

## 2008 OKTOBERFEST NIGHT RALLY GENERAL INSTRUCTIONS

Welcome to the 2<sup>nd</sup> Lonzo Fazool Oktoberfest night rally. No tricks, no traps, no gotchas, no cattle guards. This is a performance rally using public roads at posted speed limits. There will be well groomed gravel roads and lots of twists and turns to enjoy. Tulip diagrams will be used in the route instructions. An explanation of a tulip diagram is explained later in these instructions. These general instructions apply to the night rally and will contain most of the information you will need to complete the event.

### **1. START/RESTART**

The event addendum will indicate the start time for car 0. Your out time will be the listed time plus your car number in minutes. Route instructions will be issued at registration. The start location will be listed in the first instruction. Car numbers will be issued at the drivers' meeting based on seeding of drivers.

### **2. DRIVERS MEETING**

A drivers meeting will be held after the end of registration time, at the registration location, unless otherwise noted. This is where you will get your car number. This will be your opportunity to ask questions about the General Instructions. If you would like additional assistance, please check with the Registrar or Rallymaster immediately.

### **3. LIMITING ENTRIES**

The Rallymasters reserve 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. This is not a criticism of any competitor but will be done, if necessary, for the safety of all concerned. Events are designated 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.

### **4. LIGHTS**

A maximum of four forward-facing lights of any type (including factory installed fog lights) may be used at one time. Only stock low beam, lights will be permitted in areas designated "no auxiliary lights" within the route instructions. 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. **DIM ALL LIGHTS WHEN ENTERING A CONTROL.** If the control crew cannot see when you cross the line, you might be miss-timed. You will be assessed a penalty for use of lights in a manner which provokes a "situation" with local residents or authorities.

## 5. SPEEDS & FACTORS

A variable speed concept will be used on this event. 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 “A” speed. Speed factors are based on past event performance and are applied by class.

Seeded Driving Chart:

Speed group	Max. speed	Equipped Factor	Limited Factor	Stock Factor	Novice Factor
A	45	1	1	1	N/A
B	40	1.5	1.25	1.25	1.0**
C	36	2	1.5	1.5	1
D	33	2	1.5	1.5	1

- If Emergency speeds are invoked, each speed group moves down one category, with no change in factor
- Novices are required to run C speeds.

This event is set up for three speeds. Rallymasters may put all cars at the same speed during transit sections such as on a highway or while passing through towns or populated areas. A competitor may reduce his/her speed group at any control throughout the rally. The competitor must notify the control crew and write a new group in the box on your score card. 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.

## 6. DRIVER SEEDING

Drives have been seeded based on prior experience in this type of driving. Only “A” seeded drivers may compete at “A” speeds. If you are new to this event, 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.

A crew may elect to drop to a lower speed group during the event at an open control, but not below the active speed groups designated for the event. Once a Crew has dropped to a lower speed group they must remain there for the rest of the event.

Pauses at Stop Signs are provided so that a complete legal stop can be achieved with time loss.

## 7. DO NOT TAKE



Do not take count, 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, execute the turn.

## 8. READABLE MATERIAL

Will be in quotation marks and may be quoted in full or part. Only whole words/numbers will be used. Street name references are not in quotes and are only for the convenience of the rally master.

## 9. TULIPS

Route instructions will be of the tulip diagram type, a reasonably accurate drawing of the road configuration.

<b>91</b>	<b>27.32</b>	<b>1.27</b>		<b>CAS 45</b>
<b>92</b>	<b>28.45</b>	<b>1.13</b>		<b>Slow for house</b>

To execute the instruction shown in the drawing, start at the dot and travel in the direction of the arrow. Execute each instruction in sequential order at the mileage given. MILEAGES TAKE PRIORITY in defining the point of execution actions. Instruction #91 will occur 27.32 miles from the beginning of the rally (or from another specified location where the Rallymaster told you to zero the odometer). The next column tells that this turn is 1.27 miles from the previous instruction. Next is the instruction, in #91 straight at cross road; in #92 a left at T. The final column indicates important comments such as speed changes, the existence of a sign, caution, warning, etc.

## AT NO TIME IS A TULIP INTENDED TO LEAD YOU OFF COURSE

CAUTIONS will be marked with ! Marks in the route instructions. These indicate the following:

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

Curve arrow 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! ( This would include recommended Speed Limit signs ( yellow) ).

## 10. CONTROLS (check points)

Controls may be located anywhere along the timed rally route ( except in a designated free zone ). There may be one or more early controls on each rally, therefore it will be in your best interest to wait until your out-time before starting each leg.

Controls can be a dangerous area. It is your responsibility to enter and leave a control area 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, which are your responsibility to obtain 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.

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. DO NOT 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) as the control crew probably cannot identify your car in the dark.

**CLOSED** (or hidden) controls will not be identified and may be located anywhere on the rally route. Do NOT stop. You will be timed the same as an open control, as your front wheels cross the timing line. The timing line may not be obvious to competitors. Usually your times will be entered on the score card at the next open control.

## 11. PENALTIES

Penalty	pt
Early or late at a control timing in a hundredth of a minute	1
Unsafe or Evasive action within site of a checkpoint. Creeping, or not responding to a wave in ( lights flash )	50
Missing a control max points for a leg ( may compound and effect subsequent legs )	200
Being observed by any worker. Use of lights in a "no auxiliary light" zone or a DIM lights area	50
Taking a TA on anything but a half minute, TA will be adjusted to the next higher .5 min Note, a double TA must still adjust to the .5 min overall	varies
Use of alcohol or illegal drugs before or during the rally. Un-sportsman like conduct; or receiving a traffic ticket for a moving violation; being the cause of an "incident" with local residents or authorities.	Disqualification

## 12. GLOSSARY

Term	Description
Balk	A delay of less than ½ minute, caused by other traffic, within sight of a control.
CAS	Commence, continue or change average speed
BFZ,EFZ	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.
BFLZ, EFLZ	No Auxiliary Light Zone
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. But, please sure to 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.
SAP	Straight as Possible, if no other instruction applies go SAP
MTS	Mileage to Sign, as opposed to at an apex.

## 13. TIME ALLOWANCES

The use of time allowance (TA) is strongly encouraged for any situation that causes you to be late. Our primary concern is safety. 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 ½ 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 score card for the leg you are running. Turn in the TA form at the next control with your scorecard, and prior to receiving any timing information.

The minimum TA you can take is ½ minute and the maximum 19 ½ 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 TA. However, if you FAIL to use a TA 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 the problem, the penalty will be assessed.

## 14. BALK

If you encounter other traffic, either in front of you, or oncoming, which blocks your timely crossing of the control line, this can be considered a balk. Since 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, and put this requested balk amount on the TA 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 the balk goes away (local turns off) and you are not yet within site of the control, you should stop to take a TA. If you are following a slow local and are more than ½ minute late, but have not arrived at a control, you should also stop and take a TA. (Maximum balk time is ½ minute)

## 15. CLASSES

<b>Class</b>	<b>Description</b>
<b>Equipped</b>	Any team using equipment where the calculating device receives direct input from the mileage measuring device. (Zeron, Alpha, Speed Pilot, Timewise, etc).
<b>Limited</b>	The distance measuring device and calculating device does not receive direct input to each other. Allowable equipment includes rally tables, Stevens's wheel, Alpina. Curta, Autopacer, Slide rule, hundredths reading odometer, and any calculator. "unconnected" rally computers are NOT acceptable.
<b>Stock</b>	Any team using a stock odometer in the stock location; plus any of these: tables, slide rule, single memory four function electronic calculator.
<b>Novice</b>	Any team in which EACH person has competed in fewer than 6 TSD road rallies. There are no equipment limitations.