

# Time and Distance Rallye General Instructions

## I. GENERAL INFORMATION

**A. CONCEPT AND PREPARATION** - The object of a Timed Rallye is to follow the prescribed route and to arrive at each CP when you are due; neither early nor late. Each leg is scored separately. If you are late at a CP you can't reduce your error by speeding on the following leg. Please fill out and return the registration card, set your clock to official rallye time, and tape your car number in the lower right corner of your windshield.

**B. USE OF ADDENDA** - These General Instructions (GIs) may be amended by Addenda. Any Addenda is to be considered part of the GIs and shall have precedence over the rest of the GIs should a conflict exist.

**C. TIMING** - Timing will be to the hundredth of a minute, synchronized with Coordinated Universal Time (WWV), with the hour adjusted to local time.

**D. MILEAGE AND ODOMETER CHECK** - Distance is given to the hundredth of a mile, with official mileage reverting to zero as directed. Official mileages and speed changes at signs or landmarks were taken at the near edge of the sign or landmark. Mileages at turns were taken at the beginning of the turn. The first part of the route is the Odometer Check, by which you may compare your odometer to that of the rallyemaster. You may need to adjust speeds and mileages to compensate for your odometer error.

## II. GLOSSARY

**AT** - 'Even with' for speed changes, mileages, and pauses. 'in the vicinity of' for turns and other instructions.

**CAST** - Change, continue, or commence average speed to the indicated value in miles per hour.

**CHECKPOINT, CP** - A point at which rallye cars are timed for scoring purposes. Unless referenced as a DYS, a CP is the timing line identified by the usual '✓•' sign.

**DYS** - Execute a Do-it-Yourself CP per these GIs.

**FREE ZONE** - A part of the rallye in which there are no manned CPs.

**INTERSECTION** - Any meeting of two or more existent rallye roads from which the rallye car can proceed in more than one direction without U-turn.

**LEFT** - A turn to the left from 10 to 179 degrees.

**OPP, OPPORTUNITY** - A place at which the specified action can be performed in accordance with these GIs.

**PAUSE** - To delay a specified time. The pause time is to be added to the time required by the given average speeds.

**RIGHT** - A turn to the right from 10 to 179 degrees.

**SIGNAL, TRAFFIC LIGHT** - An intersection controlled by at least one official multi-colored electric traffic signal light, operating or not.

**STOP** - An official STOP sign which requires the rallye car to stop.

**Stop Ahead Pictorial** - An official warning sign indicating a Stop Ahead, usually with a picture.

**STRAIGHT** - Proceed within plus or minus 10 degrees of directly ahead at an intersection. Straight is NOT a turn.

**T** - An intersection having the general shape of the capital letter T when you approach it from the stem. It is not possible to execute a straight at a T.

**TRANSIT ZONE** - A part of the rallye in which there are no CPs, and in which no specific speed need be maintained. An exact time for passage and an official mileage to the end of the transit zone will be given.

**TURN** - To change course or direction at an intersection in conformity with these GIs. A turn cannot be executed by going Straight, nor when more than one opportunity exists to perform the required action.

**U-TURN** - A change of direction of 180 degrees. The glossary term TURN does not apply here. U-turns are only made when specifically instructed to 'U-TURN'. Do not U-turn to remain ONTO.

**( )** - Information enclosed in parentheses is intended to be helpful and is NOT part of an RI.

## III. FOLLOWING THE COURSE

**A. ROUTE FOLLOWING PRIORITIES** - Should a conflict of instructions exist, use the following list to determine priority, from highest to lowest:

1. Execute an Emergency Instruction or follow an emergency sign.
2. Execute a Special Instruction (SI). There will never be traps based on the execution of a Special Instruction.
3. Execute a Note Instruction.
4. Execute a Route Instruction (RI).
5. Follow the Main Road.

**B. ROUTE INSTRUCTIONS (RIs)** - Beginning with the first RI, complete each RI in ascending numerical order and in full at the earliest opportunity. If an instruction calls for more than one action, complete each action in full in the order given, before going to the next RI. You may consider the following to be exceptions to this rule: (1) the Odometer Check, Free Zones and Transit Zones may span a number of instructions; (2) an average speed for an unspecified distance or time may be effective through subsequent RIs and you are to maintain that average speed until the next CAST. Actions to be performed within or at the end of a specified distance or time are not complete until that distance or time has elapsed.

**C. NOTE INSTRUCTIONS (Notes)** - Each note becomes active upon completion of the immediately preceding RI on the page. Each active note may be completed only once, and is deleted when you execute a DYS or enter a manned CP. Notes may also be deleted by emergency, special, route, or other note instructions.

**D. MAIN ROAD** - The MAIN ROAD is the road you would take at an intersection unless you can execute an RI or NOTE. The MAIN ROAD is determined by the highest applicable MAIN ROAD determinant which would direct a unique course through an intersection. The following is a list of accepted MAIN ROAD determinants. The addenda will list which determinants are applicable for this rallye and their order of priority. (You need consider only the MAIN ROAD determinants that will be used on this particular rallye.)

**ONTO** - When you are instructed ONTO a named road by the term ONTO and the name of a road, a road bearing that designation is the MAIN ROAD until you execute a left, right, turn or straight in an RI or Note.

**L (or R) AT T** - The MAIN ROAD is the road that goes left (or right) at a T.

**STRAIGHT AS POSSIBLE (SAP)** - The MAIN ROAD is the road that appears to go as directly ahead as possible at an intersection. This judgment is made as you enter the intersection, NOT as you approach it.

## **IV. RULES OF THE ROAD**

**A. SIGNS** - When an instruction refers to a sign, at least a prominent portion of the information from the sign will be in quotation marks. All signs on a common support are deemed to be one sign. You will never have to look behind you to see signs. Also signs on the pavement, vehicles, and mailboxes and their supports cannot be validly referenced.

**B. LANDMARKS** - Landmarks are either defined in the glossary or identified by a sign. Landmarks, and signs identifying them, may be anywhere, but the identification will be obvious. Landmarks defined in the glossary are to be used only in the sense defined.

**C. ROADS** - All roads used are paved and public. Driveways and parking lots are not roads, except at the start and finish. Roads marked 'Not a through', 'Dead end', etc. are not to be used, unless a SI states otherwise. A road identification on one side of an intersection also identifies it on the opposite side, unless indicated to the contrary (by another road sign, arrow, etc.). The name of the road will be given without the use of quotation marks. The name may be given as a basic name; that is prefixes (like S, EAST, OLD, Interstate) and suffixes (like RD, ST, WAY, LANE) may not necessarily be used. If not used, they are irrelevant. On the other hand, if the full name is given, it IS significant.

**D. CHECKPOINTS (CP'S)** - CPs are of two types: Manned, and DYS. All manned CPs are on the right side of the road. You will be timed in as your front wheels cross the in-line. Do not stop at the in-line, but proceed just past the timing station and stop. Hand your scorecard to the worker. It will be returned to you showing your in time and out time along with a CP slip. This slip will contain important information (such as the number of the next RI, outpoint, out speed, SIs, notes deleted, etc.). PLEASE READ THE SLIP!

**DYS** - When instructed to DYS at a designated sign or landmark, write your estimate of the official time of day (Hour, Minute, Hundredth) for your arrival at that point in the space on the scorecard marked "IN TIME" for that leg. Then write your Out Time, which must be exactly two minutes after your In Time, in the "OUT TIME" space for the next leg. These DYS times must be recorded before you can receive a CP slip at the next manned CP, and cannot be changed thereafter.

**E. SCORING AND PENALTIES** -The timing penalty is one point for each .01 minutes early or late at a CP, up to a maximum of 200 points. Dead time may be allowed by the rallye officials only if you submit a time delay request that you were unavoidably delayed on course by (1) a train, parade, drawbridge, etc., (2) an accident not involving your car, or (3) a rallyemaster course error. This request must be submitted at the next manned CP before you receive your In Time. It must be in writing and contain your car number, the leg number, the reason for the delay, and must specify the exact time requested. In addition to the timing penalty, a contestant may be assessed 100 points for entering a CP in an unsafe manner, blocking access to an in-line, stopping or creeping (less than half the assigned speed) in sight of a CP without a pause instruction or legal cause, or failing to cross an in-line when directed to do so by a rallye official. Disqualification will result for using alcoholic beverages or drugs, receiving a moving citation, or acting in an unsportsmanlike manner during the competitive portion of the event.

**F. MISCELLANEOUS** - This event is run under the NCSCC Timed Rallye Code. Please consult the code for class, tie breaking, and protest information.