

Kansas Rally Weekend

East to Weston Rally

Saturday, November 12, 2016

Pavement Ends Rally

Sunday, November 13, 2016

Introductions

These events are SCCA TSD (Time/Speed/Distance) Road Rallies run under SCCA tour rules. The object of the competition is to follow the prescribed course and to arrive at each checkpoint exactly on time, neither early nor late. These General Instructions, and any supplements, combined with the SCCA Road Rally Rule Book, 2-16 edition, comprise the regulations for this event. **PLEASE READ AND UNDERSTAND THESE GENERAL INSTRUCTIONS COMPLETELY. ASK QUESTIONS IF NECESSARY.**

The events are approximately 4 hours in length each. Paved roads will be used for the entire route on Saturday and both paved and unpaved roads will be used Sunday. One rest stop is planned each day. These road rally events are sanctioned by the Kansas City Region and Kansas Region of the SCCA.

Philosophy

These rallies has been designed to be fun to drive, fun to navigate, and fun just to go along for the drive. It has also been designed so that a team can be fully competitive by careful driving, without using a slide rule, GPS, calculator, or rally computer. Every attempt has been made to keep everyone on course, though experienced teams will be required to be diligent in order to perform all the calculations correctly.

The Organizers of these events have tried to present events that are both fun and safe for all concerned. The average speeds are designed to be maintainable while obeying all laws and traffic regulations. All of us must in good conscience respect both the safety and the perceptions of the citizens and landowners along the route. Remember you are on public roads. Please, when we ask for your cooperation in certain locations indicated by a slow CAST or a pause in the Route Instructions, please do so. CAST (Change Average Speed To) is just that, an average speed. It is understood that you can't maintain that speed at turns or for some short stretches of road - but there will be time and road enough to maintain the CAST. But if you find yourself in a position that you are late and can't make up the time without speeding or driving faster than conditions allow, use a time allowance to get back on time, not your right foot! (See the section titled "Time Allowances" for more detail.) **NEVER EXCEED THE POSTED SPEED LIMIT! DRIVE SAFELY!**

Schedule of Events

Saturday, November 12 – East to Weston Rally

9:30	Registration and Safety Inspection, Prairie Moon School, Lawrence, Kansas.
10:30	Rally Tutorial Available
11:15	Contestants Meeting
12:01	First car starts rally
3:30	(Time approximate) First car arrives at in Weston, Missouri. Refreshments, dinner and awards. Your entry fee does <u>not</u> include a post-rally meal. (Contestants are expected to buy their own drinks and dinner, if desired.)

Sunday, November 13 – Pavement Ends Rally

- 10:30 Registration and Safety Inspection, Prairie Moon School, Lawrence, Kansas.
11:45 Contestants Meeting
12:01 First car starts rally
3:30 (Time approximate) Rally ends at Johnny's, Lawrence, Ks.
Refreshments, dinner and awards. Your entry fee does not include a post-rally meal.
(Contestants are expected to buy their own drinks and dinner, if desired.)

Safety Inspection

The Safety check of vehicles will be done by self-inspection. The reverse side of the registration form will contain the vehicle inspection form. Contestants will inspect their own vehicle per the form, and turn in the completed inspection form prior to starting on the rally.

Course Following

This rally has been designed to always keep you on course. Any time that you are to change course, there will be a description of the locale, and directions to indicate this change. Let's expand on how this works:

The formal SCCA definition for route following on tour rallies is called the principal road rule. The formal definition of 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, or the placement of a stop sign or a yield sign.

As an example, let's say you are traveling on a paved road that makes a turn to the left. There are paved roads straight ahead and to the right which have Stop signs which require cars coming from those roads to stop. The principal road rule means you should follow the road you are traveling on to the left. No route instruction is required here to tell you to follow the road to the left.

The principal road will always be obvious, and should cause no confusion. If you are to leave the principal road, or if there might be any doubt about which way you are to go, you will be given a route-following action. There are intersections at which there is no principal road, such as Ts. At such an intersection, the rally route will be determined by a route-following action such as "Left at T" or "Right at T".

Some route instructions are redundant in order to clearly keep you on the rally route. These instructions may be marked, for example "Left to follow the principal road."

All intersections where you will be required to leave the principal road will be indicated with a route instruction and official mileage. The maximum distance between Route Instructions without official mileages is sometimes more than 5 miles.

All sections can be traversed at the specified rally speeds with normal precautions and observing rules of the road. Your ability to stay exactly on time will be the determining factor in winning.

Mileages were measured while driving at or near the rally CAST to 1/100th of a mile using a GPS odometer with a 10Hz external GPS receiver, but your precision in using the odometer run will give you an equally useful level of precision. Mileages at intersections was taken at the apex (center) unless a stop, yield or road name sign is referenced in the Route Instructions; in which case it was measured at the sign.

Unless specified otherwise the route instructions, the following roads are to be considered non-existent: unpaved roads (Saturday only) unless explicitly directed to turn onto unpaved, roads which clearly end within sight or in a garage, plant entrance, parking lot, roads which are obviously closed, private, not legal to enter, or require an illegal turn to enter, alleys, driveways, roads marked private, keep out, no outlet, dead end, road closed, no thru traffic, road ends ahead, bridge out ahead, private drive etc.

Checkpoints

This rally will use open controls and Monte Carlo controls

Open controls: A checkpoint sign will identify the timing line of a checkpoint. Each car will be timed as the front wheels cross the sign. SLOW DOWN and then stop where it is safe to do so. DO NOT STOP AT THE CHECKPOINT SIGN!

At a Monte Carlo control you will be given the ideal time for car number 0 to arrive. Add your car number to this time (in minutes). This is the time you are expected at the control.

Remember, proceed PAST the checkpoint sign to allow the next rallyists to drive by the checkpoint safely!

One member of your team is to return to the control vehicle on foot and bring your scorecard. You will receive a leg slip which contains the following information: control number, official mileage at the timing line, official leg time for the leg (i.e. the "perfect" time required to drive the leg by following the Route Instructions and CASTs perfectly), the next route instruction (the active numbered route instruction) as you leave the timing line, CAST (the speed to begin the next leg), official mileage and description of reference marker (out marker), and special instructions (if any). Clocks will be set to local time referenced to WWV as acquired via a cell phone. (<http://tycho.usno.navy.mil/cgi-bin/timer.pl> or 303-499-7111.)

Remember, please be nice to the checkpoint crews - they are only here to let you have fun. If problems or issues arise during a leg of the rally, please notify the next checkpoint crew. If there's an issue with the rally that affects scoring, you may so report this in writing to the checkpoint crew (or better still, save it for the rallymaster at the end of the rally.) It shouldn't be necessary to say this, but please never argue with a checkpoint crew - they aren't to blame for the rallymaster's (or KDOT's, or your driver's, or your navigator's) mistakes!

Signs

Material in a route instruction within quotation marks (“”) is quoted from a sign. Signs may be on either side of the route, but will be clearly visible in the forward field of vision. The referenced portion of all referenced signs will be readable at the specified rally speeds. Quoted road names will be in CAPITAL letters. This should make it easier to find the sign (no sign hunt) and also help identify which sign is being quoted if there are also signs before the intersection (you will know that it will be the one at the intersection).

Significant effort has been made to spell the text on the signs correctly. There are no spelling traps on this rally. Any incorrectly spelled signs are the rallymaster's error and not an attempt to fool or trick the contestants.

Emergency signs will contain the rally initials ("KRR") and indicate the emergency action to take. ("KRR").

Classes

Local class definitions will be used. Class A (Computing) contestants will have no restriction on computing or measurement equipment. Class B (Seat of the Pants) will be restricted from performing any time-speed-distance calculations. Class C (Beginners) will be for those teams where neither driver nor navigator has competed in more than 6 road rally events.

Resolving Ties

In the event of a tie, the team determined to have won the most number of individual legs will be declared to have won the tie. If that method does not break the tie, all individual legs scores will be squared and then summed. The team with the lowest score will be declared to have won the tie.

Provisional Results / Final Results

Turn in your score card at the last checkpoint of the rally. Your scorecard will be returned to you with provisional scores for each leg. Please review these scores for accuracy. After all scorecards have been returned to the contestants, the scores will be considered provisional for a period of at least 15 minutes. During this time you will have the opportunity to request a review or correction of any score. After all scoring inquiries have been resolved, the results will be declared final.

Penalties

Each 1 second early or late	1 Point
Maximum timing penalty	300 Points (5 minutes) per leg
Creeping (half of CAST) or stopping in sight of a control	60 Points each occurrence
Exceeding posted speed limit (radar)	Exclusion
Other moving violations	Exclusion
Possession or use of alcoholic beverages or illicit drugs	Exclusion
Time Allowance Penalties	None, up to 19 1/2 minutes total per day

Ideal leg times were calculated using mileages accurate to the 0.01 mile, to at least 4 significant digits. The final leg time was truncated to the nearest second.

Time Allowances (TAs)

A Time Allowance, or TA, is a request for additional time to traverse a leg of the rally. There will be no penalty for the use of Time Allowances (TA). TA requests for a leg must be submitted in writing to the checkpoint crew prior to your receiving your time sticker or leg slip (and of course it's good etiquette to say you're requesting one as you approach the checkpoint crew.) The total amount of time which may be requested in TA's by a team is limited to 19.50 minutes, per SCCA RoadRally rules.

Why would you use a TA? If you are trapped behind a slow moving local, please do NOT blow by them, but use a TA. If there's an emergency on the road, if you need to change a tire, are delayed by a train, or help another rally team change a tire, use a TA.

If you are blocked by any vehicle as you come into a control, you may request a TA for the exact amount of the delay (you remain responsible for specifying the length of the TA requested.) All other TA's are requested in one minute increments, beginning with 30 seconds (so, 30 seconds, 1 minute 30 seconds, 2 minutes 30 seconds, etc.). Time allowance slips are provided for your use. Please use them if necessary.

Rally End Points

The end of the Saturday rally will be at the Weston Brew Pub in Weston, Missouri. Sunday's event will end at Johnny's Tavern, North 2nd Street, Lawrence, Kansas.

If you are lost and need directions, contact Rich Bireta at 785-691-7437.

Glossary

!	Caution – exercise caution at this location.
!!	Double Caution – exercise extreme caution at this location.
!!!	Triple Caution – extremely dangerous road condition, intersection or traffic location.
Acute	A turn in the direction indicated from 100 to 179 degrees.
Bear	A turn in the direction indicated from 10 to 80 degrees.
CAST	Change, Continue, or Commence Average Speed To.
Control	The timing line of an open control identified by a checkpoint sign, or an observation control identified by an OBS sign or a DIYC as identified in an instruction.
Creeping	Driving within sight of a checkpoint at less than one half of the specified CAST.
Dg Co n	Douglas County Numbered Road n. White or gold letters on a blue, five sided sign.
Free Zone.	A portion of the rally route that contains no checkpoints.
GI	General Instructions (what you have been reading for the last 4 pages.)
Hwy	A state or county numbered or lettered road. Hwy 131, Hwy C, for example.
Left or L	Turn to the left from 10 to 179 degrees.
Leg	The part of the rally extended from an assigned starting point to the next timing control.
NRI	Numbered Route Instruction
Opportunity	A place where the specified action could be executed.
Pause	To delay a specified time at a named point or during a passage of a specific or implied distance. If no named point of distance is given, the pause should be executed at the first safe opportunity. The pause is added to the time required at the given average speed to traverse the distance. The distance in which a pause operative is a Free Zone.
Paved	A road having a hard surface such as concrete, macadam, brick, etc.
Right or R	Turn to the right from 10 to 179 degrees.
RxR	Railroad tracks that cross the rally route.
SL	Speed Limit – a standard black on white sign setting the legal speed limit for the road by the use of the words “Speed Limit xx”, where xx is the speed limit in miles per hour.
STOP	An official octagonal stop sign at which the rally vehicle is required to stop.
Straight	Proceed within plus or minus 10 degrees 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 T (although some have tried).
TA	Time Allowance.
Target Time	The ideal elapsed time from the last checkpoint or start of rally.
TL	Traffic Light. A fixed signal light alternating red and green (and frequently including yellow as a transition between red and green) used at an intersection to regulate traffic and which controls the rally vehicle. For rally purposes, only one traffic light may exist at an intersection. A traffic light may be set to operate as a blinker, although it will not be referenced as such, or may not be operating.
Turn	Change direction by 10 or more degrees at an intersection. A turn instruction cannot be executed if the instruction straight would take the contestant the same way.
U-Turn	Change direction 180 degrees.
Unpaved	A road having a non-hard surface such as broken stone, gravel, dirt, etc.
YIELD	An official triangular yield sign at which the rally vehicle is required to yield.
(...)	Information in parentheses provides additional, unofficial information about the course.