

- A GUIDE TO A-B RALLYES -

General Instructions and Addenda, if issued, are what govern this rallye. Only the Vehicle Code has a higher priority (always obey the law).

This Guide is NOT part of your GIs (General Instructions) - but they can help you run this dual choice, A-B rallye. Any typing errors in this Guide are not deliberate.

First, read and re-read your GI's. Next, go through your RIs and mark things that seem to be in conflict with the GIs (i.e. use of a word you know is invalid). It is often easy to forget things on route.

A-B rallyes are scored according to what you do when presented with one or two options at various times on the course. Often you will see only one of the two options in an RI because when you act on the first valid choice you won't encounter the other one - in fact, it may even be on an off course loop. You are scored at the Finish according to which RI (Route Instruction) option you select while out on course. (Rallyemasters love to encourage you to accept and act on an invalid option; that's our "job"!)

Indicate which of the choices you have acted on by blackening (filling in the "circle") on the Scoresheet for the specific a, b or c of an RI. Please use a pen on the Scoresheet. If you "X", circle, mark more than one option or fail to mark your Scoresheet with your RI option choice you will be penalized. Mark the one you want the first time because erasures or "corrections" will be penalized. Checkpoint (CP) workers have no authority to alter your score markings.

You should always mark your RI page to indicate the RI choices you have acted on, so that when you read the rallye's Critique at the Finish you'll see what happened and where, on the route.

Keep this in mind: If the first RI option you encounter is not valid (according to your GIs) you should ignore it and continue to look for a valid instruction. Both options "work", but one may result in penalty points. Here are a few examples of typical A-B instructions (see map below):

89. a) R at Tee b) L at BLACK* (*usually indicates the sign can be on your right, left, ahead or overhead as you approach it; see the GIs.) You'd act on the b choice because you come to the BLACK sign before you see the Tee at JONES. (The sign is "not visible", without * so deny 89b, and act on 89a.)

90. a) R at STOP b) L at Tee (See GIs for definition of STOP and Tee.) Both are at the same point (within approximately 60 feet) so if your GIs say if both a and b are valid at the same point, act on a and mark c, do that.

91. a) R at first OPP b) L at second OPP* (Read the GIs for the definition of OPP). Unless DOE is marked as NOT THROUGH, PRIVATE or BLIND, you would act on a because you're able to complete (act on) the a choice before you arrive at the second OPP in 91b. Sometimes the GIs may permit use of roads marked NOT THROUGH, etc., so you should double check.

92. a) L on JONES b) L at BLAKE*. You can see BLACK but not BLAKE, (a spelling gimmick) so you continue until you see (and act on) JONES in 92a.

93. a) L at first OPP* after SMITH b) L at JONES First OPP after the SMITH sign is SMITH AVE, so you'd act on 93a before you see Jones (93b).

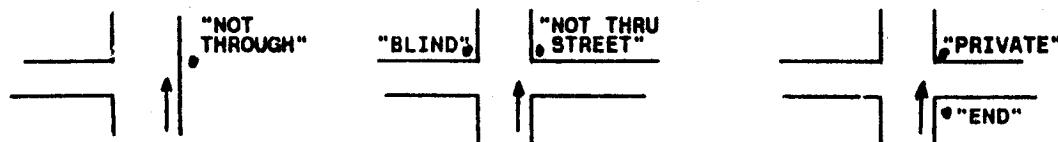
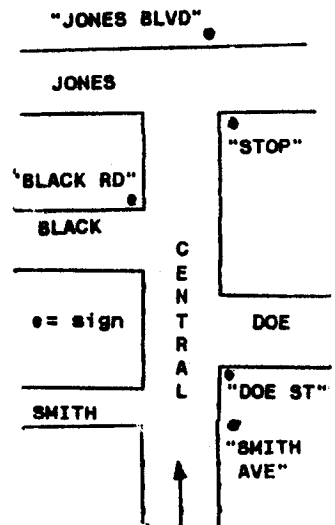
94. a) R at first OPPORTUNITY b) L at BLACK Act on b because only OPP is defined, which means you must see a sign reading, "opportunity".

95. a) C at DOE b) L at Tee, C at DOE (See your GIs for definition of C.) You do 95a, unless you were on SMITH, then the 95b instruction will put you on CENTRAL where you see DOE, and join cars that started out on CENTRAL. RI options with two parts, if valid, (95b for example) must be fully completed before going to the next instruction.

96. a) R at T b) C at DOE, R at STOP DOE is first so you C and then R at STOP; check your GIs to verify whether the "T" is valid as a defined term or if only Tee is good.

Forced turns (FT) are a common rallye gimmick. A FT is a point where you must turn in order to stay on a valid rallye road. For example, if a NOT A THRU ROAD sign is on your left on JONES, you'd have to turn right, making it a forced turn, not a Tee. Occasionally, the GIs won't exclude Not Through or Private roads, in which case you'd accept such streets as valid rallye roads.

If the road ahead is marked NO OUTLET, BLIND, etc., you must turn in order to stay on a valid rallye road and if both roads to the left and right are paved and through, this is a Tee. See below:



(Continued next page)

A-B RALLYE GUIDE, Continued:

JONES is a Tee, if you're traveling up CENTRAL while CENTRAL is a Tee if you are headed toward it on DOE, SMITH or BLACK. On A-B rallyes people may travel in different directions, due to selecting different RI options but you should always run your own course, others may be off the correct route.

A Tee or an OPP refers to the street (that black stuff you drive on), though an OPP may also have to be named (with a sign) to be considered valid; check your GIs.

Your GIs will tell you exactly what a rallye road is (i.e. paved, public, through). This eliminates dirt roads, though road repairs or construction on the route doesn't mean you can't use the road or street unless your instructions tell you otherwise.

Don't panic if the road you're on ends – just U and continue with your instructions. Often there are places where the route will validly go into a dead end.

Never assume because a quoted sign appears to be spelled incorrectly (after "at", "on" or "observe") in your RIs because many times a government sign maker goofs! Except for CP signs, most rallye signs are government posted, so they'll remain in place during the entire event (or later when you want to take a friend out to show them your new rallye skills!).

Use of street name signs parallel to your direction of travel, which may make them more difficult to see, is a common rallye gimmick; always check carefully. Signs occasionally are turned or defaced with graffiti, but should be used as originally intended.

Keep in mind that the pesky asterisk (*) must be in an RI portion if you are to "see" a sign that is not on your right as you approach it, no matter how large the sign.

If GIs tell you to consider a U turn to be made where instructed it's because sometimes you must drive a bit to avoid a U over a cement divider, (it can really mangle your car!).

Occasionally a local power outage will mean a traffic Signal is not working, which is why we usually say they are valid operating or not.

Before you leave Checkout, be sure you know what a CP sign looks like (there are a few "tricky" CP signs out there). You also need to know what to do at a Checkpoint (i.e. answer questions, say Trick or Treat, etc.). Give CP workers a cheery greeting – they are out on course for you, rain or shine.

NOTE and/or BONUS instructions, if any, usually "float" after they come into effect so you may act on one or more RIs before you can act on a NOTE or BONUS. The Order Of Precedence will tell you which type of instruction you should act on first if you encounter two at the same point on course.

Not only is it unsportsmanlike conduct to share information with others on the rallye, it is also grounds for disqualification. All law enforcement agencies in the area are notified of the event, including the rallye route (wave as you pass!). Receipt of a traffic citation will result in disqualification. Always obey the law and drive safely, with your seat belts fastened (It's the law).

Teamwork is important in order to do well on any rallye. Both the driver and navigator should read and discuss the instructions, marking or highlighting portions that need special attention. Neither of you can do it alone. When you go through your GIs and RIs again you might find something you missed.

Time spent before the start can help you once you are out on course operating under the overall time limit constraints.

This is an equal time rallye so each entrant is entitled to the same length of time on the route rather than favoring those who have more time out on course. There should be ample time to run the route though you probably won't have time to check out all the options; in other words, if it is valid per your GIs, do it. (Some options are off course.)

Check in with Checkout before you start the event. Should you have any questions, they'll be answered at Checkout after you receive your out (start) time.

This Guide is NOT part of your GIs but is the way we try to help beginners run this rallye. We've covered a number of the "standard" A-B Rallye gimmicks and most of them could be on today's rallye.

We enjoy presenting A-B rallyes and hope you find them both entertaining and challenging. For information on our next event, please call 510/793-2514, or the "Rallye Hotline", 408/REWIND-5, for events by other area clubs.

