

Puget Sound Rally Club

Monte Carlo Rally General Instructions

Revised August 2006

These General Instructions will govern PSRC Monte Carlo events.

A. SECTION Types

There are three types of SECTIONS which may be used:

1. MONTE CARLO – A SECTION in which no assigned speeds are given. A time and mileage will be given for the start and finish of a Monte Carlo SECTION. Timing controls may be located only at the start and/or finish of the SECTION. Allowed time for a Monte Carlo SECTION will be based upon driving at or below the legal speed.
2. TRANSIT – A SECTION which differs from a Monte Carlo SECTION only in that it usually passes through town(s) and includes extra time for gas, service, meals, etc.
3. REGULARITY (also called a TSD) – A SECTION in which a competitor should maintain the average speed(s) specified in the route instructions. A time and mileage will be given for the SECTION's start and finish, but controls may be located anywhere within the SECTION.

B. Rally Roads

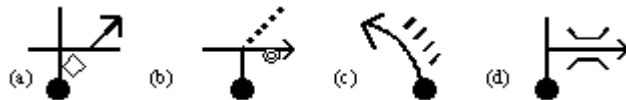
1. Any road surface may be used. Only through roads will be used unless the route instructions indicate otherwise. Roads marked "DEAD END", "NO OUTLET", "PRIVATE", "CLOSED", or with a similar sign as well as obvious dead ends and driveways are not through roads.
2. Physical obstacles - curbs, ditches, raised traffic islands, signs and such can serve to define a rally road.

C. Route Instructions

1. This event will primarily use Alpine Instructions supplemented by a written instruction and/or a mileage. For instructions with mileages, the mileage shall prevail as the main course following determinant; otherwise all criteria given (Alpine and description) must be satisfied. Alpines may be redundant with the main road (see section D.)
2. Execute route instructions in numerical order. Execute each route instruction in its entirety before working on any part of the next instruction.

3. Clarifying comments may be used, but will be clearly identified as such by parentheses. They are not to be considered a mandatory part of the route instructions.
4. Execute speed changes as you commence the turn or as you pass the reference.
5. Alpine Instructions are diagrammatic representations of INTERSECTIONS. Approach the INTERSECTION from the direction of the dot and leave the INTERSECTION in the direction of the arrowhead.
6. Where more than one INTERSECTION is shown, proceed from the first to the last via the shortest legal route; mileages and speed changes given apply to the first INTERSECTION at which it is legally possible to execute the indicated action (10.a).
7. All rally roads will be shown. Roads and driveways other than rally roads may be shown for clarification, but if shown will be identified in the alpine by the use of a dashed line (10.b).
8. Areas of EXPOSURE may be noted in an Alpine Instruction by using hashed marks (10.c). Bridges may be represented (10.d). The location of a sign may be represented as a small dot (10.a). Other objects may be represented by concentric circles (10.b).
9. There will be no intentional course following traps or intentional misspellings.

10. Examples of Alpine Instructions:



- (a) instructs a Right at a 4-way intersection followed by a bear left.
- (b) instructs a Right at T with a non-rally road on the opposite side, bearing right.
- (c) instructs EXPOSURE on right.
- (d) instructs Right across bridge.

D. Main Road Determinant Rules

At each INTERSECTION the competitor must execute an instruction if the criteria for executing the instruction are met. If no instruction applies, then the contestant must follow the main road as is determined by applying the following rules in numerical order. The first applicable rule determines the main road. Instructions may be redundant with the main road.

1. PROTECTION - The main road is the road without an official highway stop or yield sign at the INTERSECTION. If there is more than one choice of direction, do not apply this rule.

2. SIMILAR SURFACE - The main road is the road with the same type of surface as the road you are on. Only a paved vs. unpaved distinction will be made. If there is more than one choice of direction, do not apply this rule.

3. STRAIGHT - The main road is the road as straight ahead as possible. This is not applicable where all road choices involve more than 45-degree changes in direction.

If none of these rules serve to determine the main road, then the main road does not exist at the INTERSECTION and any direction specified is relative to "straight ahead".

E. Signs And Other References

1. A sign is any object on which is written, or otherwise marked, text or symbols. House numbers, mailboxes, newspaper boxes, utility pole identifications, graffiti and signs of a temporary nature, such as political posters, will not be used unless specifically identified as such. Signs on vehicles or and text or symbols on the road surface shall not be used. Official highway speed limit signs will be used only when they control the rally route.

2. Signs may appear anywhere, except as noted in D.1.; however, contestants will not have to look backward to see a sign.

3. All material in quotes refers to the text or symbols on a sign. Spelling is intended to be exact and symbols will be drawn as accurately as graphically possible. Case and punctuation (including hyphens) are irrelevant.

4. Any prominent part of a sign may be quoted. No intervening text will be omitted. Symbols may be omitted. No text or symbols will be split, combined or reordered. Signs will be read from left to right, top to bottom.

5. Physical objects, including non-rally roads, may be referred to in the route instructions.

6. The same sign or object will not be used simultaneously for two references except when ending one SECTION and beginning the next.

F. Controls and Timing

1. There are three types of controls:

- Passage Controls are staffed, hidden, timing controls that may or may not be identified. The control will time you as you pass. Do not stop at a Passage Control. Any competitor observed slowing to less than half rally speed within sight of a Passage Control (balking) may be timed in early at the discretion of the control crew.
- Do It Yourself Controls (DIYC) are unstaffed timing controls designated in the instructions. DIYC Controls are identified in the Reference column of the instructions by use of the term DIYC followed by a number and a reference, e.g.

DIYC 4 AT "ROAD NARROWS" . Record the time of day in hours, minutes and seconds (hh:mm:ss) as you pass the reference. Write this time on the DIYC time card in the associated numbered place. Do not stop at the DIYC reference.

- Route controls are staffed, unscored controls, which are not timing controls, and are used primarily for emergency purposes. In the event of an unforeseen incident preventing the rally from getting through the course, a route control may be set up to give emergency instructions and time changes. These controls are identified by an official route control sign at the control car. The route control crew will give you sufficient time and information to continue the rally from that point.

2. Time controls will time the contestant to the second at a predetermined point, using a digital clock set to WWV.

3. All controls will open at least 5 minutes before the ideal passage time of car 1. Controls will close no earlier than the time equal to the ideal passage time of the last car, plus 5 minutes, plus the maximum time allowance permissible at that control.

G. Definitions

Any term used in a written instruction shall be used in its normal English usage, unless it is defined in this section, in which case it is to be used only in the sense defined. Terms which would otherwise be route following actions, when used in a different context such as "on your right", "turn on your lights", etc., should be accepted as contextually presented and used accordingly.

Term:	Definition:
AFTER	The first INTERSECTION beyond the referenced sign or landmark.
AL	Acute Left - a left turn of obviously more than 90 degrees.
AR	Acute Right - a right turn of obviously more than 90 degrees.
BEFORE	The last INTERSECTION prior to the referenced sign or landmark.
BLINKER	An INTERSECTION controlled by official traffic caution or stop blinker(s) capable of operation only as a blinker. It may be on or off.
BL	Bear Left - a left turn of obviously less than 90 degrees.
BR	Bear Right - a right turn of obviously less than 90 degrees.
CG	Cattle guard.
CWC	Concrete Water Crossing.

DIYC	Do It Yourself Control – see Section F.1.
EXPOSURE	A drop-off of some kind that provides some measure of risk to passage. It may include ditches, wash-outs, or cliffs.
INTERSECTION	A point at which two or more rally roads meet and there is more than one choice of direction.
KL	Keep Left - stay to the left most rally road.
KR	Keep Right - stay to the right most rally road.
L	Left.
NRI	Numbered route instruction.
OBSERVE	To pass and visually note a sign or landmark.
PB	Paddle Board - a rectangular sign on which are markings composed of diagonal stripes of alternating contrasting colors, such as is typically seen at a bridge or tunnel abutment.
R	Right.
RXR	Railroad track crossing at grade level.
PAUSE	A time allowance to be included in the calculated leg time.
RESTART	A restart of Car 0 at a given time of day, and of each of the remaining cars at that time plus the car number. A RESTART may shorten a planned break for those cars submitting a Time Dec for a previous SECTION.
S	Straight
SECTION	A portion of the rally route for which are given a beginning and ending mileage and a beginning and ending perfect time for car 0. (see F)
SIGNAL	An INTERSECTION controlled by multi-light traffic signal(s). It may be on, off or operating as a blinker.
SOL	Sign on left – an advisory only which need not be given in every case.
STOP	A legal highway stop sign that controls the progress of the contestant.
T	An INTERSECTION in the general shape of a T as approached from the base by the competitor.

Y An INTERSECTION in the general shape of a Y as approached from the base by the competitor.

YIELD A legal highway yield sign that controls the progress of the contestant.

H. Route Markers And Emergency Speeds

1. Route markers identified before the start of the rally, including off route, on route and route correction markers, take precedence over all instructions. Execute any indicated action immediately. When a route correction marker with a number is encountered, execute that NRI at that point, and continue with the NRI that numerically follows the one on the correction marker.

2. In the event of inclement weather, poor road conditions, extraordinary traffic, etc., one of two emergency procedures may be invoked in writing by control personnel, who will confirm the receipt of such instructions by obtaining the initials of one contestant crew member. The emergency procedure remains in effect until canceled by control personnel as outlined above. The two emergency procedures are as follows:

- Emergency Speeds: Emergency speeds increase the elapsed time of each SECTION by twenty percent. (That is, divide each CAST by 1.2 and multiply each PAUSE by 1.2.)
- Emergency Suspension of On-time Requirement: Run at your own safe pace, measure the course, calculate your perfect arrival time and claim it at each control.

J. Time Allowances

1. If you encounter a delay along the rally route (train, herd of sheep, slow chicken, or such) you may be able to request a time allowance. Some restrictions apply, and the specifics will vary from one event to another.

2. To request a time allowance, file a Time Declaration (Time Dec) with the appropriate rally official at the finish of the event.

3. The Time Dec must include car number, SECTION number, mileage at which the delay occurred, the amount of time of the delay, the reason for the delay, and be initialed by at least the navigator or driver. The amount of time of the delay must be in whole minutes plus 30 seconds (0:30,1:30,2:30, up to maximum permitted on that event).

4. A rally official will review each Time Dec. A Time Dec may be allowed or disallowed at the sole discretion of the rally official. If allowed, a time allowance will be granted to the claiming car.

5. The Time Allowance will be subtracted from the recorded arrival times of the claiming car at each timing control between the point identified on the Time Dec and the next RESTART, or the finish if there is no RESTART after the identified point.

K. Measurements and Time Calculations

1. Measurement will use either an all wheel drive vehicle or a vehicle equipped with a dead wheel odometer.
2. Official mileages will be measured cumulatively within each SECTION, to the thousandth of a mile using a digital readout.
3. Mileages in the printed route instructions will be given to the thousandth of a mile, for all NRI's in the Odometer Check SECTION.
4. Mileages in the printed route instructions will be truncated to the hundredth of a mile, for all NRI's after the Odometer Check SECTION.
5. Time calculations will use the mileages of K.1. & K.2., and will be in minutes, to at least four decimal places. After adding to obtain a cumulative time, the decimal minutes will be multiplied by 60 to convert to second(s). The resulting decimal second will be truncated.
6. Times given in the Route Instructions are perfect times for car 0.

L. Penalties

1. Timing Controls in MONTE CARLO or TRANSIT SECTIONS: One point per second early or late from perfect time, but 0 points for entering the control within fifteen seconds of perfect time.
2. Timing Controls in REGULARITY SECTIONS: One point per second early or late from perfect time.
3. Timing Controls will have a maximum time penalty of 300 points each.
4. A 30 point penalty may be assessed against a competitor for submitting an incomplete, inaccurate or illegible scorecard (if used) or DIYC time card.

M. Scoring

1. The club will post decisions on all Time Decs before posting preliminary total scores.
2. The club will make every effort to post preliminary scores within a reasonable time after the perfect arrival time of the last car at the finish.

3. A contestant wishing to query any timing or preliminary score, must file a written query with a rally official no later than one half hour after the posting of the preliminary scores.
4. If the club receives no queries by the end of that one half hour, the preliminary scores will become final.
5. If the club receives queries by the end of that one half hour, the club will take appropriate and fair action and make every effort to post final scores within one hour of the posting of the preliminary scores.
6. Decisions of the club will be final.
7. Results will be mailed electronically or posted on the club website, within 14 days.

N. Classes

1. UNLIMITED: No limit is placed on the equipment permissible for use.
2. EQUIPPED: Any equipment may be used as long as time or time error calculating devices do not receive mileage measurements directly from an odometer. Additional odometers may be used as long as they cannot display calculated time or time error.
3. SOP: Class is restricted to the use of any type and number of timepieces, pencils, pens, paper or maps. Additional odometers may be used as long as they can function only as an odometer. Use of calculators, tables, navigational aids, or cruise control is prohibited.
4. NOVICE: Same as SOP, but the total number of rallies previously competed in by the driver, plus the total number of rallies previously competed in by the navigator, is two or fewer.

If any contestant is found with equipment not allowed in their class, appropriate action such as disqualification, may be taken by the Rallymaster. The sponsoring club reserves the right to conduct one or more equipment checks during the rally. Failure by the contestant to allow a search of the car and its contents is grounds for disqualification.