

## Three Objectives of Rally.

- Stay on the road. Drivers job
- Stay on course. Navigators job.
- Stay on Time - teamwork. Too difficult to do the first few times out. Driver should try to drive the speed limit in most cases to stay on time

## Odo Calibration

- Zero your odometer at the start of the rally at the indicated position.
- Either the first section of a rally, or performed before the rally.
- This calibrates your car's Odo to the route instruction odometer
- Follow the instructions in section 1. When you get to the odo calibration point, write down your car's trip odometer. Divide your car's odometer reading, by the Odo check odometer. This gives the calibration factor. Multiply distances in the route book by this number to calculate what you will see on your car Odometer.

## What to do if you're lost.

- If you can't find your way back on route, jump to end of section, and start the next section.
- The end of section map includes all the roads on the rally, but doesn't show which roads are used. It has the locations that each section ends.
- The end of section notes gives details of each section. It's length, where it ends, and approximate time that car 0 passes this point. This time is +/- 5 minutes of the actual rally time.

## End of section instructions

- There is no CP at the end of section. You will finish the section, and head into the next section on your own.
- Zero your odometer before starting the next section
- Remember the first instruction of each section, is the same instruction of the previous section. Example - if a section ends on a left turn, then next section states the same left turn.

## Check Point Procedure

- When you see a CP, turn on your turn signal so the CP crew knows you are a competitor. Also douse any aux. lights / high beams if at night.
- Pass the CP, and stop in a safe spot beyond the CP location.
- The CP timing position is beside the check point board (display a check point board)
- Checkpoints must be passed in the forward direction. Reversing, u-turns, or passing a CP from the wrong direction are not allowed.
- Drivers get out to pick up the time sticker. (Nav is usually beside a ditch). Note HOW to get out of the car, so you don't get run over / have your door removed.
- If multiple cars arrive at a CP, report to the CP crews in the order you arrived.
- Provide your Car number, ask for a Time Allowance if you need one, pick up your sticker.
- Sticker "Time Out" is the time you are to leave that CP.
- Sticker also has your arrival time, the elapsed time from the previous CP, the CP # and the Odo distance in that section.
- If you are late to a CP, you cannot "Make up" the time by being early to the next section. Scores are determined by being within the specific 6 second window. Early or late increases your score. The objective is to score with a low number ( or zero)

## Time allowances

- 19.5 minutes available for the entire rally. • May be asked for on the half minute (0.5 , 1.5 , 2.5 etc).
- TA's used to make up for **late** time. TA's will not help if you are early
- The first TA is free. Every subsequent TA imposes a half minute penalty (scored after the TA is applied).

**Route Tricks:** This rally has very few tricks. Carefully read the wording of each instruction.

**No Exit Roads / Private roads:** These are never used unless specifically indicated. No Exit Roads may appear in instructions as dotted lines. Private roads are never indicated. There is at least one no exit road used in the 2011 route. The sign lies (depending on what you're willing to call a road).

**Commence Average Speed (CAS) :** This is your target average speed, given at the point that you are to begin that speed.

**Elapsed Time (ET):** You have a given amount of time to get to a location, following the route. You can do any (legal) speed you want. CP's do not exist in ET's since they would be impossible to score, but a RC (route check) may be used. The first section (the Odo Check) always has an ET.

**Pauses:** The route notes may include pauses (ie: pause 30 seconds). These are generally (though not always) used to allow safe passage of a busy intersection. When you arrive at an intersection with a pause, start a stopwatch ( or record your time). Proceed through the intersection when it is safe to do so. Pause (at the side of the road) for the remaining time in the pause. **Do not** pause in the intersection itself. This is extremely hazardous and is not the intent of a pause instruction.

**Cautions:** These warn of hazardous road conditions, or safety concerns. The specific nature of the caution will be described (ie: **Caution!** 12.34 km Big rock in middle of road).

**Quiet Zones (BQZ / EQZ):** Instructions indicating BQA (begin quiet zone) note a residential area, or traffic controlled area. Please drive through the area safely, in an unobtrusive manner. Avoid loud noises, High beams / rally lights, etc. Rally organizers may patrol quiet zones and monitor speeds. Competitors acting inappropriately may receive massive penalties, disqualification, or may even be banned from future events.

**Driving infractions:** The police are informed of the event and provided the route. Any driver receiving a fine during the event will also be disqualified.

**End of Leg / Rally:** There will be an ET point in the rally notes. From there take your current time, and use the provided instructions to calculate your finish time. Write this time on your score card. You must finish the rally before this time, or you will be given your arrival time instead. Turn in your score card at the end of each leg, to the CP inside Kelsey's.

### Types of instructions used on this rally:

- **Tulips** - An above view diagram of an intersection, with the distance into the section of that instruction. In this rally you may be asked to perform one tulip multiple times at different route distances, or you may have to choose a tulip that makes sense for the location.
- **Giant Tulips** - an overhead map of all the roads you'll use, with the roads not used removed just beyond each intersection.
- **Columns:** Each column represents an instruction type. The distances below indicate where the instruction is performed.
- **Referenced Turns:** At given distances you will be instructed to turn, or not turn. At each turn write down what you've done, as later instructions may tell you to do the same thing as a previous instruction.
- **Map Plotting:** You are provided a map marked with various locations. Plot the shortest route that travels through the marked points in order. U-turns are not allowed!

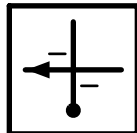
## COLUMNS

| Stop  | Straight | Left  | Right |
|-------|----------|-------|-------|
| 00.00 | 00.00    | 1.25  | 4.35  |
| 5.63  | 5.63     | 6.78  | 8.28  |
| 10.23 | 7.88     | 1.25  |       |
| 8.28  | 2.0      | 11.56 |       |

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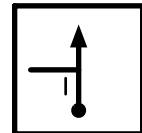
## Tulips

Stop, Left at 4 way



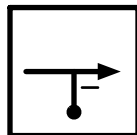
1.23 km

Straight Ahead  
at Junction



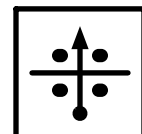
1.23 km

Stop, Right at Tee



1.23 km

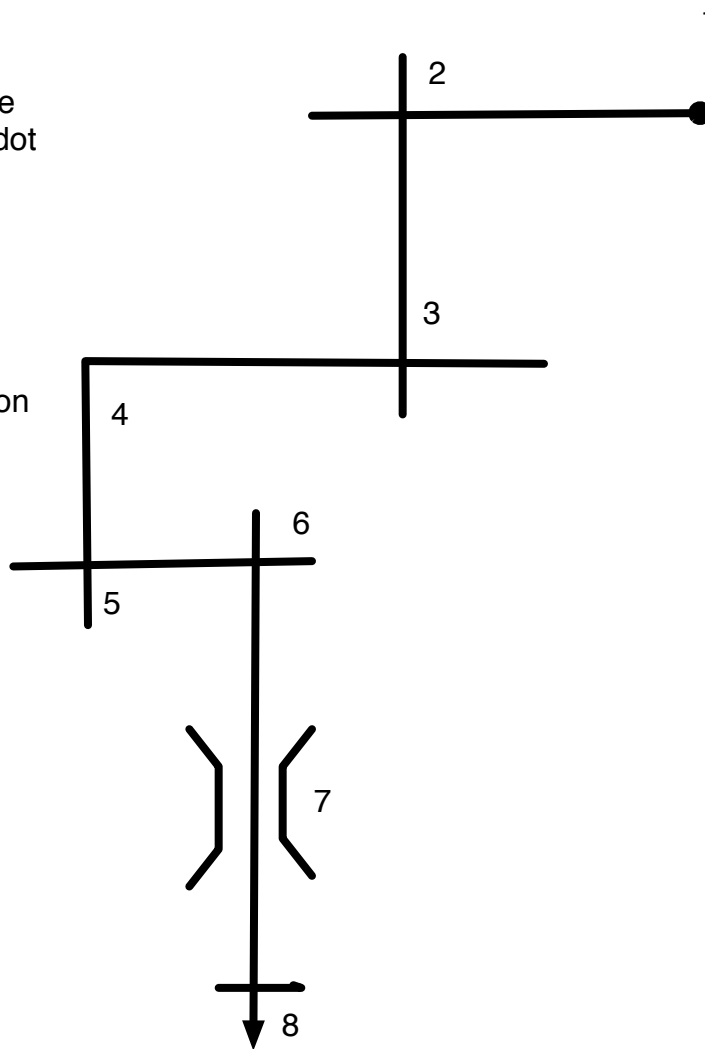
Straight Ahead  
at Traffic Signal



1.23 km

## Giant Tulip

In this example  
1 Start at the dot  
2 Left turn  
3 Right turn  
4 Forced Left  
5 Left turn  
6 Right turn  
7 Over bridge  
8 End of section



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## Referenced Instructions

0.00 Turn left

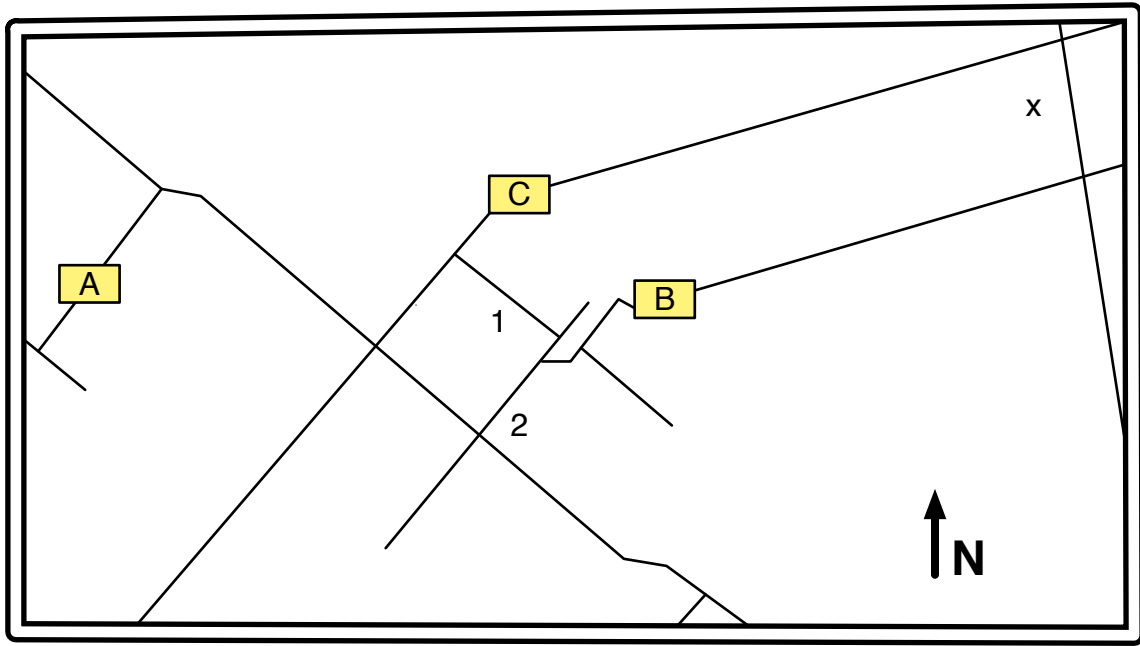
1.00 Go Straight

2.00 Turn the opposite way you did at 0.00

3.00 Don't go straight

4.00 Turn the same way you did at 3.00

## Map Plotting



Plot the shortest route through A, B and C

Careful traveling from A to B, there are two options, but the route past point 1 involves back tracking a little, making it the longer option. Little details make the difference as there might be a CP near point 2 (the actual shortest route).

Remember that U-turns aren't allowed. You'll be heading North East from B, so to get to C you'll need to travel by point x even though it would be shorter to turn around and go past point 1.