such as Go, Leave, Pick Up, etc., which by virtue of their definitions might be dually defined as either a **Turn** or **Straight**, could also be successfully employed.

HINTS for NOVICES

1. Unless at an official mileage, never execute an instructed course directing action if you would have gone that way anyhow.
2. You should never have to guess what to do. Any place where action is required it should be covered by rule or instruction.
3. Prior geographical knowledge should not be used. for instance, a street without an identifying sign at an intersection is an unidentified street even though you know the name of the street and it was identified at the previous intersection.
4. Stop after passing each checkpoint sign (/.) in the vicinity of the timing officials. Do not stop **at** the sign.
5. At Do-It-Yourself-Controls (DIYC) enter your theoretical arrival time as the in-time on your score card (before you enter the next checkpoint).