

5. RALLYE

5.1. WHAT IS A RALLYE?

Most of us grew up driving a car. Most of us knew how to drive in our early teens. Some of us took pride in our driving and regarded it as a skill to be developed and improved. A Rallye is similar to written directions one gives a friend for getting to a new house in the suburbs. Perhaps it seems like a challenge. It is more than a test of one's ability to follow directions - more than intense observation. It includes an aptness for doing seventeen things at once - including the adherence to a timetable speed of, let us say, 28.8 miles an hour. It is enjoyable and rallyes can produce a piece of silverware to place on the bookshelf and then keep polished.

5.2. RALLYE TYPES

Rallyes will be classified into three main types:

5.2.1. TYPE 1: TIME-SPEED-DISTANCE RALLYE

The Time-Speed-Distance Rallye is planned so that an entrant should never exceed a legal speed limit. Entrants are given a set of route instructions with average speeds to maintain. The Rallye is usually composed of a series of separately timed legs to avoid speeding near the end of the Rallye by the cars that are behind time. The Rallye will have a minimum of one checkpoint which are the centers of activity, set up by the Rallye officials, with facilities for timing cars as they arrive. This type of Rallye is scored on TIME ONLY -- not distance.

5.2.2. TYPE II: GIMMICK RALLYE

A Gimmick Rallye is one in which the Rallyemaster presents route instructions and questions that the alert Rallyists must follow and answer along the Rallye route. The Rallyists can be required to test out their navigational abilities and match their wit and skill with the Rallyemaster. Answers to questions may be found on either side of the road. This Rallye is scored by following instructions, providing correct answers and being in by the pre-announced time given by the Rallyemasters in the "Generals" or at the Entrants Meeting. This Rallye is NOT scored by any type of CHANCE or unknown factor. Other examples of Gimmick Rallyes would be: 1) Scrambled Word Rallye; 2) Photo Rallye; and 3) Landmark Rallye.

5.2.3. TYPE III: CHANCE RALLYE

Chance Rallyes are fun Rallyes. The usual navigational demands are minimized, courses are relatively simple, average speeds are readily obtainable or unnecessary. There are many varieties. This type of Rallye is scored by CHANCE requirements set up by the Rallyemaster. Questions can be answered almost anywhere, and in any way, depending upon the Rallyemaster and the instructions given in the "Generals." Some examples of Chance Rallyes are:

1. **POKER RALLYE** -- In a Poker Rallye luck is all important. Several checkpoints are set up and, as each car pulls into the checkpoint, the DRIVER or NAVIGATOR draws the cards. The winner is the car which comes in within the specified time with the highest or lowest, as identified at the drivers meeting, poker hand assembled from the cards drawn.
2. **HIDDEN TIME RALLYE** -- This Rallye is scored by following route instructions and answering questions and getting to the end point as close as possible to a hidden

RALLYE

unknown time. Getting in earlier or later results in accumulating penalty points, which are factored into the final score.

3. **GAME RALLYE** -- A Game Rallye is usually an easy route that takes the entrants from one physical or skill endeavor obstacle to the other. The entrants can do anything from shooting baskets, rolling dice, dropping pins in the bottle, casting into a floating hula hoop -- the possibilities are as fun and crazy as the Rallyemasters' imagination. This is the Rallye equivalent of a Funkhana.
4. **HARE & HOUND RALLYE** -- In this Rallye, the Rallyemaster gives choices and the Rallyists must make a decision concerning a route direction. If the decision proved to be incorrect, the entrant must go back to the point of decision and take an alternate route.

5.3. FLYERS FOR RALLIES

1. In addition to all the other information required on the official NCCC flyer form, the Rallye TYPE must be included under "Type of Event".

5.4. RULES FOR SETTING UP A RALLYE

1. The Rallye (route, average speed and questions) must be checked under similar conditions to those anticipated for the event. This is to discover any traffic or other problems that **MAY EXIST WHICH WERE NOT NOTICED DURING SETUP** which is usually done at various other times. Example: If the Rallye is to be **RUN ON SATURDAY NIGHT AT 6 P.M.**, then it must be **CHECKED ON SATURDAY NIGHT AT 6 P.M.**
2. All Rallye route instructions and questions **MUST** be checked by someone **OTHER THAN THE RALLYEMASTER**. These persons are called Rallye Checkers. The Rallye must be run by at least one pair of Rallye Checkers so that ambiguous or misleading instructions, mathematical errors, etc. may be discovered and corrected prior to the day of the event. Most Rallye problems will be avoided by the use of Rallye Checkers.
3. The Rallye **MUST** be run the day of the event before the entrants are sent out to be sure no roads have been closed, no signs removed, etc. Any changes will be given to the entrants at the Drivers' Meeting.
4. **NO LOCAL KNOWLEDGE SHOULD BE USED IN SETTING UP THE COURSE.** The Rallye should be able to be run by someone unfamiliar with the area.
5. A Rallye should never favor a certain type of entrant, such as using mathematical equations familiar to only certain occupations, etc.
6. Any entrant **MUST** be able to start and finish the Rallye by only using the instructions given in the "Generals" and route instructions.
7. When quoting only a portion of a message from a sign, a prominent portion shall be included. Each word or number selected, however, **MUST** be quoted in its entirety. The Rallyemaster's spelling **MUST BE ACCURATE**.
8. Rallies should start on time and **MUST** not start early.
9. All Entrants and workers must sign the special Rallye insurance waiver.

5.5. RALLYE WORKERS AND OFFICIALS

All workers and officials should wear distinctive armbands, caps or other easily identifiable articles of apparel. Depending on the particular Sanctioned Event, all of the following listed officials may or may not be required. The National Convention Rallye Events are required to use all of the following workers and officials:

1. Event Chairperson (RALLYEMASTER) and Co-Chairperson: They must be NCCC members of the Host Club. The Chairperson, Co-Chairperson, or host region RCD or his proxy must be present at the event in order for the event to be held. The Chairperson and Co-Chairperson are the commanders of the event and are responsible for appointing officials to fill all positions necessary for organizing and running the event. They are to make all arrangements for insurance, etc. They are NOT permitted to participate as entrants.
2. EVENT SECRETARY: He/she is responsible for all correspondence connected with pre-event arrangements including overnight accommodations for entrants, pre-registration, advertising, etc. He/she is also responsible for publishing and distributing results. Note: Governor and Chairperson MUST approve results.
3. CHIEF TECHNICAL INSPECTOR: He/she is to recruit a staff of technical inspectors to ensure that the cars are examined thoroughly and quickly as specified under Rulebook Section Tech for Rallies. He/she is responsible for ensuring that all competing cars comply with the requirements as set down. He/she is responsible for the affixing of a technical inspection passed sign and the entrant's number and class on the car.
4. PADDOCK MARSHALL: He/she is responsible for maintaining order and safety in the starting area and for marshalling the area.
5. STARTER: He/she is responsible for sending the cars out on the Rallye route on time. He/she MUST ensure that entrants are wearing required seat belts. He/she is to attend the Entrants Meeting and inform the entrants of the starting procedures.
6. RALLYE CHECKERS: They shall work in pairs. They are responsible for checking all Rallye route instructions, clues and questions. They shall check the Rallye prior to the start of the event on the same day of the week and similar time as the actual Rallye.
7. CHECKPOINT WORKERS: They are responsible for overseeing and maintaining their assigned Checkpoint. The Rallyemasters shall instruct them in their duties.
8. SCORER: He/she is responsible for recruiting enough assistants to ensure efficient and accurate scoring of all entrants. He/she is to record on a master record all official results. He/she then is responsible for posting results on a scoreboard.

5.6. RALLYE ENTRANTS' REQUIREMENTS

1. The Rallye car MUST have both a Driver and a Navigator.
2. The driver MUST be duly licensed. (To be checked as part of registration.
3. A navigator MUST be used on all Rallies. Refer to Section 1.7.1. (Eligibility to Compete) of this Rulebook for navigator age requirements(minimum of 9 years old).
4. No more than two (2) persons will be allowed in each Corvette in the rallye.
5. Seat belts must be worn at all times while the entrants are in the car or the entrants will be DNF'd.

5.7. RALLYE CLASSES

5.7.1. TSD RALLYE CLASSES

1. EQUIPPED - Any car with automatic equipment and/or a device that measures one-hundredth (0.01) of a mile and has a reverse or "shutoff" type odometer. Such equipment will include Halda Speedipilot, Twinmaster, Tommy Box, Curta, **GPS systems** etc.
2. SEMIEQUIPPED - Will include any car with single memory calculator, stop watch, odometer and rallye tables.

RALLYE

3. UNEQUIPPED - Will include any car running with non-automatic equipment and only the car's odometer. Such equipment will include paper, pencil, odometer, and stopwatches.
 - A. **No use of GPS or other electronic mapping type systems by entrants allowed.**

5.7.2. ALL RALLIES OTHER THAN TSD

1. All cars will run together in one class unless the Rallyemaster has specific classes that will involve additional calculations or skills on the part of one class of entrants over another while still being on the same rallye route. In this case, the classes and class scoring will clearly be defined in the General Instructions and the entrants must declare which class they will be entering in at the start of the Rallye. There will be a maximum of four classes.

5.8. TECH FOR RALLIES

Perform a technical and safety inspection on all cars per the form TECH FOR RALLIES AND ECONOMY RUNS which may be found in Section 12 (Forms) of this Rulebook.

5.9. GENERAL INSTRUCTIONS (GENERALS)

1. The Rallyemasters must prepare **WRITTEN** General Instructions for the Rallye and give them to the entrants prior to the Entrants Meeting.
2. Unusual or technical terms used in the route instructions **MUST** be clearly defined.
3. Rallye instructions should never be deliberately misleading.
4. The final draft of the Rallye instructions should be read before being passed out to the entrants. Misspelling of critical instructions or key words in "fill-ins" should be checked. People, and even machines, sometimes make mistakes.
5. If the endpoint is unknown to the entrants, then the Rallyemaster must give **EACH** car a "Panic Envelope". The "Panic Envelope" **MUST** include the name of the endpoint, the address, the phone number and a reference map if possible.
6. Once the first car has left the start point, **NO FURTHER INFORMATION WILL BE GIVEN TO ANY RALLYE ENTRANT**. If there is a true emergency, **EMERGENCY SIGNS SHALL BE USED**. They shall be posted as conspicuously as possible, shall be of a standard size and color and must be posted **BEFORE ANY ENTRANT HAS PASSED THAT POINT** in the Rallye so **THAT ALL** the entrants will be given the same information at the same point in the Rallye. The Rallyemasters will have a sample of the emergency sign on display at the start point of the Rallye.
7. Once the first car has left the start point, **NO GENERAL INSTRUCTIONS WILL BE CHANGED** (i.e., deciding to allow more time, eliminating the DNF time, throwing out a leg because of a problem after some of the cars have struggled through it, etc.) except in TSD Rallies. Once the Rallye has started, all the entrants are on the same route and have to contend with the same problems. Changing the rules after the Rallye has started does not give each entrant an equal opportunity to win.
8. The Method of Scoring **MUST** be in the General Instructions.
9. All penalties shall be clearly stated in the General Instructions. It shall not be assumed that the entrants will take any penalties for granted.
10. Starting time and starting place of the Rallye should be stated.
11. The Generals shall state whether or not "Dead End Roads" exist on the Rallye.

5.10. ENTRANTS MEETING

1. An Entrants Meeting **MUST** be held for drivers and navigators prior to the start. Any questions will be answered at this time and any last minute instructions will be given.
2. The Entrants shall be shown samples of all Rallye signs such as checkpoint, endpoint, emergency, etc.
3. The event Chairperson/Co-Chairperson should verify that all entrants and workers have signed the appropriate waivers.
4. The method of breaking tie scores shall be announced at the Drivers Meeting.

5.11. RALLYE ROUTE

1. The Rallye route **MUST BE A MINIMUM OF TEN (10) MILES PER SANCTIONED RALLYE** (i.e. three simultaneous Rallies require a route of thirty miles minimum).
2. Each car in the Rallye **MUST** be required to follow a common course (or use a common set of route instructions in the case of a Rallye where the entrants plot their own course).
3. The Rallye **MUST** be on hard-surfaced roads. **DO NOT USE DIRT OR GRAVEL ROADS** (they do not exist on NCCC Rallies).
4. If private roads are used, permission for their use **MUST** be obtained and this **MUST** be stated in the General Instructions.
5. A Rallye route **MUST** be able to be followed **WITHOUT REFERENCE** to the questions.
6. The Rallye shall not be more than one hundred miles without a rest stop.
7. If there are more than four (4) miles between consecutive route instructions, the distance **MUST** be given plus or minus one mile.
8. For TSD Rallies: Mileage should be measured with an odometer reading in increments no larger than 0.01 miles. The TSD Rallye shall be measured in one continuous run at approximately Rallye speeds and time of day, observing all Rallye pauses.
9. The route should be carefully chosen to ensure that the entrants are not kept circulating in one area for a long period of time. Residential areas should be avoided as much as possible.
10. The distance traveled on main roads during the daytime **MUST** be kept to a minimum.
11. The Rallye route **MUST BE KEPT OUT OF CONGESTED TRAFFIC AREAS**. Congested areas will include downtown traffic, shopping/strip malls, busy major intersections. If it is necessary to drive through a congested traffic area, those areas will be set up as "free zones" with clear route instructions through the area given to the entrants and no questions will be asked or be answerable.
12. The starting area should not lead onto a main street. If this is unavoidable, then begin with a right turn onto the highway. Never begin with a left turn, unless at a controlled intersection.
13. Left turns off a busy highway should be avoided, especially in night Rallies. If this is impossible, then the exact position of the turn should be identified.
14. Left turns off a busy highway into the finish of a Rallye must be avoided in all situations.
15. There should be adequate room for the cars to line up in proper order at the starting place.

5.12. RALLYE ROUTE INSTRUCTIONS

1. Instruction landmarks may be located on either side of the road, but **MUST FACE THE CONTESTANTS** and **MUST BE CLEARLY VISIBLE FROM THE CAR.**
2. Unless stated in General Instructions, all landmarks used as route instructions **MUST** be on the right hand side of the road or the route instructions **MUST** state that the next landmark is on the left hand side. **ONLY RIGHT HAND SIDE** landmarks can be used on night Rallies.
3. Rallye instructions should be extra clear when there is any possibility that Rallye cars might invade private property or driveways.
4. "Caution" notations in instruction sheets should be used liberally. (Examples: railroad tracks, narrow bridges, dangerous intersections, etc.)
5. If "fake" instructions are given at the end of the Rallye or leg, the stopping checkpoint must be clearly visible so that drivers cannot pass it up, thus becoming lost and confused.
6. All signs **MUST** be visible and readable from the car by the entrants (i.e., no binoculars or optical assistance other than prescription glasses should be needed to read the signs). The entrants must be able to read the signs within the normal driving field of vision. Signs that require looking back are not allowed.
7. **PARTICIPANTS SHOULD NOT HAVE TO GET OUT OF THE CAR TO READ A SIGN** unless the Rallye is a "Chance Game" type Rallye. If it is a "Chance Type" Rallye, then it **MUST** be stated in the General Instructions that the entrants may have to get out of the car to answer questions.

5.13. ODOMETER CHECK

1. In every Rallye where mileage is going to be a factor, an odometer check **MUST** be part of the Rallye. The odometer must then be checked at the start of the Rallye.
2. The odometer check will be as straight-forward as possible. The Rallyemaster's mileage (starting with 00.00) will be given at the start of the odometer check and at the end of the odometer check so that the entrants can adjust their odometer mileage to that of the Rallyemasters.
3. Odometer check mileage must be a **MINIMUM** of 10 miles.
4. No questions, route instruction tricks (traps) or speed changes shall be used during the odometer check.

5.14. RALLYE AVERAGE SPEED

1. The maximum average speed for any section of the Rallye **MUST** be at least ten percent (10%) lower than that which can be safely maintained under posted speed limits. Any unexpected circumstances that arise, such as heavy rain, snow, heavy traffic, etc., **MUST** be driven at an average speed of at least twenty-five percent (25%) lower than the posted speed limits. The more difficult the course or the greater the number of instructions, the lower the average speed should be.
2. Where average speeds are involved in the Rallye, instructions should clearly state whether the Rallye is in legs or overall.
3. No speeds lower than ten (10) miles per hour shall be used.

5.15. RALLYE CHECKPOINTS

1. All open checkpoints **MUST** be on the right hand side of the road with checkpoint signs at eye level and easily visible. Checkpoints should be so situated that the entrant need not leave the course to enter the checkpoints. The open checkpoint **MUST** not be

located too soon after stoplights, left-hand turns off busy roads, or in congested areas (this means no checkpoints right after a town) that prevent the entrants from being on time.

2. **RALLYE CARS MUST NOT STOP IN TRAFFIC LANES.** There should be ample room for a number of Rallye cars to pull off the road while awaiting their time out.
3. Open checkpoints where entrants must stop should always be on a road that is not heavily traveled.
4. If checkpoints are to be set up on private property, the owner must have been properly approached and notified. Route instructions in and out of the checkpoints must be given to the entrants either on the route instructions or in their General Instructions.
5. Checkpoints will be open at least fifteen (15) minutes before the due time of the first car and close not sooner than 45 minutes (for TSD: 30 minutes) after the due time of the last car.
6. All open checkpoints **MUST** be identified by a large sign with a minimum dimension of two (2) feet. All marker signs **MUST** be similar and a sample **MUST** be displayed at the Drivers' Meeting.
7. Checkpoint workers **MUST** absolutely understand their jobs. Writing out checkpoint-worker instructions will avoid any last minute confusion or delay. A Checkpoint worker must not talk with participants other than to do their assigned task.
8. Where the entrant's covered distance is a scoring factor, the recorded distance shall be the total distance actually covered by the entrant and each contestant's odometer correction factor **MUST** be considered in computing their score. The entrant **MUST** be able to declare his odometer error and have it considered in scoring at any time after the ten-mile odometer check.
9. **FOR TSD RALLIES:** Where speed changes are prescribed between checkpoints, speed change points are to be clearly related to some well-defined landmark to eliminate any questions as to their locations.
10. **FOR TSD RALLIES:** There shall be at least a two (2) minute layover at open checkpoints.
11. **FOR TSD RALLIES:** WWV (USA) or CHU (Canada) Greenwich Mean Time signals should be available at all checkpoints. [WWV National Bureau of Standards, Ft. Collins, Colorado (303/499-7111) 2.5, 5, 10, 20, 25, MHz (USA)] [CHU 3330, 7335 KHz, 14670 KHz (Canada)]
12. **FOR TSD RALLIES:** A checkpoint log shall be kept and based upon time. (See example in Rulebook, Section 5.25.)
13. **FOR TSD RALLIES:** The point of timing shall be the checkpoint sign. A worker shall be located at the line to determine the exact time the front wheel of the car crosses the timing line.
14. **FOR TSD RALLIES:** Legs containing incorrectly printed instructions may or may not be counted in scoring.

5.16. WATCHES AND TIME KEEPING

1. Only watches in a good state of repair with a round dial of a minimum of one inch in diameter, with all divisions clearly marked and with a sweep hand or digital stopwatches with minute/second division will be used .
2. For events requiring more than one timekeeper, all watches **MUST** be synchronized before the event.
3. Correct time for setting watches should be obtained from a reliable source, such as a radio time signal station. For example, WWV.

RALLYE

4. In events where a timekeeper has to identify and time moving vehicles, he should have an assistant to do the recording.
5. The official time shall be the time as recorded by the official watch. The actual time of arrival at the checkpoints shall be the time used for scoring. Workers are responsible for the correct recording of arrival and departure times at checkpoints.
6. At any open checkpoint, the time of departure shall be at least two minutes after the time of arrival.
7. FOR TSD RALLIES: If the Rallye is to be run in legs, each leg will be scored separately from its beginning checkpoint to its finishing checkpoint. Thus, time lost or gained between any two open checkpoints cannot be made up or lost between any other open checkpoints. (With the exception that secret checkpoints may be used with the penalty at the checkpoint added to the score for that leg in the final score.)

5.17. PENALTIES FOR RALLIES

1. Where mileage penalties are to be assessed, entrants should adjust the estimate of the official mileage to take care of any odometer error between the Rallyemaster's odometer and the entrant's odometer reading at the end of the odometer leg. In other words, the entrant adjusts his mileage by the percentage of error in the odometer leg. In TSD Rallies, the Rallyemaster never adjusts the entrant's mileage. The way to calculate mileage is to take the number of miles on the entrant's odometer, less any off course excursions, and multiply it by the mileage given on the instruction sheet for the odometer leg, and divide this total by the mileage given by the entrant's odometer for the odometer leg. In short Rallies, no penalty should be given for the first tenth (0.1) mile over or under the entrant's odometer. A short rallye is thirty or fewer miles.
2. If a penalty is imposed for improper procedure at a checkpoint, this penalty **MUST** be made known to the entrant at the time it is imposed. This cannot be done unless the penalty was explained in the General Instructions.
3. A ticket for a moving violation constitutes disqualification.

5.18. RALLYE ENDPOINT

1. All answers to questions, total mileage, a route map and all time or other factors involved in scoring shall be posted (displayed) for the entrant to see at the end of the Rallye.
2. FOR TSD RALLIES: The official mileage for each leg, as well as the total official mileage, **MUST** be displayed at the finish point of the Rallye. The official elapsed time for each leg must be displayed at the finish point.

5.19. RALLYE SCORING

1. Scoring shall be based on the type of Rallye entered.
2. Any unfair practices reported by an entrant will need to be in the form of a protest.
3. As much as possible, the Rallye shall be organized so that one entrant cannot rely upon any other entrant for their individual score.
4. FOR TSD RALLIES: In the event of a tie for any position in any TSD Rallye, the entrant having the larger recorded error of time in any one phase of the entire Rallye shall be awarded the lower position, unless other provisions are given.
5. All ties must be broken. The Rallyemaster must have a method for breaking ties which will be stated in the General Instructions. Minimum time cannot be used for a tie-breaker.
6. The Method of Scoring **MUST** be defined in the General Instructions.

5.20. AWARDS FOR RALLIES

1. Awards **MUST** be given to both the driver and the navigator (an Award set).
2. The minimum number of awards is:
 - One (1) Award Set: One (1) to ten (10) cars
 - Two (2) Award Sets: Eleven (11) to twenty (20) cars
 - Three (3) Award Sets: Twenty-one (21) to thirty (30) cars
 - Four (4) Award Sets: Thirty-one (31) to forty (40) cars
 - Continue Award Sets for every additional ten (10) cars

5.21. RALLYE PROTESTS

1. See Section 10 (Protests and Appeals) of this Rulebook for procedures.

5.22. RALLYE ABBREVIATIONS

CS or CAS or CAST -- Change Average Speed To

DNF -- Did Not Finish

FAL -- First Available Left

FAR -- First Available Right

L --Left

MIN -- Minute or Minutes

MPH -- Miles Per Hours

MR -- Mileage Reference

OCM -- On Course Marker

OPP -- Opportunity

PU -- Pickup

R -- Right

RR -- Railroad Crossing

RT -- Route

S -- Straight

SOL -- Sign on Left

SOR -- Sign on Right

SRIF -- Sign Reading in Full

SRIP -- Sign Reading in Part

SS -- Stop Sign (conventional octagon stop sign)

TL -- Traffic light

ANY ADDITIONAL ABBREVIATIONS MUST BE STATED IN THE GENERAL INSTRUCTIONS.

5.23. STANDARD RALLYE TERMINOLOGY

ANY CHANGES OF DEFINITIONS MUST BE STATED IN THE GENERAL INSTRUCTIONS.

ACTION POINT -- A point at which a Rallye instruction is applicable.

ACUTE -- A turn of substantially more than ninety (90) degrees.

AHEAD -- To proceed as straight as possible.

AT -- When instructed to turn AT an intersection, execute the turn and then continue to go as straight as possible until the next instruction applies.

BEAR -- A turn of substantially less than ninety (90) degrees.

BLINKER -- Any single element displaying a blinking red or yellow light, working or not.

RALLYE

CHECKPOINTS:

OPEN CHECKPOINT -- A manned place on the course where each entrant is required to stop and transact their business with the checkpoint worker. The checkpoint must be identified in some way that cannot be misunderstood by the entrant. There **MUST** be ample room for the Rallye cars to pull safely off the road. An open checkpoint may or may not be a timing station. In TSDs, an open checkpoint (control) marks the end of one (1) scoring leg and the beginning of another.

CLOSED CHECKPOINT -- An unmanned place on the course visible or not visible to the entrants who are not required to stop. This does not mark the end of a leg.

CLOSED PASSAGE CONTROL -- See Checkpoints - Closed

CONFIRM -- To indicate a point which will provide a check that the proper road has been followed. An approximate distance within which the confirmation appears may be given.

CONTROL -- See Checkpoints - Open

COURSE FOLLOWING INSTRUCTION -- An instruction that causes the entrants to get on a road that they otherwise would not have traversed.

CROSS -- To go straight across. To cross a divided highway is to cross both halves of it.

CROSSROAD -- An intersection at which two (2) roads cross each other.

DIVIDED HIGHWAY -- A multiple lane highway with a dividing median strip. A divided highway shall be treated as a single road.

ELAPSED TIME -- The elapsed time of a contestant is the time actually taken. In TSDs, the official elapsed time is the amount of time required at average speed or speeds to run a part of the course plus the time allowed for transit zones or pauses.

FORK -- Commonly known as a "Y".

FREE ZONE -- Specific route instructions are given and no questions are answerable in this area. Free zones extend from the action point of the instruction to the action point or mileage distance ending the free zone. In TSDs, a section of the course free from any timing controls.

GAIN -- In TSDs, to make up a specified time during passage of a specified portion of the Rallye route. The gain time is subtracted from the time required at the given average speed to traverse the specified portion of the Rallye route. The specified portion of the Rallye in which a gain is operative is a free zone and can, therefore, overlap subsequent route instructions.

INTERSECTION -- Any meeting or crossing of two (2) or more roads. Identification of an intersection is determined by the physical conformation of the roads involved at the point of intersection, road signs notwithstanding.

JOG -- A turn in one (1) direction, to be specified, which is followed within one-tenth (0.1) of a mile by a turn in the other direction. A jog can only be executed at a T.

LANDMARKS -- Landmarks may be houses, barns, signs, buildings, silos, etc.

LEFT -- A turn to the left of approximately ninety (90) degrees.

LEG -- In TSDs, the part of the Rallye route extending from one (1) timing control to the next.

OFFICIAL MILEAGE -- The distance between two (2) points on the Rallye route measured to one-tenth (0.1) of a mile in a Type II or Type III Rallye and one-hundredth (0.01) of a mile in a Type I Rallye. Any mileage given in a route instruction is official mileage unless preceded by the word "approximate".

ON -- When instructed to turn ON to a road, by name or number, execute the instruction and then follow that road wherever it goes. If the named/numbered road ends, then continue to go as straight as possible until the next instruction applies.

- OPPORTUNITY** -- Crossroad or side road WITH or WITHOUT a street name or number.
Dirt or gravel roads do not exist.
- OVERPASS** -- A structure allowing a Rallye car to pass over an obstacle.
- PAUSE (or LOSE)** -- In TSDs, to delay a specified time at a named point or during passage of a specified portion of the rallye route. The pause time is added to the time required at the given average speed to traverse the specified portion of the rallye route. The specified portion of the Rallye in which a pause is operative is a free zone and can, therefore, overlap subsequent route instructions.
- PAVED** -- A road having a continuous hard surface such as concrete, brick, asphalt, etc.
- PICKUP** -- To go essentially straight onto a road or route that would not have been used in the absence of the pickup instruction. This is accomplished when first able to verify that the new road or route has been picked up. A pickup is a course following instruction.
- RAILROAD TRACK** -- A pair of parallel railroad rails.
- RALLYE TABLES** -- A listing of speed vs. distance tables used to adjust speed to a particular time or distance. Rallye tables are used in TSD Rallies.
- RIGHT** -- A turn to the right of approximately ninety (90) degrees.
- ROAD** -- A public thoroughfare suitable for automotive travel regardless of surface.
- SPEED INSTRUCTION** -- In TSDs, an instruction that causes the entrant to change speed, pause or gain time.
- STOP** -- A conventional highway stop sign that you are required to obey. Note: "STOP" MUST be typed in capital letters in the route instructions.
- STOP LIGHT** -- See Traffic Light.
- STRAIGHT** -- Continue on the presently traveled road in the presently traveled direction.
To move forward without turning.
- T** -- A point in the road being traveled where the road comes to an end by joining another road which meets it at an approximation of ninety (90) degrees. It is not possible to go straight at a T.
- TIME IN** -- The actual time of arrival at a control as determined by the official timer.
- TIME OUT** -- The specified time for departing from the start, from a control, from a stop or from any point indicated on the Rallye course.
- TOTAL RALLYE MILES** -- The official mileage from the start of the Rallye course to the finish of the course; given in one-tenth (0.1) of a mile in Type II and III Rallies and one-hundredth (0.01) of a mile in a Type I Rallye.
- TRAFFIC LIGHT** -- Any two (2) or more element traffic signals regardless of the mode of operation. A traffic control device that will show at least red and green in sequence. Two (2) or more such traffic control devices at an intersection shall be considered as a single traffic light.
- TRANSIT ZONE** -- In TSDs, a part of the Rallye route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone shall be given. A transit zone can overlap subsequent route instructions.
- TRIANGLE** -- An intersection of three (3) roads in the general shape of a triangle or inverted delta, including within the intersection a generally untraveled grass, gravel or other surface. It is not possible to go straight at a triangle. Only one instruction may be executed unless otherwise specified.
- TURN** -- To make a change of direction at an intersection which would not have been made in the absence of the turn intersection. A change of direction of approximately ninety (90) degrees to the right or left. A turn instruction is a course following instruction.
- TURN AFTER** -- Indicates a landmark located just before the opportunity.

RALLYE

TURN BEFORE -- Indicates a landmark located just after the opportunity.

UNDERPASS -- A structure allowing the rallye car to pass under an obstacle.

UNMANNED CONTROL -- In TSDs, a geographically located point on the course at which a contestant **MUST** record his calculated elapsed time from the last open control. The calculated elapsed time is turned in at the next open control or at the end of the rallye as specified.

UNPAVED (or **DIRT**) -- A road having a discontinuous, non-hard surface such as broken stone, gravel, dirt, etc. These do not exist on NCCC Rallies.

Y (or **FORK**) -- An intersection having the general shape of the letter "Y" requiring a change in direction to the left or right, both changes of direction being essentially equal. It is not possible to go straight at a "Y".

NOTES

5.24. TSD RALLYE QUICK SCORE SHEET

This is the suggested National Council of Corvette Clubs Quick Score Sheet. By using it, you can help your checkpoints operate more efficiently and with less errors.

**TIME-SPEED-DISTANCE RALLYE
QUICK SCORE SHEET**

Car Number: _____

Checkpoint	1	2	3	4	5	6	7
Time out last checkpoint							
Time in this checkpoint							
Difference (subtract)							
Official Elapsed Time							
Difference (subtract)							
Penalty Points							
CONTESTANT: This is the official copy that must be turned into the official at the end of the Rallye. Failure to do so will cause you to be listed as DNF. Any attempt to alter this copy will result in disqualification.							Tot. pts.

**TIME-SPEED-DISTANCE RALLYE
QUICK SCORE SHEET**

Car Number: _____

Checkpoint	1	2	3	4	5	6	7
Time out last checkpoint							
Time in this checkpoint							
Difference (subtract)							
Official Elapsed Time							
Difference (subtract)							
Penalty Points							
CONTESTANT: This copy is for your records. Do not turn this portion in.							Tot. pts.

5.25. RALLYE TIME LOG

CHECKPOINT NUMBER: _____

This Time Log is for the official timer. Upon arrival of a car, write down the second across from the hour and minute that a car arrives. When the car arrives at the timing table, write down the car's number in the same spot you wrote the second he arrived.

Write the hour for this sheet down the left side of this form. Write the second and the car number horizontally across from the minute that the car arrived.

Hour & Min.	Second & car #						
:00							
:01							
:02							
:03							
:04							
:05							
:06							
:07							
:08							
:09							
:10							
:11							
:12							
:13							
:14							
:15							
:16							
:17							
:18							
:19							
:20							
:21							
:22							
:23							
:24							
:25							
:26							
:27							
:28							
:29							
:30							

WARNING!!! If no cars arrive during any one minute, cross out or draw a line through that minute.

CHECKPOINT NUMBER: _____

If more than one (1) car arrives during any one (1) minute, log their arrivals at least one (1) second apart and list them horizontally across the page. Be sure to give them a time out of at least thirty (30) seconds apart from each other.

This form can also be used to list the car's time out so that you do not give two (2) cars the same time out.

Write the hour for this sheet down the left side of this form. Write the second and the car number horizontally across from the minute that the car arrived.

Hour & Min.	Second & car #						
:31							
:32							
:33							
:34							
:35							
:36							
:37							
:38							
:39							
:40							
:41							
:42							
:43							
:44							
:45							
:46							
:47							
:48							
:49							
:50							
:51							
:52							
:53							
:54							
:55							
:56							
:57							
:58							
:59							
:60							

WARNING!!! If no cars arrive during any one minute, cross out or draw a line through that minute.