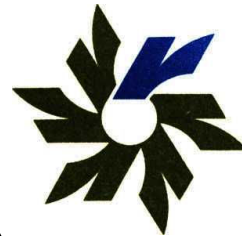# NWRC

Northwest Rally Council

General Instructions

Revised January 2007

FOOTZ

www.nwrally.com

1. **INTRODUCTION**

    These general instructions are the rules under which NWRC rallies are conducted. Only two contestants per car are allowed, but the roles of driver and navigator may be switched during the event. Non-competing passengers may be allowed but their presence could be grounds for protest by other contestants with respect to awards.

    Participants shall not drink alcoholic beverages during the course of the event. Any contestant observed operating a vehicle in an illegal or unsafe manner during the course of the event may be disqualified at the discretion of the sponsoring club. Any contestant observed behaving in an un-sportsmanlike manner (e.g. verbal or physical abuse of rally officials or other contestants) will be penalized at the discretion of the sponsoring club. The sponsoring club may also refuse entry to any contestant whose vehicle fails to meet minimum safety standards.

    Official signs used on the rally, official time, and any changes to the instructions will be available at the start. All rally cars will be identified by their car number, which is to be displayed in the lower right corner of the windshield. If magnetic numbers are provided by the sponsoring rally club, the number is to be displayed on the upper right hand corner of the passenger door.

2. **RALLY ROADS**

    2.1. Only public through roads will be used, unless the route instructions or a route marker indicate otherwise (see section 4.8). Roads marked "DEAD END", "NO OUTLET", "PRIVATE", "CLOSED", or with a similar sign, as well as obvious dead ends, driveways, and closed roads, are not rally roads. Ignore signs indicating road closure not in the immediate vicinity (e.g. ignore "ROAD CLOSED AHEAD").

    2.2. Physical obstacles (e.g. curbs, ditches, raised traffic islands, signs, and such) can serve to define a rally road.

3. **THROUGH ROUTE DETERMINANTS**

    3.1   At each INTERSECTION (see section 8), the THROUGH ROUTE is determined by applying the following six rules in numerical order. The first applicable rule determines the THROUGH ROUTE. Leave the INTERSECTION by the THROUGH ROUTE unless a route instruction or route marker directs you off it.

    3.1.1 ONTO

    You are placed ONTO a road when a route instruction directs you by use of ONTO and its name (a road's name may also be a route number or letter). If you are ONTO a road, the THROUGH ROUTE is the road with the same name. You are ONTO whatever name was used by the instruction. For example, if you were instructed ONTO JONES you would be ONTO any road whose names included JONES. However, if you were instructed ONTO JONES ROAD, you would be ONTO JONES ROAD SW or OLD JONES ROAD, but not JONES PLACE.

    You remain ONTO a road until you execute a subsequent NRI (see section 4.1.1) that takes you off the THROUGH ROUTE. Ignore changes in abbreviations (e.g. VALLEY becomes VLY or RD becomes ROAD) once you are ONTO a road.

    If you come to an INTERSECTION where the road name is not present, or more than one choice exists, do not apply this rule.

    3.1.2 TOWARD

    You are placed TOWARD an object if a previous route instruction used the word TOWARD to direct you to follow signs pointing to that object.

If you are TOWARD a named object, the THROUGH ROUTE is the road going toward any object with the same name. You are TOWARD whatever name was used by the instruction. For example, if you were instructed TOWARD HIGHLAND you would be TOWARD any object whose name included HIGHLAND. However, if you were instructed TOWARD HIGHLAND CITY, you would be TOWARD HIGHLAND CITY or HIGHLAND CITY DUMP, but not HIGHLAND PARK.

You remain TOWARD an object until you execute a subsequent NRI that takes you off the THROUGH ROUTE. Ignore changes in abbreviations (e.g. PINE TREE ELEMENTARY becomes PINE TREE ELEM) once you're TOWARD an object.

If you come to an INTERSECTION where there are no signs pointed toward the object, or more than one choice exists, do not apply this rule.

3.1.3 PROTECTION

The THROUGH ROUTE 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.

3.1.4 SIMILAR SURFACE

The THROUGH ROUTE is the road with the same type of surface as 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.

3.1.5 SAP (Straight As Possible)

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

3.1.6 If none of the five rules above serve to determine the THROUGH ROUTE, then the THROUGH ROUTE does not exist at that INTERSECTION, and any deviation specified is relative to "straight ahead".

3.2 In the absence of an INTERSECTION, the THROUGH ROUTE is the road upon which you are driving. Immediately after executing a route instruction, being directed off the THROUGH ROUTE by a route marker, or leaving the OUTCONE, consider yourself to be traveling upon the THROUGH ROUTE.

4. ROUTE INSTRUCTIONS

4.1. A route instruction may have multiple actions and it may also have multiple ACTION POINT(s). Execute each route instruction at its first possible ACTION POINTS(s). There are two types of route instructions:

4.1.1. *Numbered* – Execute the Numbered Route Instruction (NRIs) in numerical order. Complete each NRI in its entirety before working on any part of the next NRI. The only exception is an ITIS instruction (see section 8).

4.1.2. *Note* – Notes are named instructions that are in effect from their introduction until canceled. Action must be taken as directed each time the appropriate ACTION POINT is encountered. Notes may overlap both NRIs and other Note instructions. However, a Note may not overlap itself. If more than one Note can be executed at the same ACTION POINT, do none of them at that point.

Note instructions have a higher priority than NRIs, i.e. if a note and an NRI could apply at the same point, do the Note, and continue looking for the NRI.

4.2. Route instructions may be either written text or Alpines (see section 5 for Alpines).

4.3. Route instructions can only be executed at these ACTION POINTS :

4.3.1. When a change of direction is specified:
- at an INTERSECTION where the route instruction directs you off the THROUGH ROUTE,
- where the THROUGH ROUTE does not exist, or
- at the indicated REFERENCE point of an MBCU instruction.

4.3.2. When no change of direction is specified:
- at the indicated REFERENCE or
- immediately, if no REFERENCE is indicated.

4.4. A route instruction can only be executed at an ACTION POINT where there is only one choice meeting the specified criteria. A U-turn is not a choice.

4.5. The same ACTION POINT will not be used simultaneously for two route instructions.

4.6. Clarifying comments may be used, but will clearly be identified as such by parentheses. They are not to be considered a mandatory part of the route instruction.

4.7. Speed changes contained within route change instructions are to be executed as you commence the turn.

4.8. 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 an instruction number is encountered, that NRI must be executed at that point, and you must continue with the NRI that numerically follows the one indicated on the correction marker.

5. ALPINE INSTRUCTIONS

5.1 An alpine instruction is a diagram of one or more INTERSECTION(s) drawn to represent the subject INTERSECTION(s) as closely as possible.

5.2 A dot indicates the road on which you enter the INTERSECTION(s), and the arrowhead indicates the road on which you are to leave the INTERSECTION(s).

5.3 The shortest legal route is to be taken through the alpine (e.g. 5.7.a).

5.4 Rally roads are shown as solid lines. Non rally roads are not shown unless indicated as dashed lines (e.g. 5.7.b).

5.5 If a REFERENCE sign or object is given, the instruction must be executed at the given REFERENCE, provided the INTERSECTION(s) resembles the given alpine (e.g. 5.7.a sign, 5.7.b object, 5.7.d bridge).

5.6 Given speed changes are to be executed at the first INTERSECTION in the diagram (e.g. 5.7.a).

5.7 Examples of alpine instruction:

31.   ;   32.   "Smith Rd";   **or**   CAST 34
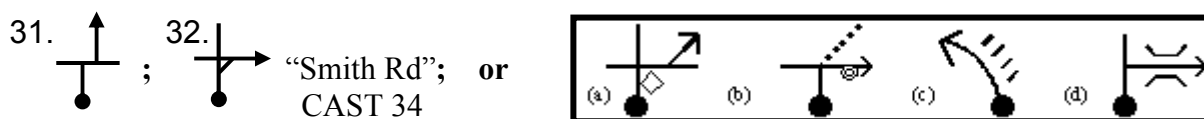
6.   SIGNS AND OTHER REFERENCES

6.1.   A sign is any object on which is written, or otherwise marked, text or symbols.   House numbers, mail or newspaper boxes, utility pole identification, graffiti, and signs of a temporary nature, such as political posters; will not be used unless specifically identified.   Signs on vehicles, and text or symbols painted on vehicles or on the road surface, will not be used.

6.2.   Signs may appear anywhere, however you will not have to look backwards to read a sign. Exceptions will be specifically noted.   Official black on white speed limit signs will be used only when they are on the THROUGH ROUTE.

6.3.   Roads identified by a directional sign (one with an arrow or shaped like an arrow) exist AT the location of the sign.

6.4.   All material in quotes refers to the text or symbols on a sign.   Spelling will be exact and symbols will be drawn as accurately as possible.   Case and punctuation (including hyphens) are irrelevant. Spacing in location modifiers is irrelevant (e.g. NE = N E = N.E. = N. E.).

6.5.   All or any prominent part of a sign may be quoted.   No intervening text will be skipped.   No text or symbols will be split, combined, or reordered.   Portions of words or numbers will not be quoted.   Symbols may be omitted from a quoted sign.   Signs will be read from left to right, top to bottom, or in the order presented on the sign.

6.6.   Physical objects, including non-rally roads, may also be referred to in the instructions.   If a sign is needed to identify an object or its location, spelling in the instructions must be exactly as presented on the sign.   These identifying signs are not REFERENCES; however, they are subject to sections 6.1. through 6.5.

6.7.   The same sign or object will not be used simultaneously for two REFERENCES within instructions which are executed.   REFERENCES within instructions which have not been executed, have not been used.

7.   CONTROLS AND MEASUREMENTS

There are two types of controls – Checkpoints and Route Controls

7.1.   Checkpoints

7.1.1.   A Checkpoint will be identified by a Checkpoint sign on the right hand side of the road.

7.1.2.   At a Checkpoint you will be timed in as you pass the Checkpoint sign.   Stopping, obvious slowing, or evasive action within sight of a Checkpoint may be cause for timing you in, unless you are instructed to PAUSE just prior to the Checkpoint.   You will be given an In Time for the LEG just completed, and will be assigned an Out Time to start the next LEG.   Mileage and time between the Checkpoint sign and the OUTCONE is not included in any calculations.

7.1.3.   After passing the Checkpoint sign, stop at the control vehicle.   You will be given enough information to continue the rally from that point without penalty. You must continue to follow the designated rally route within a Checkpoint area.   You may also be given supplementary written instructions.   These instructions must be executed before returning to the route instructions.

7.2.   Route Control

7.2.3.   A Route Control will be identified by a Route Control sign on the right hand side of the road.

7.2.4. A Route Control will log your arrival when your front bumper passes the Route Control sign. You will be given a PAUSE to account for the time you spent at the Route Control. A Route Control is considered to be a single point (at the Route Control sign).

7.2.5. After passing the Route Control sign, stop at the control vehicle. You will be given enough information to continue the rally from that point. You must continue to follow the designated rally route within a Route Control area. You may also be given supplementary written instructions. These instructions must be executed before returning to the route instructions.

7.3. Measurements

For each instruction all times will be given in seconds or *minutes:seconds*, all speeds will be given in miles per hour, all distances will be given in miles, unless otherwise stated.

7.4 Route Control Scoring

Within any rally all Route Controls will have the same value.

8. DEFINITIONS

The following terms when written entirely in capital letters will be used only in the sense described below. When written otherwise, the common dictionary definition will be used.

ACTION POINT	The point at which a route instruction can be executed (see section 4).
ACUTE	A modifier indicating a change of direction obviously more than 90 degrees.
AFTER	The first possibility after the indicated REFERENCE.
API	After Previous Instruction.
AT	In the immediate vicinity of the indicated REFERENCE.
BEAR	A modifier indicating a change of direction obviously less than 90 degrees.
BEFORE	The last possibility before the indicated REFERENCE. The REFERENCE must be visible from the ACTION POINT.
BL	BEAR LEFT
BLINKER	An INTERSECTION on the THROUGH ROUTE controlled by an official traffic caution or stop blinker(s), capable of operating only as a blinker. It may be on or off.
BR	BEAR RIGHT
CAST	Change Average Speed To or continue average speed of. Maintain this average speed until the next CAST, CSD or CSU is encountered.
CSD	Change Speed Down: reduce average speed by the amount given.
CSU	Change Speed Up: increase average speed by the amount given.
FREE ZONE	A portion of the rally that will not contain any Checkpoints, but may have Route Controls.
INTERSECTION	The point at which two or more rally roads meet, and there is more than one choice of direction. A U-turn is not a choice.

ITIS	If There Is Such. When a Numbered Route Instruction includes ITIS, execute that instruction only if its first ACTION POINT occurs before the first ACTION POINT for the next NRI. If multiple consecutive (in numerical order) NRIs include ITIS, you are required to look for the first ACTION POINT of each ITIS instruction as well as the first ACTION POINT of the next non-ITIS instruction.
L or LEFT	Left deviation of any angle from the THROUGH ROUTE.
LEG	A section of the rally between successive Checkpoints, or from an assigned starting place to a Checkpoint.
MBCU	May or may not be considered unnecessary. Execute an MBCU instruction at the first occurrence of the REFERENCE, whether or not it occurs at an INTERSECTION and whether or not it takes you off the THROUGH ROUTE. Consider yourself to have left the THROUGH ROUTE. In other words, *just do it!*
NRI	Numbered Route Instruction.
OBSERVE	To visually note and pass a REFERENCE.
ONTO	See section 3.1.1
OPP	A named or paved rally road at which you could execute the indicated route instruction. A named road is one with an identifying street sign.
OR	Indicates a choice of two portions of an instruction. Execute either that portion of the route instruction preceding the word OR, or that portion following the word OR, but not both. Execute the portion whose first ACTION POINT occurs first. If both portions have the same first ACTION POINT, do neither at that point, and continue to look for the OR instruction.
OUTCONE	The official starting point of a LEG, usually marked by a traffic cone.
PAUSE	A time allowance to be added in the calculated LEG time.
POSS	Any rally road at which you could execute the indicated route instruction.
R or RIGHT	Right deviation of any angle from the THROUGH ROUTE.
REFERENCE	Any sign or object referred to by an instruction.
S or STRAIGHT	Straight deviation from the THROUGH ROUTE.
SIDEROAD	An INTERSECTION at which you can TURN in only one direction.
SIGNAL	An INTERSECTION on the THROUGH ROUTE controlled by a multi-light traffic signal(s). It may be on, off, or operating as a blinker(s).
SOL	Sign must be On the Left. Not always given when the sign is on the left.
STOP	An INTERSECTION on the THROUGH ROUTE with an official highway stop sign at which you would legally be required to stop.
T	An INTERSECTION in the general shape of the letter "T" as you would approach it from the base.
THROUGH ROUTE	See section 3
TOWARD	See section 3.1.2

TRANSIT ZONE	A section of the rally that you must complete in the stated time. Drive at legal speeds. Route instructions apply, but you may leave the rally route for rest or refueling. There will be no controls in a TRANSIT ZONE. Most rallies start with an odometer check TRANSIT ZONE. This allows you to calibrate your odometer to official rally mileage.
TURN	A deviation from the THROUGH ROUTE.
Y	An INTERSECTION in the general shape of the letter "Y" as you would approach it from the base.
YIELD	An INTERSECTION on the THROUGH ROUTE with an official highway yield sign at which you would legally be required to yield.

9. SCORING

9.1 Contestants will be scored on a LEG by LEG basis. Time lost or gained on any LEG cannot be subsequently made up or lost. In the event of a tie score, the winner will be the contestant with the "Most Legs Won". In the unlikely event that there is still a tie, the second criteria will be to throw out each "tied" contestant's highest leg score and re-total their score.

9.2 Penalties

Each second early or late	1
Each on-course route control missed (varies)	$\leqq 30$
Each off-course route control found (varies)	$\leqq 30$
Maximum time penalty on any one LEG	300

9.3 Time Allowances

Time allowances for circumstances over which you have no control, such as trains, accidents, or rally master error will generally be approved. The written request must be presented at the next Checkpoint before receipt of the official LEG time. The request must state car number and reason for the delay. Time allowances must be requested in whole minutes plus 30 seconds (e.g. 0:30, 1:30).

9.4 Classes

Contestants will be grouped into classes depending upon equipment used and relative experience. The current classes are:

Unlimited	Any computational or navigational equipment permitted.
Equipped	Any computing or calculating device may be used, provided that it does not have a direct input of actual distance traveled. All types of auxiliary odometers are allowed, provided they do not communicate with the computing device. Eligible equipment includes calculators, laptops, PDAs, GPS units and other hardware that does not calculate delta time based upon real-time distance input.
Master	Only pen, paper, timepiece(s), and stock odometer permitted. Contestants have vast rallying experience.
SOP/ Intermediate	Only pen, paper, timepiece(s), and stock odometer permitted.
Novice	Only pen, paper, timepiece(s), and stock odometer permitted. Contestants have maximum 10 rallies total.