

# BMWCCA 2018 O'FEST

## SHELL V-POWER® NITRO+ TSD RALLY

JULY 10, 2018

### OVERALL RALLY STRUCTURE AND STANDARDS

A road rally is a time-speed-distance motoring event requiring navigation skills as well as driving ability. Competitors follow a common route over public roads according to a set of precise written route instructions, keeping to assigned legal speeds; success is measured by one or more timing controls where competitors are assessed penalties for being early or late from calculated perfect time, or for being off the designated rally course.

A rally is divided into several sections, one of which includes both a Tire Warm Up and an Odometer Calibration Run, where competitors are given a block of time in which to get from one point to another at their own pace; and TSD legs, in which competitors are expected to maintain precise average speeds throughout the leg. Specific, exact times are calculated from the start of each TSD leg to one or more checkpoints, where penalty points for early or late arrival are determined for each team. Because cars are timed from one control to the next, any time early or late at one checkpoint does not need to be made up in subsequent legs; finding any checkpoint puts a team “back on time.”

This time-speed-distance (TSD) rally is a touring rally. The primary object of designing a touring rally is to prevent competitors from going-off course, although it may provide a mild challenge in calculating perfect time. A touring rally will provide an approximate mileage in tenths of miles for many instructions but these mileages are not necessary to locate a turn, only as a reference mileage to confirm the nearness of the execution point of an instruction. Some mileages will be given in thousandths of a mile for the benefit of those cars competing in classes allowing measuring equipment in addition to the standard car odometer.

**Time:** An official time-of-day clock will be provided at least one-half hour before the official start of the rally. Any time-of-day notations in the route instructions will be given in conventional clock form—hours and minutes separated by a colon. A Car Zero Time (CZT) will be given at the beginning of some TSD legs which is the time that Car #0 would leave this point. Your departure time for the leg would be the CZT plus your car number added in minutes which allows one minute separations between competing cars.

**Rally roads:** This rally is conducted on paved public roads. Unless specifically indicated by route instructions, roads marked *dead end*, *private*, *closed*, or *no outlet* will not be considered as rally roads. Follow the principal road should a route instruction not apply at an intersection. The principal road is the obvious continuation through an intersection of the road upon which you are traveling. At some intersections this principal road may be determined by pavement surface continuity, a curve warning sign, the center line on the pavement, the placement of a stop sign or a yield sign, the continuation of multiple lanes in your direction of travel, straight as possible, etc.

**Timing and scoring:** This rally will be timed to the truncated second; calculated perfect times will be likewise truncated. Checkpoints will be open five minutes before the scheduled arrival time of the first competitor and may close ten minutes after the scheduled arrival time of the last competitor.

**Time declarations:** To avoid speeding to make up time lost for unavoidable delay, competitors may adjust their correct time-of-arrival at the next timing control. This procedure is sometimes referred to as “buying time”. Lost time adjustments will be automatically adjusted by the scoring personnel. The “bought time” must be in whole minutes (including zero) plus one half minute (e.g., 0:30, 1:30, 2:30, 3:30, etc.). Upon implementing any “bought time” should you then find yourself running at or near to another car it is suggested that you take another minute’s delay to avoid a safety issue when entering a control.

**Penalties and restrictions:** The following point’s structure will be applied:

**One penalty point per second** early or late from calculated perfect time at all timing checkpoints with a maximum score of 30 seconds penalty per checkpoint

Finishing positions are based on the lowest numerical score. Ties will be broken by awarding the higher position to the competitor with the most zero scores at timing controls, then ones, and so on. In the case of identical point’s totals and identical numbers of individual penalties, the higher position will be awarded by comparing the scores at the first timing control, then the second, and so on; the higher place is awarded to the competitor with the lowest score at the earliest point at which the scores differ.

Any competitor deemed by the rallymaster or other rally officials to have committed one of the following offenses, or cited or given a written warning by a law enforcement agency for any moving violation, shall automatically be disqualified from the event:

Driving while intoxicated or under the influence of drugs

Consuming alcoholic beverages while participating

Exceeding the legal speed limit

Dangerous or reckless driving

Unsportsmanlike conduct - No car shall use two-way radio, cell phones, or other electronic communications to better its position in the rally.

## **PROCEDURES AND PROCESS**

### ***Preparation***

#### **Categories of competition**

**Class A:** Competitors, regardless of experience level, using a computing device capable of calculating perfect elapsed time based on input from the vehicle’s odometer (i.e. “A-Box” rally computers such as Timewise and Alfa).

**Class B:** Competitors, regardless of experience level, using a computing device which has no direct interface with the vehicle, an auxiliary odometer which cannot compute time based on speed and mileage, and/or an aftermarket GPS device. “B-Box” odometers, laptop and tablet computers, Curta calculators, and aftermarket GPS devices—such as Garmin or TomTom—are found in Class B.

**Class C:** All other competitors. This is the “seat-of-the-pants” class, restricted to original-equipment odometers and speedometers, on-board computers, factory-supplied navigation systems, and any four-function calculator with a single memory.

## ***Written Route Instructions***

### **Precedence**

**Emergency Instructions** take precedence over all other instructions. Whenever emergency instructions are used, one member of the rally team must sign an acknowledgment that they have been given the instructions.

**Written route instructions (RIs):** Most written route instruction in the RIs which guide competitors through the rally course consists of a command to execute some action which will affect their route or timing and an indication of when or where that instruction is to be executed. Some route instruction only require the observation of a sign or landmark. Instructions may change the assigned speed, or require a departure from the principal road at an intersection, or both. Instructions are carefully written to include terms specifically defined in the **glossary** (Appendix A) of these general instructions; those terms have exact, specific meanings when used in written route instructions. Text within parentheses (such as this) is supplied as clarifying comments only.

**Numbered route instructions** are to be executed in ascending numerical order. Each numbered route instruction is executed at its first possible action point and completed in its entirety before any part of the next numbered route instruction may be considered.

Speed changes executed in turns are to be executed at the STOP, or apex of the turn if a STOP does not control your car.

### **Signs and Landmarks**

A **sign** is any object at any one point on the rally route on which words, letter, numbers, and/or symbols are written, printed, painted, embossed, inscribed, or otherwise marked. A **landmark** is an identifiable object, building, or geographical feature found at any one point on the rally route. All referenced landmarks must be accompanied by an official mileage, have a legible identifying sign, or be defined in the glossary of these general instructions.

- A. Signs will be identified in route instructions by enclosing the reference in quotation marks (“like this”). Quoted signs will appear **exactly** as represented in route instructions with respect to spelling and punctuation.
- B. All or any prominent part of a sign may be quoted; however, no intervening words, letters, numerals, or symbols will be skipped, split, combined, or re-ordered. Hyphens and dashes are considered integral parts of words, letters, and numerals. Signs are read from left to right, top to bottom, or in the sequence presented on the sign.
- C. Signs used as references may be on the left, right, or overhead.

### **Intersections**

Each junction of existing roads at grade level from which an exit via either of two or more legal rally roads is possible without a U-turn constitutes a separate intersection or route possibility (see glossary).

**U-Turns:** No uninstructed U-turn(s) will be necessary to follow the rally course.

### ***Timing checkpoints***

This rally has closed checkpoints. Competitors are not to stop at a checkpoint, identified by an official checkpoint sign on the right side of the rally route.

## APPENDIX A: GLOSSARY

The words and abbreviations listed below have the following definitions when they appear in route instructions—capitalized or not—unless they are in quotation marks (“ ”). All other words are understood to have their common dictionary definitions.

**AT:** "In the vicinity of" for actions that direct a course of travel; "even with" for other actions, including speed changes, mileage, pauses, etc.

**BEAR:** Turn in the indicated direction from 10° to 80°.

**BEFORE:** In sight of and prior to the referenced navigational aid.

**BFZ:** Begin Free Zone, a specified part of the timed rally route in which there are no checkpoints.

**BLINKER:** A warning signal at an intersection which the contestant is obliged to obey.

**BRIDGE:** A structure carrying a roadway over a depression or obstacle

**CAST:** Change Average Speed To

**CENTERLINE:** A line along the center of a road dividing it into separate sections

**CROSSROAD:** An intersection of exactly four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

**EFZ:** End Free Zone

**HISTORICAL MARKER:** A plaque along the road referencing some historical location or event that might be of interest.

**INTERSECTION:** Any meeting of existent roads from which the rally vehicle could proceed in more than one direction without making a U-turn.

**JOG:** A turn in the direction indicated at a STOP followed by a turn in the opposite direction.

**LANE:** a division of a road marked off with painted lines and intended to separate single lines of traffic

**LEFT:** Turn to the left from 10° to 179°.

**OVERPASS:** A bridge by which a road or railroad passes over another

**PAUSE:** To delay a specified time at a named point.

**PAVED:** A road having a hard surface such as concrete, brick, cobblestone, macadam, etc.

**RIGHT:** Turn to the right from 10° to 179°.

**STOP:** An official octagonal stop sign at which the rally vehicle is obliged to stop.

**STRAIGHT:** Proceed within plus or minus 10° of directly ahead at an intersection.

**T:** An intersection of exactly three roads having the general shape of the letter T as approached from the base by the contestant. It is not possible to execute the instruction straight at a T.

**TRAFFIC LIGHT:** A fixed signal light used at an intersection to regulate traffic and which controls the rally vehicle.

**TUNNEL:** An artificial underground passage, especially one built through a hill

**TURN:** Change direction by more than 10° at an intersection. A turn instruction cannot be executed if the instruction straight would take the contestant the same way.

**ZERO:** An instruction to reset odometer to zero (0.0 or 0.00 or 0.000).