

2023 Winter Rally Series — General Instructions

Welcome to the 41st year of the Winter Rally Series, sanctioned by Finger Lakes Region SCCA. The 2023 series will consist of 6 Saturday night, straight-forward, driver's style, time, speed & distance (TSD) rallies (using tulip diagrams). The first of the series events will be held in December 2022.

These General Instructions (GI's) will apply to all of the events and will contain most of the information you will need to compete. Each event will include an addendum to provide information unique to that event. If there is a conflict, the addenda will take precedence.

1. Vehicle and Driver Requirements

GENERAL

- Snow tires highly recommended (Note: All-season tires may limit your speed group eligibility)
- Current State Inspection sticker
- Tow rope/strap
- 1 DOT reflective triangle (or 90 minutes of road flares)
- Valid driver's license
- Proof of insurance

LIGHTS

- A maximum of four forward-facing lights of any type (including factory-installed fogs) may be in use at one time.
- LED light bars are limited to 24" and count as two forward facing lights. They should be mounted no higher than the base of the windshield.

2. Classes

A team is classified by the **most experienced** person in the vehicle.

EQUIPPED Any team using equipment where the time calculating device receives direct input from the mileage-measuring device (Zeron, Alpha, Speed Pilot, Timewise, Halda, Joe's House O' 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, laptop computer and any calculator. "Unconnected" rally computers are NOT acceptable.

STOCK Any team using a stand-alone clock and a stock odometer in the stock location, plus any of these: tables, slide rule, single memory four-function electronic calculator. GPS units used as a navigational aid only are allowed in Stock.

NOVICE Any team in which EACH person has competed in fewer than six 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. If the driver or navigator is not a Novice the team is not.

3. Speeds and Factors

Each event is set up for three competition speed groups (A, B, C). 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	1.25	1.13	1.13	1.0**
C	36	1.5	1.25	1.25	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 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].*

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.

Rallymasters may reduce competition speeds (aka rally speed) in certain timed sections by designating a drop to lower speed group. Additionally, the rallymaster may put all cars at the same speed during transit sections, or free zones, such as on a highway or while going through towns or populated areas. These “all cars CAS” sections shall not include checkpoints (i.e. free zones). The rallymaster reserves 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. Speed group A is reserved for experienced drivers that have permission from the rallymaster and Seeding Coordinator.

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 first car of your new speed group. Once you have decreased your speed you cannot return to a higher speed group.

4. Event Start

LIMITING ENTRIES. 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.

REGISTRATION AND TECH. Upon arrival at the start location, competitors should pick up a registration form and arrange for tech inspection. After sign off from the tech inspector, competitors should proceed to the registration table and complete the other sign in activities.




NOVICE SCHOOL. Every event will have a novice school, which is designed to help newcomers successfully complete their first rallies. Basic information on how to read the route instructions as well as some of the key on route protocols will be covered.

DRIVER SEEDING. Drivers are 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. Just because you think you should drive “A” speed does not mean you will get to do so. The ability to safely complete a TSD rally— not just “drive fast”— will also be considered.

DRIVERS’ MEETING. The drivers’ meeting is held after the end of the registration, at the registration location, unless otherwise noted. The rallymaster will announce corrections to the route, and this will be your opportunity to ask questions. If you would like additional assistance, please check with the registrar or rallymaster immediately. Car numbers are issued at the drivers’ meeting based on seeding. Your start time will be the event listed start time plus your car number in minutes.

5. Route Instructions (Route Book)

The route book will consist of pages of instructions presented in a tabular format as follows:

NRI	OVERALL	DELTA	TULIP	COMMENTS
78	16.566	0.08		ALL CARS CAS 45 PAUSE 0.10 (6 seconds)
79	18.003	1.44		ALL CARS RESUME RALLY SPEED Vanderlinder EFZ
80	19.35	1.35		

NRI = Numbered route instruction
OVERALL = Total mileage from the last point you zeroed your odometer to this NRI
DELTA = Incremental mileage distance between the start of the last NRI to the start of this NRI.
TULIP = A diagram or reasonably accurate drawing of the road configuration.
COMMENTS = Important notes such as speed changes, pauses, the existence of a sign, caution, warning, etc.

Using the example above, execute each instruction in sequential order at the mileage given. MILEAGES TAKE PRIORITY in defining the point of execution of actions. The first instruction #78 will occur 16.566 miles from the beginning of the rally (or from another specified location where the route book told you to zero the odometer). The next column tells that this turn is 0.08 miles from the previous instruction. Next is the Tulip that describes a right turn at T with a stop sign (follow the dot to the arrowhead). And the comment indicates pause at the stop sign, and change average speed (CAS) to 45 mph.

CAUTIONS will be marked with “!” marks in the comments. These indicate the following:

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

Also see Glossary for other terms found in the Route book.

Note: AT NO TIME IS AN INSTRUCTION INTENDED TO LEAD YOU OFF COURSE.

6. On Route Protocols

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

Curve arrow road 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!

CONTROLS (CHECKPOINTS)

Controls may be located anywhere along the timed rally route where cars are at rally speed. This includes no passing zones where the Rally Master and Safety Steward deemed the location acceptable. It is in your best interests to be on time, all the time.

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. The 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).

RADIO Controls are NOT identified as such and are situated before an open checkpoint. (very sneaky...)

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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, given out at each open control, have mileage and timing data for the leg just completed, the number or mileage of the next instruction (when available), 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.

USE OF LIGHTS

- **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. Only stock, low beam lights will be permitted in areas noted "No auxiliary lights" within the route instructions.
- **Dim all lights when entering a control.** If the control crew can't see when you cross the line, you will be assessed a 50 point penalty.

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, so this is an opportunity for competitors to pause. 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 PRIOR to receiving any timing information.

The minimum TA you can take is 1/2 minute and the maximum is 19.5 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, if possible.

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, an unsportsmanlike conduct penalty may be assessed. If you are clearly the cause of a problem, the penalty will be assessed.

Although there is no limit to the number of TAs other than the total time, competitors should consider dropping down a speed group if frequent TAs are necessary.

BALK

If you encounter other traffic, or obstruction, which blocks your timely crossing of a control line, this can be considered a balk. Because 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 on the TA form, 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).

7. Scoring

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
Taking a time allowance NOT on the ½ minute; TA will be adjusted to the next higher ½ minute	varies
Use of lights within a designated "No Auxiliary Light" zone; or in a manner inconsistent with the intent of the GI's.	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; being the cause of an “incident” with local residents or authorities	Disqualification

SCORING CORRECTIONS

Preliminary scores will be posted for competitors to review. There will be a ten-minute window for noting any scoring issues after the preliminaries are posted. After ten minutes, no changes to the scores will be made.

EVENT TROPHIES

At each event, low score wins. Individual event awards are provided for (at least) first in each class, two per car. Individual event ties are broken per the following: Ties in award positions are broken only for the purpose of awarding trophies. 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.

Series points are awarded based on finish within class. First =20, 2nd =15; then 12, 10, 8, 6, 5, 3, 2, 1, 1, 1... For the purpose of points, ties will be scored with duplicate points, with the next lower position vacated.

CLAIMS/PROTESTS

Claims shall be submitted within 20 minutes of your arrival at the finish. One of the event workers (non-competitor) will be appointed (after registration) by the rallymaster as chairperson to lead a claims review committee. A review committee consists of one competitor from each class not including the class making the claim. The review committee will vote to decide the outcome of the claim.

8. Series Championship

Series class champions will be declared for each of the four classes. Working at least one event per season is highly encouraged. If you work an event, you will also earn points toward a class championship. Rallymasters will earn points equal to a first place finish. No more than two rallymasters may earn points 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. Other workers [checkpoint worker, safety steward, etc.] will earn points equal to their best finish from another event. Worker points are only counted from one event. Series 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. Your best four events points, including 1 work event, count toward a class championship. Series trophies are provided for first place in each class. Ties for Series Awards will not be broken; duplicate awards will be provided.

9. Glossary

Balk	A delay of less than ½ minute, caused by other traffic, within sight of a control
BFZ	Begin Free Zone (see Free Zone)
BTZ	Begin Transit Zone (see Transit Zone)
CAS	Commence, continue or change average speed
EFZ	End Free Zone (see Free Zone)
ETZ	End Transit Zone (see Transit Zone)
Free zone	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
MTS	Mileage to sign
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. “ Dim lights ”, and “ Quiet Zone ” also used for this
OMP	Official Mileage Point, a place to compare your odometer to the rallymaster's. Do not leave the OMP area until the time given has elapsed. Please move away from the designated sign 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
Quiet Zone	Locations on the rally where lights should be dimmed, and engine noise should be minimized
Rally Speed	The speed in miles per hour that relates to the selected competition speed group.
SAP	Straight as possible, if no other instruction applies go SAP
Transit Zone	A portion of the rally in which there are no timing controls. Similar to a free zone, typically with a certain amount of time specified to drive to an instruction or mileage point