

# 2003 WINTER RALLY SERIES- GENERAL INSTRUCTIONS

Welcome to the 21<sup>st</sup> year of the Winter Rally Series, sanctioned by Finger Lakes Region SCCA. The 2003 series will consist of 5 Saturday night, straight-forward driver's style rallies (using tulip diagrams) from 1/11/2003 through 3/29/2003.

These General Instructions (GI's) will apply to all of the events, and will contain most of the information you will need to compete in these events. Each event will include an addendum, to provide information unique to that event. If there is a conflict, the addenda will take precedence. A bar in the left margin denotes changes from the previous rules.

## 1. START

The event addenda will indicate the Start time for car 0. Your time-out will be the listed time plus your car number in minutes. Route Instructions (RI's) will be issued at Registration. The Start location will be listed in the first instruction.

## 2. DRIVERS MEETING

Will be held after the end of the one-hour Registration time, at the Registration location, unless otherwise noted. This will be your opportunity to ask questions about these General Instructions. If you would like additional assistance, please check with the Registrar or Rallymaster immediately. Car numbers are issued at this meeting.

## 3. LIMITING ENTRIES

The Rallymaster's reserve the right to exclude or change the speed group of any vehicles and/or competitors they feel are not capable of handling the difficulty of the roads or speeds. This is not a criticism of any competitor but will be done, if necessary, for the safety of all concerned. Events are designed for a maximum of 35 cars. The Rallymaster may further limit entries if, in his/her judgment, the number of competitors exceeds the good nature of residents along the route.

## 4. LIGHTS

A maximum of four forward-facing lights of any type (including factory-installed fogs) may be in use at one time. Only stock, low beam, lights will be permitted in areas noted "No auxiliary lights" within the route instructions. Please exhibit common sense when using auxiliary lights. To prevent annoying local residents, all lights should be dimmed for houses. Comments in route instructions may also instruct you to dim lights in some areas. ***DIM ALL LIGHTS WHEN ENTERING A CONTROL.*** If the control crew can't see when you cross the line, you might be mis-timed. You will be assessed a penalty for use of lights in a manner which provokes a "situation" with local residents or authorities.

## 5. SPEEDS & FACTORS

A variable speed concept will be used on these events. This allows participants to compete within their experience class at a speed they are comfortable with. In order to equalize competition, a difficulty factor is applied to the raw scores for anyone competing below the "A" speed. Speed factors are based on past Series performance and are applied by class:

Speed group	Max. speed	Equipped	Limited	Stock	Novice
A	45	1.0	1.0	1.0	N/A
B	40	1.50	1.25	1.25	N/A**
C	36	2.0	1.5	1.5	1.0
D	33	If Emergency speeds are invoked, each speed group moves down one category, with no change in factor			

\*\* Novices are required to run C speeds for at least their first two events. After 2 - 3 events are successfully completed, they may request of the Seeding Coordinator to compete at B speeds, but no scoring advantage will be gained over Novices competing at C speeds [no factor applied].

Each event is set up for three speeds. Based on weather, a fourth speed group (D) may be added. If this occurs, you will be notified, and all groups will move down one speed group with no change in factor. Rallymaster's may put all cars at the same speed during transit sections such as on a highway or while going through towns or populated areas. A competitor may decrease his speed group at any Control throughout the rally. The competitor must notify the Control crew and write

the new group in the box on your scorecard. You then will lose your road position and have to wait for the end of your new speed group. Once you have decreased your speed you can not return to a higher speed group.

## 6. DRIVER SEEDING

Drivers have been seeded, based on prior experience in this type of driving. Only "A"-seeded drivers may compete at the "A" speeds. If you are new to our series, but have experience elsewhere, you may discuss your seeding with the Seeding Coordinator prior to the Drivers Meeting. Seeding is NOT debatable after the drivers meeting.



7. **DO NOT TAKE**, count, or consider: private roads, farmer's lanes, and roads marked dead end, no outlet, etc., unless specifically noted in the RI's. If an instruction specifies a turn, and the mileage is correct, execute the turn.

## 8. READABLE MATERIAL

Will be in quotation marks and may be quoted in full or in part. Only whole words/numbers will be used.

## 9. TULIPS

Route Instructions will be of the tulip diagram type, a reasonably accurate drawing of the road configuration. Example:

91	27.32	1.27		CAS 45
92	28.45	1.13		Slow for house

To execute the instruction shown in the drawing, start at the dot and travel in the direction of the arrow. Execute each instruction in sequential order at the mileage given. **MILEAGES TAKE PRIORITY** in defining the point of execution of actions. Instruction 91 will occur 27.32 miles from the beginning of the rally (or from another specified location where the Rallymaster told you to zero the odometer). The next column tells that this turn is 1.27 miles from the previous instruction. Next is the instruction, in #91 straight at a crossroad, in #92 a left at T. The final column indicates important comments such as speed changes, the existence of a sign, caution, warning, etc.

**AT NO TIME IS A TULIP INSTRUCTION INTENDED TO LEAD YOU OFF COURSE.**

**CAUTIONS** will be marked with ! marks in the RI's. These indicate the following:

- ! More caution than normal required here
- !! Great caution required
- !!! Extremely dangerous turn/area

**Curve arrow signs** consider these as cautions, as these turns may not be in the route instructions. Do not drive over your head! Do not assume that turns without special cautions can be negotiated without risk at rally speed!

## 10. CONTROLS (checkpoints)

Controls may be located anywhere along the timed rally route. There may be one or more early controls on each rally, therefore it will be in your best interest to wait until your out-time before starting each leg.

Controls can be a dangerous area. It is your responsibility to enter and leave a control in a safe and prudent manner. Please be cautious of other competitors and non-rally traffic in the control area. If there is a Free Zone after the control, it is expected that you will proceed to the end of the Free Zone to clear the control area.

Timing slips, which are your responsibility to obtain at each open control, have mileage and timing data for the leg just completed, the number or mileage of the next instruction, and may also contain emergency instructions.

Timing discrepancies of more than .05 minutes must be resolved at the Control in question. Discrepancies of .05 or less will not be considered.

### Two types of controls will be used:

**OPEN** controls are identified by a checkpoint [✓.] sign, and are located on the right hand side of the road. When you encounter an open control you are to proceed past the Control car and park well off the road. DON'T STOP at the Control car. One member of the rally team should return to the off-road side of the control car with the scorecard. Your in time will be noted and an out-time will be assigned for the next leg. OUT TIME APPLIES FROM THE TIMING LINE unless

specified otherwise in an event addendum or control slip. Please line up at the control car in the order in which you crossed the timing line (created by the ✓. sign) as the Control crew probably couldn't identify your car in the dark.

**CLOSED** (or hidden) controls will not be identified and may be located anywhere on the rally route. Do NOT stop. You will be timed the same as at an open control, as your front wheels cross the timing line. The timing line may not be obvious to competitors. Usually your times will be entered on the scorecard at the next open control.

## 11. PENALTIES

Each hundredth of a minute early or late at a control (200 pt max. / control)	1 point
Unsafe or evasive action, or being observed stopping or creeping by a Control crew. Penalty assessed at a control will not be subject to claim by the competitor. If the control crew flashes their lights at you, you must immediately resume rally speed or the penalty will be assessed.	50 points
Missing a Control (max. timing penalty at a single control is 200 - a miss OR a max, not both) or being the cause of a "situation" involving local residents or authorities.	200 points
Each use of a time allowance	0 points
Use of lights within a designated "No Auxiliary Light" zone; in a manner inconsistent with the intent of these General Instructions; or failure to use a Time Allowance (see Section 13, paragraph 3 below)	50 points
Use of alcohol or illegal drugs before or during the rally; un-sportsmanlike conduct; or receiving a traffic ticket for a moving violation	Disqualification

## 12. GLOSSARY

Balk	A delay of less than 1/2 minute, caused by other traffic, within sight of a control.
CAS	Commence, continue or change average speed
Free zone (FZ)	A portion of the rally in which there are no timing controls. There is no penalty for stopping in a Free Zone. You should move to the end of the free zone and wait until your time to leave.
No Auxiliary Light Zone	As indicated in the Route Instructions, locations on the rally where only stock lights may be used. Also, the place where a penalty will be assessed for misuse of auxiliary lights.
OMP	Official Mileage Point, a place to compare your odometer to the Rallymaster's. Do not leave the OMP <u>area</u> until the time given has elapsed. But, please sure to <u>move away from the designated sign</u> as soon as you can to make room for the next team.
Pause	To delay a specified amount of time at a named point or over a given distance. Pauses are expressed as portions of a minute (Pause 0.50 minute is 1/2 minute or 30 seconds). Be sure to use pauses as intended to take you slowly past houses and to STOP at signs.
SAP	Straight as possible, if no other instruction applies go SAP

## 13. TIME ALLOWANCES

The use of a time allowance (TA) is strongly encouraged for any situation that causes you to be late. Our primary concern is safety. When you are again ready to rally, estimate or calculate the amount of time that you have lost, and round that time up to the next 1/2-minute interval. This will keep you halfway between two competitors. Circle the amount of the TA on the TA form. Resume the rally at the assigned speed. Write the amount of the TA on your scorecard for the leg you are running. Turn in the TA form at the next control with your scorecard, and **PRIOR** to receiving a timing slip.

**The minimum TA you can take is 1/2 minute and the maximum is 19-1/2 minutes in any section** [between time of day starts/restarts]. If a second TA is required in a leg [between Controls] you should add the number of additional whole minutes needed to the first amount [so you always stay halfway between two cars]. At a time of day restart you should return to your original car number position.

There is NO penalty associated with the use of a Time Allowance. However, if you FAIL to use a time allowance when its use would have prevented a "sensitive situation" with local residents or authorities, a penalty may be assessed. If you are clearly the cause of a problem, the penalty will be assessed.

**14. BALK** If you encounter other traffic, either in front of you, or oncoming, which blocks your timely crossing of a control line, this can be considered a balk. Since it would be unsafe to stop just before a control to take a time allowance, you should continue cautiously across the timing line. Note the exact amount of the delay, and put this requested balk amount on the time allowance form along with the reason for the request, and note it on your scorecard. Submit the TA form to the control crew before receiving any timing information. Be sure the control crew notes the balk request on their log. There is no penalty associated with claiming a balk, but the blockage MUST occur within sight of a control. If the cause of a balk goes away (local turns off) and you are not yet within sight of a control, you should stop to take a time allowance. If you are following a slow local and are more than 1/2 minute late, but have not yet arrived at a control, you should also stop and take a TA. (Maximum balk time is 1/2 minute).

**15. CLASSES** A team is classified by the most experienced member.

**EQUIPPED** any team using equipment where the calculating device receives direct input from the mileage-measuring device. (Zeron computer, Alpha TSD, Speed Pilot, etc.)

**LIMITED** the distance measuring device and calculating device may not provide direct input to each other. Allowable equipment includes rally tables, Stevens wheel, Alpina, Curta, Autopacer, slide rule, hundredths reading odometer, and any calculator. "Unconnected" rally computers are NOT acceptable.

**STOCK** any team using a Stock odometer in the stock location; plus any of these: tables, slide rule, single memory four-function electronic calculator. (Clarified 9/01)

**NOVICE** Any team in which each person has competed in fewer than 6 time-speed-distance road rallies. There are no equipment limitations. If you qualify as a Novice at your first event of this series, you may compete in the entire series as a Novice.

## **16. CLAIMS**

The committee consists of 1 competitor from each class and 1 worker other than the Rallymaster. The worker acts as committee chair. Claims shall be submitted to the chair on the appropriate form (which explains the procedure) and shall be accompanied by a \$5.00 fee, which shall be refunded if the claim is upheld. Claims shall be submitted within 20 minutes of your arrival at the finish.

## **17. TROPHIES & SERIES CHALLENGE**

At each event, low score wins. Individual event trophies are provided for (at least) first in each class, two per car. Individual event ties are broken per the following: Ties in trophy positions are broken only for the purpose of awarding trophies. For the purpose of points, ties will be scored with duplicate points, with the next lower position vacated. Ties will be broken by the method of most legs won, simultaneously for all tied positions. If this still results in a tie, then most zeroes, most ones, etc. will be counted until the tie is broken.

There is no fee to compete for Series awards. Your best 4 of the events count toward the championship. Competitors who work an event [checkpoint worker, safety steward, etc.] will earn points equal to their best finish. Rallymaster's will earn points equal to a first place finish. No more than two Rallymaster's may earn point for a single event except in the case of a new rallymaster learning from an experienced rallymaster, where additional rallymasters may be awarded points if appropriate. Work points may only be earned for one event. Points are accumulated as an individual, not as driver or navigator, so you may switch function from event to event. However, points accumulate in the class in which you compete; so if you switch classes you will have points in each. Points are based on finish within class. First =20, 2nd =15; then 12, 10, 8, 6, 5, 3, 2, 1, 1, 1... Series trophies are provided for first place in each class. Ties for Series Awards will not be broken; duplicate awards will be provided.

### **2003 Series EVENT DATES:**

**January 11; February 1, February 22, March 8, and March 29.**