emerald empire sports car club

Autocrosses, hill climbs and rallies for the enthusiast

EESCC Rally General Instructions

May 2021 Version

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Table of Contents

This document contains the General Instructions for all rallies sanctioned by E.E.S.C.C. Additions may be made in the form of supplemental general instructions, but deletions or revisions of the minimum content must have the approval of E.E.S.C.C.

1.0   GENERAL INFORMATION

   1.1   Participants shall not consume intoxicating drugs or beverages immediately prior to or during the event. Violation will result in disqualification and forfeiture of fees.

   1.2   Rallyists will be scored on a checkpoint to checkpoint basis. Time lost or gained between two checkpoints **cannot** be made up on the next leg.

   1.3   E.E.S.C.C. reserves the right to refuse entry to anyone assuming just cause can be shown.

   1.4   All competing vehicles shall be manned by a licensed driver and one passenger, minimum age: 12 years. Any entry carrying passengers other than the driver and navigator may be subject to protest.

   1.5   Master time will be synchronized with G.M.T. (Greenwich Mean Time), or in the event reception is not available, by a master timepiece available at the start.

   1.6   Timing and scoring for this event will be to the nearest second.

   1.7   All speeds given are miles per hour unless otherwise noted in the route instructions.

2.0   COMPETITION CLASSES
E.E.S.C.C. reserves the right to classify or re-classify any entrant before, during, or after the event up to the publishing of results.

   2.1   Navigational: When offered, Navigational class is unlimited as to the use of navigational equipment. This class may be split into two classes:
      2.1.1   Limited – Navigation and calculation equipment is limited to equipment that does not receive direct input from any distance-measuring device interfaced with the vehicle. All inputs for mileage must be made manually. Calculators, personal computers, external odometers, average MPH display, and GPS units are permitted in this class.
      2.1.2   Unlimited - Any equipment is permitted such as integrated rally computers, etc.

   2.2   SOP (Seat-of-pants): Entrants in this class are prohibited from using any navigational aids such as computing or calculating equipment, tables, slide rules, etc. Cars shall also be restricted to the use of factory supplied odometers located in the stock position. Any number or type of timepieces, pencils, paper (except graph paper), clipboards, and maps are allowed.

   2.3   Novice: same restrictions as SOP class but intended for beginners only.

3.0   PROCEDURES

   3.1   Car numbers are not required and there are no official
          signs (such as checkpoint signs) used on the rally.
          Become familiar with the official signs used on the rally,
          watch for the posting of any written questions and
          answers, and obtain official time.

   3.2   Passage controls are unmanned timing locations, timed
          by the Competitor Richta GPS Checkpoints app. The
          Richta app monitors your car's location using GPS and
          records your arrival time at each control to a resolution
          of one second. The existence and/or location of passage
          controls may or may not be indicated in the route
          instructions. Passage controls are not identified by a
          traditional checkpoint sign. Do not stop for a passage
          control. Moments after you pass the control, your
          smartphone will make a notification sound and display
          your arrival time, your leg score, and whether you were
          early or late. Your arrival time is the start time for your
          next leg, so you should continue rallying on time until
          you reach the next restart point as identified in the
          route instructions. There are no controls for one mile
          after each time-of-day restart (CZT) point.

          3.2.1   You will be timed in when you pass the
                   checkpoint sign.
          3.2.2   Stopping, obvious slowing or evasive action of
                   vehicles to lose time within sight of the
                   checkpoint may be cause for timing in, unless
                   you are instructed to pause just prior to the
                   check point.
          3.2.3   Mileage between the checkpoint sign and the
                   out cone of the checkpoint is dead mileage.
                   Contestants must continue to follow the route
                   designated by note instructions, route
                   instructions, general instructions, or course
                   markers within the checkpoint area.

3.3   Route controls are unmanned scoring locations, scored by the Competitor Richta GPS Checkpoints app. The Richta app monitors your car's location using GPS and records your presence or non presence at each route control. The existence and/or location of route controls will not be indicated in the route instructions. Route controls are not identified by a traditional checkpoint sign. Do not stop for a route control. Moments after you pass the control, your smartphone will make a notification sound and display your penalty (off course) or lack of penalty (on course). You should continue rallying on time until you reach the next restart point as identified in the route instructions.

3.4   To avoid speeding to make up lost time, contestants may make a declaration of time loss. A time declaration must be requested on the increments allowed in the Competitor Richta GPS Checkpoints app, and cannot be claimed in even minutes (e.g., 0:10, 0:20, 0:30, 1:30, 2:30, 0.50, 1.50, 2.50, etc.). The time declaration must be entered into the app prior to reaching the next passage control. Combined time declarations may not exceed a total of 9.50 minutes per event.

3.5   Scores will be emailed to all entrants.

4.0   SIGNS

4.1   A sign is any object on which is written, printed, painted, embossed, inscribed, or otherwise marked; words, letters, numbers, or symbols.

4.2   House numbers, utility pole identification letters and/or numbers, mail and newspaper boxes, graffiti, and

temporary signs (such as political posters) will not be

used unless specifically identified in the route instructions. Signs on vehicles or painted on the road surface will not be used.

4.3   Signs used may be on the left or right, approximately parallel to your line of travel, approximately facing you, or any angle in between. Signs not visible or readable until after the contestant has passed them will not be used. Exceptions will be specifically described in the route instructions. STOP, YIELD, and speed limit signs will be used only when they control the route the contestant is currently travelling upon.

4.4   All or any prominent part of a sign may be used in the route instructions, however, no intervening words, letters, or numbers will be split, combined, or re-ordered. Spelling will be exact. Hyphens, dashes and punctuation are to be considered integral parts of words and numbers. All symbols will be represented as close a graphically possible. All letters shall be capitalized regardless of the case on the sign. Signs will be read from left to right, top to bottom, or in the sequence presented on the sign. When route instructions make direct reference to the sign itself, the sign shall be identified in the route instructions by enclosing the referenced part of the sign within quotation marks. Street signs having road designations RD, ST, etc., in different size letters than the remainder of the sign will be represented using the implied space in the sign. For example: "BLUE RD" can be quoted as "BLUE", "BLUE RD", or "RD". It cannot be quoted as "BLUERD".

4.5   Route markers identified before the start of the rally, including off route, on route, and route correction signs take precedence over route instructions and may indicate an action required contrary to the general

instructions. When a route correction sign with an instruction number is encountered, that numbered instruction must be executed at that place and continue to the numbered instruction that numerically follows the correction sing.
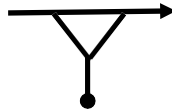
5.0   ROUTE INSTRUCTIONS

5.1   There are three types of route instructions:
• Numbered – Complete the Numbered Route Instructions (NRIs) in ascending numerical order. An NRI is active (available to be initiated) when all parts of the preceding NRI have been completed. Initiate (begin) an NRI when you reach its first reference point.
• Note – Notes are unnumbered route instructions. A note is active from its introduction until cancelled. A note may be executed once, more than once, or never. Action must be taken as directed each time the appropriate action point is encountered. Notes supersede but do not cancel NRIs. Notes are independent of and may overlap NRIs and other notes. Canceling a note does not cancel its associated speed.
• Supplemental – Supplemental route instructions are usually provided at checkpoints and route controls. Complete all the supplemental route instructions in the order presented (usually alphanumerically) before resuming the NRIs.

5.2   Route instructions contain at least one action and usually one reference. In the absence of a reference, the reference is implied to be at the first possibility. A route instruction is to be executed at the first chance for such an execution

5.3   Route change instructions, (L, LEFT, R, RIGHT, S, STRAIGHT, and TURN) not labelled MBCU, can only be executed only at an intersection where the route after the execution of the instruction is different from that defined in Section 7.0 (Route Following Priorities).

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

5.5   The same sign or landmark will not be used simultaneously for two references. . Mileage and time instructions can reference previous action points.

5.6   Speed changes contained within turn instructions are to be executed as you commence the turn.

5.7   It is the contestant's responsibility to check their instructions for completeness and legibility.

5.8   ALPNE INSTRUCTIONS
Alpine instructions may be used as route instructions.

5.8.1   An Alpine instruction is a diagram of an intersection drawn to represent the intersection as closely as possible.

5.8.2   A dot indicates the road on which the rallyist enters the intersection, and the arrowhead indicates the road on which the rallyist is to leave the intersection.

5.8.3   If more than one legal route exists at a diagrammed intersection, the shortest legal route through the intersection is to be taken.

5.8.4   Speed changes given at a diagrammed intersection are to be executed at the first route change in the diagram.

5.8.5   Only rally roads are shown (i.e., dead end or private roads are either not shown or are shown by dashed lines)

5.8.6   If a reference sign or landmark is given, the instruction must be executed at the given sign

or landmark provided the intersection
resembles the given alpine diagram.

5.8.7   Alpine instructions will be executed regardless
of whether the route after the execution of the
instruction is different from that defined in
Section 7.0 (Route Following Priorities). (All
alpines instructions are MBCU)
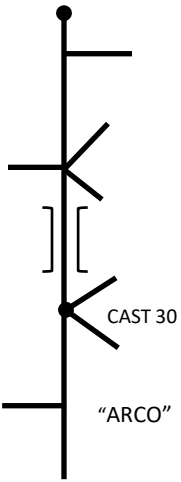
Example of Alpine instructions

5.9   STICK MAP INSTRUCTIONS

5.9.1   Immediately after the last instruction, start at
the dot, continue through the stick instructions
in numerical order toward the arrow, then
continue on to the next consecutively
numbered route instruction. (You may find it
helpful to turn the page upside down.)

5.9.2   The continuous line represents the rally route;
the other lines represent the other roads at
intersections. The shape or angle of the stick
instruction does not necessarily bear any
resemblance to the appearance of the actual
intersection. Rally roads are shown as solid
lines, non-rally roads may be shown as dash
lines, but are not required to be shown.

5.9.3   Stick map instructions will be executed
regardless of whether the route after the
execution of the instruction is different from
that defined in Section 7.0 (Route Following
Priorities).

5.9.4   Signs, landmarks, mileage, or times may be
used to identify a specific intersection at which
to execute the instruction.

5.9.5 Speed changes will be indicated by a dot on the continuous line.

Example of a stick map:

1. At the first intersection of three rally roads after the introduction of the stick map. Leave one rally road to your left.

2. At the next intersection of five rally roads, leave two rally roads to your left and one rally road to your right.

3. Cross a bridge, then, at the next intersection of four rally roads, leave two rally roads to your left and change your speed to 30 mph.

4. At the next intersection of three rally roads and having a sign reading "ARCO", leave one rally road to your right.

6.0   RALLY ROUTE

6.1   A rally road is a public through road. School and park roads are to be considered public roads. Unless otherwise directed, a rally road may be paved or unpaved. Unless specifically described in the route instruction (i.e., you may use this dead end road), do not consider the following as valid rally roads. • Roads marked "PRIVATE", "KEEP OUT", "NO OUTLET", "DEAD END", "ROAD CLOSED", "NO THROUGH TRAFFIC", etc.
• Roads that are visibly barricaded or impassable.
• Cul-de-sacs that visibly dead-end.
• Roads that visibly dead-end.
• Roads having illegal entry.
• Roads requiring an illegal turn to enter.

6.2   Each joining of rally roads from which the contestant could legally proceed in more than one direction

without U-Turning constitutes a separate intersection or route possibility. A roundabout is a joining of rally roads where traffic travels counterclockwise around a central island. Traffic enters the roundabout without deviation. Once in the roundabout, the main road continues around the roundabout. If placed ONTO a road by name or number or TOWARD a landmark, the main road is the road exiting the roundabout as so identified by a sign. Exiting a roundabout on the same road where the roundabout was entered is a legal deviation and is not considered a U-turn.

6.3   No uninstructed U-turn(s) will be necessary to follow the rally route.

7.0   ROUTE FOLLOWING PRIORITIES

A main road exists at every intersection and is identified by applying the route following priorities below. For a priority to apply, it must identify a single road leaving the intersection other than the one upon which the intersection was approached. To determine that single road leaving the intersection, apply the priorities in the order listed below. If attempting to apply a priority results in no choice or more than one choice, go on to the next priority.

7.1   ONTO: The main road is the road that the execution of a route instruction has directed the contestant to travel upon by use of: (1) the terms ONTO or FOLLOW and (2) the designation (name, number, or letter(s)) of the road as identified by a sign. The designated road is the main road at each intersection where this Priority applies until a route change not labeled MBCU (requiring the contestant to leave the main road) is executed.

A route instruction directing the contestant ONTO or to FOLLOW a designated road can only be executed when the instruction places the contestant upon the designated road, unless the term "consider yourself ONTO" or "consider yourself to FOLLOW" is used in the instruction.

7.2 TOWARD: The main road is the road that the execution of a route instruction has directed the contestant to travel in the direction of a landmark by use of (1) the term TOWARD and (2) the designation (name, number, or letter(s)) of the landmark. Follow signs in the direction of the landmark at each intersection where this priority applies until a route change not labeled MBCU (requiring the contestant to leave the main road) is executed.
In the absence of the term "consider yourself", a route instruction directing the contestant to travel in the direction of a landmark can only be executed when the route instruction places the contestant upon a route in the direction of the landmark as indicated by a sign.

7.3 PROTECTION: The main road is the single road which leaves the intersection without a back-facing stop or yield sign on it at the intersection.

7.4 SURFACE: The main road is the obvious continuation beyond an intersection of the road with the same type of surface as that which you approached the intersection on. Only a paved versus unpaved distinction will be made.

7.5 STRAIGHT AS POSSIBLE: The main road is that single road which continues through the intersection in the straightest route. If the routes appear to be equally

straight, or no route requires less than a 45 degree course change, this priority does not apply.

7.6   LEFTMOST: The main road is the leftmost road leaving the intersection.

8.0   DEFINITIONS

The words and abbreviations listed below when used in route instructions have only the following definitions when they appear in upper case (all capital letters) and not in quotation marks (" "). All words in route instructions appearing in lower case are understood to mean the common dictionary definition.

8.1   AFTER The first intersection beyond the referenced sign or landmark at which the instruction could be executed.

8.2   API After Previous Instruction; at the indicated point beyond completion of the last completed instruction.

8.3   BDC Be Darn Careful. (This designation is advisory and does not constitute a mandatory portion of the instruction)

8.4   BEFORE The last intersection prior to and in sight of the referenced sign or landmark at which the instruction could be executed.

8.5   BLINKER An intersection controlled by a conventional traffic caution or stop blinker(s), capable of operating as blinker(s) only. May be off.

8.6   CAST Change Average Speed To.

8.7   CROSS To completely cross, i.e.: to cross a divided highway is to cross all of its lanes.

8.8   CSD Change average Speed Down by the amount
        indicated.

8.9   CSU Change average Speed Up by the amount
        indicated.

8.10   DIYC Do It Yourself Checkpoint. Upon encountering the
        DIYC reference, record your exact arrival time to the
        hundredth of a minute as your In time on your
        scorecard. Record your next out time as exactly two
        (2.00) minutes after your In time. Use your timepiece to
        time yourself out from the DIYC checkpoint.

8.11   FOLLOW See Section 7.1.

8.12   GAIN To make up a specified amount of time during a
        specified or implied distance. The distance over which a
        GAIN is operative is free of checkpoints and route
        controls. The GAIN time is subtracted in the leg time
        calculations.

8.13   INTERSECTION See section 6.2

8.14   ITIS If There Is Such. Execute an ITIS instruction only if
        you encounter its action point before you come to the
        action point of the next (by number) NRI. Otherwise,
        skip the ITIS instruction and consider it completed.

8.15   HTS, DHTS Hard To See; Darn Hard To See (these
        designations while helpful do not constitute a
        mandatory part of the instruction)

8.16   L, LEFT Leftmost deviation of any angle off the main
        road.

8.17   MBCU May Be Considered Unnecessary. A route change
        labelled MBCU may be executed regardless of whether

the route after the execution of the instruction is different from that defined in Section 7.0 (Route Following Priorities).

8.18   OBSERVE To visually note and pass a sign or landmark.

8.19   ONTO See Section 3.1.

8.20   OPP Opportunity. A possible deviation in the direction indicated, that is paved and/or is named or numbered as indicated by sign(s) at the intersection.

8.21   OR Complete an OR instruction by executing one-half of the given instruction, but not both, separated by the term OR. The reference point of the two possibilities which is located first determines which half of the OR instruction is to be executed. If both possibilities of an OR instruction have the same reference point, execution is determined by the action point which is encountered first.

8.22   PAUSE To pause for a specified time. The PAUSE time is added in the leg time calculations.

8.23   POSS   A possible deviation in route, in the direction indicated, that requires an instruction.

8.24   R, RIGHT Rightmost deviation of any angle off the main road.

8.25   S, STRAIGHT The straightest deviation off the main road within 45 degrees of straight ahead.

8.26   SIGNAL An intersection controlled by multi-light traffic signal(s) which may be operating as blinker(s) or may be off.

8.27   SOL Sign must be On Left. May not always be given.

8.28   STOP An intersection with an official highway stop sign at which the contestant is legally required to stop.

8.29   T An intersection having the shape of the letter T as approached from the base. It is not possible to execute the instruction S or the instruction STRAIGHT at a T.

8.30   TOWARD See Section 7.2.

8.31   TRANSIT A part of the rally in which no checkpoints or route controls are located and for which there is no stated average speed. The exact time for the transit will be given in either the instruction that begins or ends the transit. Route instructions apply, but you may leave the route for rest or refueling stops. The TRANSIT time is added in the leg time calculations.

8.32   TURN A deviation from the main road in the only direction possible. A TURN instruction cannot be executed if an instruction to go straight (S, STRAIGHT) would take the contestant on the same route.

8.33   U-TURN A turn of 180 degrees in either direction in such a manner as to reverse direction with respect to the contestant's course prior to the start of the turn. A U-Turn instruction must include a pause, to allow time to execute the U-Turn.

8.34   Y An intersection having the shape of the letter Y as approached from the base. It is not possible to execute either the instruction S or the instruction STRAIGHT at a Y.

8.35   YIELD An intersection with an official highway yield sign at which the contestant is legally required to yield.

9.0   CONTESTANT INQUERIES

   9.1   All enquiries must:
          9.1.1   Be   emailed   to   the   rally   master   at
                   rallychairman@eescc.org within 1 hour of the
                   team's end time of the rally.
          9.1.2   Contain the car number.
          9.1.3   State section and paragraph number of these
                   general instructions under which the query is
                   being lodged.

10.0   SCORING

   10.1   Maximum penalties are as follows:
           Each second early/late: 1 point
           Each on course route control missed   0:30 points
           Each off course route control visited   0:30 points
           Maximum time penalty on any one leg 300 points

   10.2   The rally master may use fewer penalty points as
           they see fit.

   10.3   Ties will be decided in favor of the contestant who wins
           the most legs.

This concludes the EESCC Rally General Instructions. The information below, while helpful, does not constitute a portion of the General Instructions and is not subject to inquiry.

Time-Speed-Distance Formulas

Odometer Correction Factor
Odometer correction factor = Your odometer miles / official miles multiplied by the given Speed = Corrected Speed

If your odometer's miles are less than official miles, your corrected speed will be less than the stated average speed.

TSD Timekeeping
Use the following formula to calculate precisely how long it should take to travel a specific distance at a specific average speed.
Time = (60 X Distance) / Speed
Example: CAST 30 next 2 miles
Time = (60 X 2) / 30 = 4 minutes

Gaining Time
Use the following formula to calculate what your average speed should be to complete a GAIN.
Speed = 60 / ((Time at stated CAST - GAIN time) / Distance)
Example: CAST 30, then GAIN 1 minute next 2 miles
Speed = 60 / ((4 - 1) / 2) = 40 mph

SECONDS TO HUNDRETHS CONVERSION TABLE

Seconds	Hundreths	Seconds	Hundreths	Seconds	Hundreths
:01 =	0.01	:21 =	0.35	:41 =	0.68
:02 =	0.03	:22 =	0.36	:42 =	0.70
:03 =	0.05	:23 =	0.38	:43 =	0.71
:04 =	0.06	:24 =	0.40	:44 =	0.73
:05 =	0.08	:25 =	0.41	:45 =	0.75
:06 =	0.10	:26 =	0.43	:46 =	0.76
:07 =	0.11	:27 =	0.45	:47 =	0.78
:08 =	0.13	:28 =	0.46	:48 =	0.80
:09 =	0.15	:29 =	0.48	:49 =	0.81
:10 =	0.16	:30 =	0.50	:50 =	0.83
:11 =	0.18	:31 =	0.51	:51 =	0.85
:12 =	0.20	:32 =	0.53	:52 =	0.86
:13 =	0.21	:33 =	0.55	:53 =	0.88
:14 =	0.23	:34 =	0.56	:54 =	0.90
:15 =	0.25	:35 =	0.58	:55 =	0.91
:16 =	0.26	:36 =	0.60	:56 =	0.93
:17 =	0.28	:37 =	0.61	:57 =	0.95
:18 =	0.30	:38 =	0.63	:58 =	0.96
:19 =	0.31	:39 =	0.65	:59 =	0.98
:20 =	0.33	:40 =	0.66	1:00 =	1.00