

Rainier Auto Sports Club

General Instructions

A. The Rally

A tour of competing vehicles spaced at one-minute intervals, following a predetermined and precisely measured route. It is a contest of skill on the part of driver and co-driver as competitors are provided detailed route following instructions which include required average speeds. The route is on open, public roads and competitors obey all applicable laws and speed limits. Competitors are timed at random locations along the route and points are scored for deviation from the calculated perfect arrival time at those locations. The team accumulating the fewest number of points is winner.

B. Entry and Eligibility

1. An entry consists of two people; a driver and co-driver.
2. Competitors must complete the Entry Form in full.
3. Competitors must present: a) valid Driver's License for the driver, b) proof of insurance, c) registration certificate for vehicle, d) written permission of vehicle owner if owner is not present.
4. Signature of all participants is required on Liability Waiver Form.
5. Additional passengers allowed at the discretion of the Rallymaster.
6. Unaccompanied minors must have written permission of parent or legal guardian including signature on Liability Waiver.
7. The Organizers will assign car numbers. Entrants may request a specific car number but such requests are subject to approval.

C. Safety and Vehicle Eligibility

1. Vehicles must be road legal, licensed and carry liability insurance as required by law.
2. Vehicle will be inspected for seat belts, working lights, horn, wipers, safe tires including spare tire.
3. Each vehicle will be provided a car number which must be displayed on the right door, attached as competitors see fit.

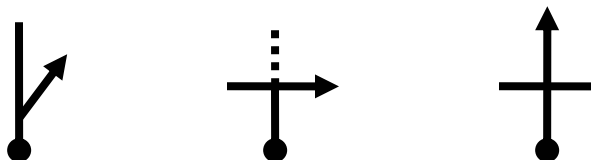
D. Classes

- Unlimited: No restrictions or limitations.
- Equipped: Any distance measuring devices and any calculating devices provided they do not directly interface. No other restrictions.
- Seat-Of-Pants (SOP): Pencil and paper only.
- Novice: Neither competitor previously entered more than five TSD rallies. Pencil and paper only.

- Vintage: Vehicles manufactured more than 25 years ago as per date stated on the vehicle registration compared with the current competition year. Pencil and paper only.

E. Route Instructions (RI)

1. All rally roads are public through roads unless otherwise noted in the Route Instructions. Roads marked Dead End or Private are to be considered non-existent.
2. Each Route Instruction will contain an instruction number, mileage, time or speed, Alpine, and Reference for following the route. Execute Route Instructions in numerical order. Complete each Route Instruction before executing the next numbered Route Instruction.
3. Mileage relates to the action point of the instruction. The action point is a) when you commence a turn, or b) pass the indicated Reference. The mileage (when given) has precedence for route following instructions.
4. The start time for car #0 is printed at the start of each section in the Route Instructions. The start time of each section is the finish time of the previous section. This is also a “zero point” for mileages. The correct section start time for each rally car is the car #0 time, plus the car number in minutes.
5. Speeds will always be at or below the legal speed limit.
6. Alpine: A diagram of an intersection of rally roads, with the dot indicating the entry point and arrow indicating the exit point. Scale will vary. Non-rally roads may be shown with the use of a dashed line. Examples:



7. A Route Instruction may include clarifying comments that will be enclosed in parenthesis, i.e. (BROADWAY AVE), (Caution rocks on road). Such comments are not to be considered a mandatory part of the route instruction.
8. In the absence of a Route Instruction, the obvious main road should be followed. Usually, an instruction is not needed for you to continue straight, or to follow the road you are on when it curves and another road bears off.
9. Redundant instructions may be used to clarify the main road, or to provide references confirming you are on the correct route. Such instructions will be appended with MBCU or REF (see definitions below.)
10. Route Instructions are only superseded or modified by official changes posted prior to the event or provided at a Control. Both methods may require signed acknowledgement from the competitor.
11. In situations where a Reference is missing, a temporary sign (casually referred to as a “pie plate”) will be posted at the point of the Reference. A pie plate with a mileage posted in quotes “” relates to a Route Instruction mileage.
12. Wording or symbols on signs shall be indicated in a Route Instruction enclosed in quotes. The full wording on the sign need not necessarily be given. Signs are read left to right, top to bottom. Symbols will be represented as accurately as possible.
13. Objects will not be enclosed in quotes in a Route Instruction, i.e. BRIDGE, GREEN CHURCH, DAM, BOARDWAY AVE.

14. The route instructions may or may not note the road surface, i.e. paved vs. gravel.
15. Definitions:
 - L, R: Left or Right deviation off the main road.
 - AL, AR: Acute Left, Acute Right. Deviation off the main road greater than 90 degrees.
 - BL, BR: Bear Left, Bear Right. Deviation off the main road greater less than 90 degrees.
 - CAST: Change Average Speed To
 - CG: Cattleguard
 - HPL, HPR: Hairpin Left, Hairpin Right.
 - KL, KR: Keep Left, Keep Right.
 - MBCU: May Be Considered Unnecessary.
 - MP: Milepost.
 - MTC: Main Time Control (See “Checkpoints, Controls and Timing”)
 - PB: Paddleboard. A tall rectangular sign usually marking the start and end of a bridge or tunnel.
 - REF: Reference. A sign or object that serves as an action point for a Route Instruction.
 - RI: Route Instruction
 - RTZ: Rally Transit Zone (See “Rally Sections”)
 - RXR: Railroad crossing.
 - S: Straight as possible.
 - SOL, SOR: Sign On Left, Sign On Right.
 - STOP: A legal stop sign controlling your progress.
 - TRN: Transit (See “Rally Sections”)
 - TSD: Time-Speed-Distance, also called Regularity (See “Rally Sections”)
 - PAUSE: a time allowance to be included in the calculated section time. A PAUSE shall have a 0.1 mile control free window after the action point.

F. Rally Sections

1. Regularity or TSD: A timed section in which competitor must average speeds as indicated in the Route Instructions. Timed Checkpoints may be present throughout the section.
2. Rally Transit Zone or RTZ: A timed section for which there is no stated average speed. A timed checkpoint may be located only at the end of the section. Allowed time will be given for the section and will be based on legal speed limits and reasonable speeds. Competitor may be early or late within the section, but must be at the section end at the correct time.
3. Transit or TRN: Same as a Rally Transit Zone except that additional time is included in the allowed section time for stops, gas or to compensate for congestion.

G. Checkpoints, Controls, and Timing

1. Checkpoints may be visible or hidden. Competitors will be timed as they pass a checkpoint. Competitors do not stop at checkpoints.
2. A Route Control may appear anywhere and in any type of Section. It will be marked with an official sign and competitors must stop. Route Controls are not scored and are used in emergency situations to provide information or Route Instruction changes to competitors.
3. A Main Time Control (MTC) can be located at the start or end of any section and will be indicated in the Route Instructions. Competitor may arrive early, but must declare their arrival time in person.
4. There will be no checkpoints within 0.4 miles of the start of each section. If parking is awkward at the section start, do not become a roadblock.
5. Checkpoint placement will be such that competitors can “zero” that control without resorting to unsafe driving. Reasonable driving will allow competitors to be averaging the correct speed at checkpoint locations, i.e. don't try to “average” 45 throughout a 20 mph corner. There is no “balking” penalty, but unsafe control of vehicle will be noted for later action.
6. Controls will be open 10 minutes (600 seconds) before the ideal arrival time of the first competitor. Controls will be closed 10 minutes (600 seconds) after the ideal arrival time of the last competitor.
7. Official time will be available at registration.

H. Penalties and Scoring

1. Regularity Sections: 1 point per second early or late. Maximum score 600 (10 minutes).
2. Rally Transit Zone and Transit Sections: 60 points for each whole minute early or late. Maximum score 600 (10 minutes), in increments of 60.
3. Competitors may face disqualification for dangerous or unsportsmanlike conduct or any other reason at the discretion of rally officials.

J. Queries

1. In order to realize fair scoring without trauma or endangerment, the query process is liberal. We expect you to submit queries when you feel that your score may be affected by circumstances. Scores will only be adjusted by such request.
2. Query must be in writing, stating the car number, section, mileage, RI number, and request.
3. Query must be passed to a rally official at your first opportunity.
4. Queries will be considered by the Rallymaster or his designate and competitor will be notified in writing regardless of the decision.
5. Queries concerning scores will be accepted anytime, but not resolved until final scores are posted. No timing queries will be accepted 30 minutes after scores are posted. Such time will be posted on the scoreboard.
6. The organizer cannot condone speeding, and will accept queries based on unavoidable delays. Unfortunately, checkpoints will close on schedule unless judgment indicates they should remain open beyond the scheduled time.