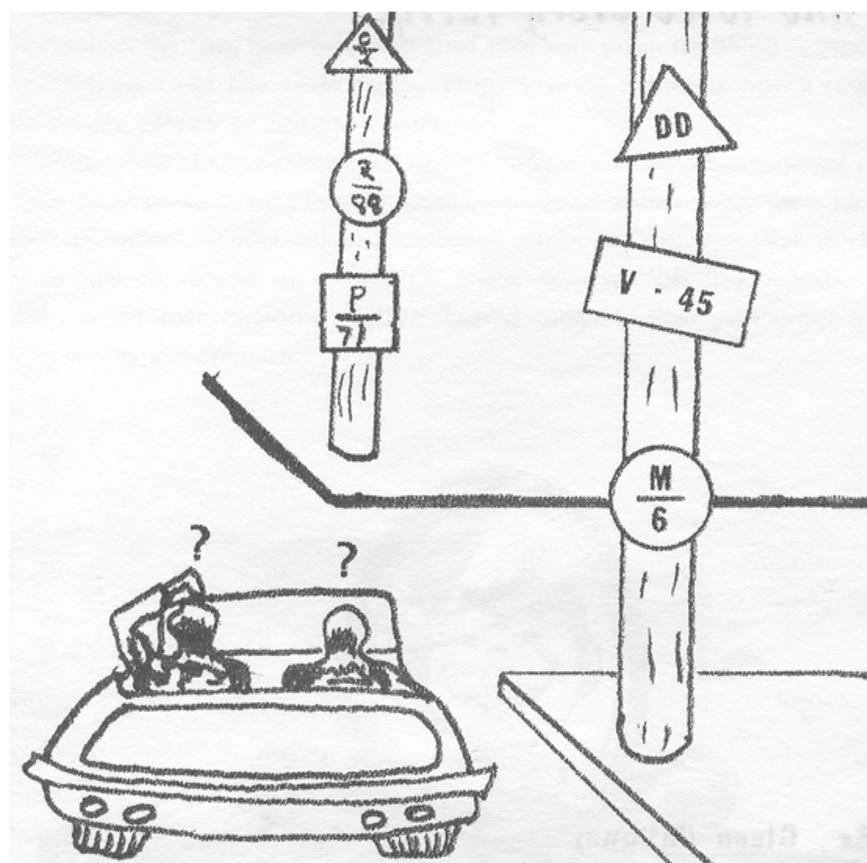


# THE WORLD OF THE GIMMICK



A FIRST TIMER/BEGINNER  
RALLYE GUIDE

**Dedicated to the memory of:  
Michael J Silverman  
“One who loved every rallye”**

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**Revised 1976 by Dick Grannis  
Revised 2001 by Nick Stefanisko**

## THE WORLD OF THE GIMMICK

Welcome to the world of the gimmick. This guide is to serve as an introduction to what is probably the most unusual sport in the Bay Area. I say unusual in the sense that anyone can participate in this sport, regardless of physical condition, just so long as a car can safely and legally be driven. The only exertion required is mental, and the sport requires no equipment other than your ordinary family car, a flashlight, a clipboard, a pen, and a friend.

If you are the type of person who enjoys thinking and who also enjoys good, inexpensive competitive fun, then you've just met your crossword puzzle of the car age.

Gimmick Navigational Car Rallying is the name of the game. Don't let that phrase "Car Rallying" scare you, however. A car is necessary for the sport, but speed, time, distance, or the type of car you drive plays no part in how well you do.

This Guide is designed as an aid to those who have never before run a Gimmick Rallye and to those who are just beginning the sport. We hope to supply an aid which will bring you more enjoyment through a better understanding of rallye gimmicks, terms, and a basic explanation of what to do on a Gimmick Rallye.

So, if you're wondering what it's all about, or somewhat bewildered by your first rallye, hang tight and read on.

## GENERAL INFORMATION

**WHEN & WHERE** The sport has a long history in the Bay Area, and we've never met anyone who hasn't enjoyed participating. Gimmick Navigational Rallyes are usually held the first Saturday night of the month starting from Larry's Autoworks in Mountain View. You may visit the TRC web site at <http://www.therallyeclub.org> for information on upcoming events.

There is a map to start on the back of this guide. Rallyes start between 5 and 7 PM (with a rallye school at 6PM) and finishes at 10pm at a pizza parlor in the rallye area.

Rallye routes are planned through residential and commercial streets, and all traffic laws are observed at all times. Local police are always notified of an event and are generally cooperative with the sponsoring clubs as long as the rallyists and the clubs behave themselves.

**TROPHIES, AWARDS, ETC.** Although the Number One Award on any rallye is personal enjoyment, 1<sup>st</sup> place trophies and 2<sup>nd</sup> place plaques are given in each class for those who score the highest.

The most important thing to remember, however, is that enjoyment, challenge, and competition are the main awards of any rallye. If you've enjoyed yourself, which you undoubtedly will, you've won the only prize worth having.

**CLASSES** Rallyes generally run six classes. The Senior, Expert, and Master Expert classes are for the truly dedicated enthusiasts, with Beginner and Novice classes for the less experienced rallyists. For those who have never run a rallye before, there is a First Timer Class to serve as an introduction to rallying. Remember, you are competing only with people having the same amount of experience as you. At times, there may even be completely separate routes for the First Timer/Beginner/Novice and Senior/Expert/Master Expert.

### **WHAT ARE YOU DOING HERE????**

Well, here you are, let's assume you are at the rallye start. You have paid the nominal entry fee and received a stack of paper, each sheet full of confusing terms, titles, and other garbage. Each page is labeled with mind-boggling terms such as Supp/SI, RI or other Greek sounding terms. The following is a brief description of what these are, and their purpose.

**GENERAL INSTRUCTIONS** Every sport has to have rules to make it playable. These sheets marked Generals are just that, your rules for this event. You will find definitions, explanations of situations you will encounter, and other conditions covering the rallye. You should read these very carefully. They usually cover no more than two typewritten pages, but the whole rallye is built around what is contained within. After you have read them, reread them, and then read them again.

**ROUTE INSTRUCTIONS PAGE (RI PAGE)** One page will contain numbered instructions which are the basic route that can be followed from the start to the finish. Your RI's might look something like this:

1. R at Jones
2. R 1<sup>st</sup> CH
3. R at Wood
4. L 3<sup>rd</sup> Opp

And so on .....

To execute them, you should refer to your general instructions and check the section on definitions. You would most likely find that R is a turn to the right, and that all words following AT must appear on a sign. Therefore, to do RI 1, you need to find a sign with the word JONES on it near a street where you can turn right. To do RI 2, you need to check your generals to find out what a CH is. Let's say that in this particular set of generals, it is defined as "a chance to turn in the direction indicated." Therefore, you want the first chance to turn (while traveling on Jones from RI 1) to turn right.

**SUPP/SI PAGE** This page will contain groups of instructions called Supp (Supplementary Instructions; or SI (Special Instructions). This page is related to Coursemarkers, and will be discussed later.

**ORDER OF PRECEDENCE** In order to provide some systematic manner of the various instructions governing your actions, they are in a particular order of precedence where certain instructions are "more important" as it were, and are to be done before other instructions. Generally, the RIs are the lowest in precedence with everything else to be done first, if possible, and Special Instructions are right near the top. Your progress along the route is determined by instructions and their relative importance. They are usually listed under the heading ORDER OF PRECEDENCE.

**SCORESHEET** The scoresheet is the method used to score how well you do on the rallye. You should never erase on your scoresheet as this may take points away from your final score. The sheet will generally consist of columns in which you record numbers or letters from coursemarkers you find along the route.

You may be given other things as well as these sheets mentioned above. Be sure to read everything given to you carefully and fill out all required information before you begin.

Keep in mind that the author of the rallye, known as the RALLYEMASTER, has only your enjoyment in mind by writing his rallye. S/He is always available at the start to answer any questions or clear up any hazy points which may bewilder you. Do not hesitate to take advantage of his/er presence. ASK QUESTIONS!!

### **WHAT IS A GIMMICK?**

A gimmick is nothing more than a trick. Basically, you are given a set of rules (General Instructions) by which you are to run the rallye. The Rallyemaster tries to make you violate these rules without your knowing. Whenever you catch him/er tricking you, you've caught a gimmick and will be rewarded with a coursemarker. A coursemarker is usually a paper pie

plate or piece of cardboard stapled to a telephone pole. Each coursemarker you catch (find) is worth points, and is recorded on your scoresheet. The markers usually have a letter and number on them which is how you record them on the scoresheet. Never take a coursemarker down. You will be automatically disqualified for such an action.

Remember, the purpose of this kind of rallye is to make you think. You can, with the information given to you, navigate through a predetermined course using only the Route Instructions. If you follow only these, you will get from the Start to the Finish without any problems. This, however, is not the object of the rallye. Your main purpose is to find gimmicks hidden in the information given to you.



## SAMPLE RUN

Now that you've read everything given to you at the Start, you feel ready to begin. You look at your RI Page and find something like this:

### 1. R at Jones

As explained earlier, to execute this instruction, you refer to your General Instructions and check the definitions. Look for a sign with JONES on it, and execute a right turn. As soon as you have made your right, you would consider this RI as having been executed, and would begin working on RI 2.

### 2. R 1stCH

You already know that R is defined as a turn to the right, and the definitions explain CH as a chance to turn in the direction indicated (right, in this case). Upon making a right turn at the first chance, RI 2 would be executed, and would continue with RI 3. Of course, you have completely read your Generals before leaving the start area and will usually not have to refer to them on each RI for definitions.

Now, you're saying to yourself, this is all fine and dandy, but where are the gimmicks? All right, suppose RI 3 says "L at Park." A check of the definitions reveals that L is a turn to the left, and again, AT is used in an instruction. Again, you would look for a sign with the word PARK on it. However, in reading the section of your Generals under SIGNS, you find that certain words do not exist on signs. Among these words is PARK. This is ~here the order of precedence comes into effect. Your Generals, which are of a higher order (more important) than the RIs, have told you that PARK (along with ROAD, STREET and the like) do not exist on signs to you, the rallyist. Your RI, however, is trying to tell you that you should turn at a sign with the word PARK on it. As the Generals are your rules, you have been told that PARK does not exist. Your RI cannot be done as it is an instruction of lesser importance. (Keep in mind that you may physically see it sign with the word PARK 01) it, but your rules tell you this word does not exist. Therefore, you must ignore what you physically see). This is one of the most difficult things for a new rallyist to understand.

Realizing that this instruction RI 3 cannot be done according to your Generals, you should continue driving straight down the street (instead of executing the RI) until you come to a coursemarker. These are usually about 15 feet above the ground on a telephone pole and quite

easy to see. You will generally find that a number and letter are printed on the marker, and it may look something like those on the previous page.

You would record this coursemarker by turning to your scoresheet, finding a column or space marked with an "A" and writing the number "13" in the space provided.

So, you have caught a gimmick and found a coursemarker-what do you do now? The point to remember is that the RIs instruct you along a predetermined route. By having caught the gimmick and finding the marker, you have left that route and need instructions to get you back on course. When you record that number of the coursemarker on your scoresheet, your next task is to refer to the SUPP/SI page for yet another group of instructions, each group corresponding to a number you will find on a coursemarker. You would then execute THAT group of instructions (in the case of coursemarker A-13, do instructions listed under the number 13) which will get you back to the predetermined route so you can continue with your other RI's. This is the purpose of the SUP/SI page. It brings you back to the proper place on the route, and keeps you working on the correct instructions. The difference between Supps and Sis, both found on the same page, is also important. The SI is usually the highest in order of precedence and has no gimmicks. It is just there to get you back on the route. The Supp is a different story. It might (but does not have to) have gimmicks associated with it, so do your Supps very carefully.

Now refer to the SUPP/SI page for Coursemarker "A-13". Under the number 13 you might find the following group of instructions:

13 SUPP

- a. U
- b. DRI
- c. R 1<sup>st</sup> CH

SUPP is defined in the Generals as an abbreviation for Supplementary Instruction. Part a. of the SUPP "U", is defined as "a reversal of your direction of travel". Part b. of the SUPP, "DRI," is defined as "delete the Route Instruction presently in effect." I am sure that you can figure out part c. yourself. This SUPP, therefore, makes you reverse your direction of travel and then go right at the first chance. It also deletes the invalid RI by the use of the term DRI. This term represents an important basic concept in a Gimmick Rallye. Your instructions that take you through the route must be completed. In other words, they must be either executed (actually done by you) or deleted (made or rendered nonexistent by an

instruction). You cannot skip over an RI just because it is bad. You must try to execute it. Like the example, PARK, you would try to find a sign with PARK on it, but you know that, for rallye purposes, you never will because that word does not exist. You would, however, try to find the sign by continuing straight until that instruction, "L at PARK" was completed. (actually, it would be deleted with a SUPP or SI). The SUPP for the marker you recorded in part b. does just this. It DRIs or deletes the route instruction presently in effect, the "L at PARK," because you have not done it or deleted it yet.

Remember, however, not every RI is invalid, so it takes thinking on your part in determining what can and cannot be done according to the Generals.

Also, don't think that you can score well in a rallye by just running down every street and recording every coursemarker that you see. There are coursemarkers on every rallye worth negative points, put up just to discourage this practice. These bad markers are commonly called "FISH."

Do not assume anything on a rallye. What held on a rallye last week may not be true on the one tonight. Act only on what is definitely known or explained to you according to the Generals or according to instructions higher than the Generals in the Order of Precedence. Keep in mind that gimmicks can even be played off of gimmicks. Playing one gimmick off of another is called a "whammy" and there are even such things as triple whammies so you have to remain alert at all times. A gimmick can be hidden within any information given to you. They range from very easy to extremely difficult.

Regardless of how involved you become in the sport, you can be assured that you will always enjoy yourself. The following are some, hopefully, helpful hints that will aid in getting you started with a minimum of brain strain.

## HELPFUL HINTS

Certain concepts in rallying are difficult to understand. One of the most confusing is the use of "ONTO". **ONTO:** The term "ONTO" is a basic rallye situation where one is "onto a road by name." When you are instructed that you are ONTO a road by name, you must, in a sense, consider yourself permanently attached to that particular named road (the one named in the instruction) until a condition arises (such as being able to execute another instruction) where you can leave the road. The usual gimmick played while you are ONTO is that the road you were instructed ONTO will change name before you can execute another instruction. Having been put onto, let us say JONES, the road some streets down might change names to SMITH. As you are ONTO, you would be forced

to make a U-turn at the point the street signs read differently than they did in the instruction. By making a U-turn, you are staying ONTO the original street, JONES. Read your Generals carefully concerning what to do when you are instructed ONTO. Know what you must do in order to get off once you are ONTO. Check each street naming sign you pass when you are ONTO to make sure the road hasn't changed name.

Certain instructions also cause confusion on rallies, among them BONUS and NOTE.

A **NOTE** Instruction is what you might call a "floating instruction".

A note comes into effect at a certain point or time in the rallye. By "comes into effect," we mean the instruction can now be executed. An instruction, any instruction, is never executed until it comes into effect. Notes come into effect, but are not necessarily executed immediately. This is what we mean by floating. You can generally execute other instructions while a Note is in effect. For example, say your RI page reads as follows:

1. R at Jones
2. L 2nd CH
- NOTE A: R at Lincoln
3. R at T

Normally, Note A would come into effect as soon as RI 2 was executed or deleted. Actually, both Note A and RI 3 would come into effect at the same time. As a Note is executed when possible, you would actually be working on both RI 3 and Note A at the same time. If you should find the R at T (RI 3) before you come to a sign with LINCOLN on it, you would go ahead and execute RI 3, and then be looking to execute both the Note and RI 4. When you did find the sign with LINCOLN on it, you would execute the Note. It is possible, however, that Note A might not be executed until you have completed RI 23. A Note is just an instruction to keep you alert. You do it when possible. Watch it, though, because gimmicks can be played off of Notes too!

A **BONUS** is much the same as a Note. The most common difference is that a bonus is a clue-type of instruction instead of a definite "turn here" type. Generally, a gimmick is not played off a bonus. The bonus is usually found in your Generals, and not on your RI page. Bonuses are like notes in that you just keep alert and look for them at the place hinted at by the clue. You execute a bonus when possible (when you find whatever it is you are looking for). An example might be "BONUS-- Turn at a digit." This bonus would be executed by turning at a sign with a number on it, or possibly at "Finger Street". Sometimes you just have to look at several possibilities before the correct answer presents itself.

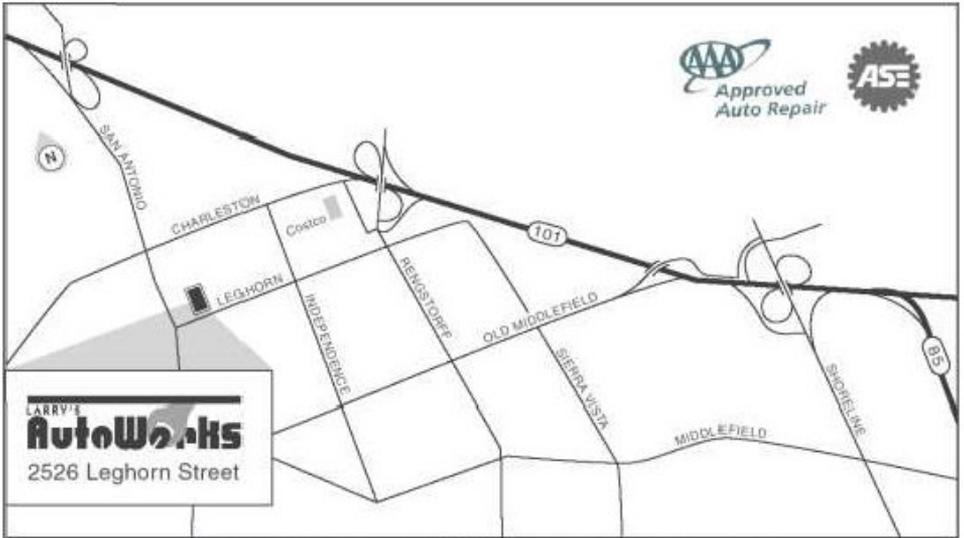
The main thing to remember is that BOTH Notes and Bonuses are done when possible, and you continue other instructions (RI's) while looking for a Note or Bonus.

Remember your car number at all times (you will need to know it when you get to the finish so that you can find your score on the scoreboard). Record all coursemarkers on your scoresheet carefully and legibly. It is also advised that you keep a separate list of all coursemarkers you have recorded so that you can check your score when you get to the finish. A critique or explanation sheet of the rallye is always available at the finish and will include point values for each coursemarker found. If something does not make sense to you after you read the explanation at the finish, ASK!

If you think you have done something wrong in the early part of the rallye, don't go back over the whole route to try to correct your mistakes. Instead, try and finish the rallye on the basis of a more educated decision. Everyone makes mistakes when starting, but the winning rallyist learns from his/er mistakes. One piece of advice worth repeating is, "Never assume what held on the last rallye will be the same on this one." Although there are certain standard concepts that all rallyes hold, every rallyemaster has his/er own way of doing things. Just read the rules (Generals) very carefully. The rallyemaster will explain things you don't understand.

Keep everything from every rallye and study it. This is a good way to learn. If something does not make sense on the first reading of the explanation, you may get it after another rallye or two. The sport is meant to be fun, and you will find that everyone involved is more than willing to help the newcomer. This type of rallye is not a race. You will have plenty of time to finish.

Start at:  
Larry's Autoworks  
2526 Leghorn Street  
Mountain View, CA  
5-7PM, Rallye school at 6pm



the  
rallye  
club  
✓