

NWACC RALLY GUIDELINES

A. GENERAL

1. Every attempt should be made to ensure fairness and equal opportunity for both local residents and out-of-town guests to be competitive.
2. To make the rally cars readily identifiable by checkpoint crews, some identification is recommended.
3. The rally course should avoid obvious dangerous situations. Common sense should be a good guide.
4. If the starting instructions lead vehicles into a main street, it should be a right turn.
5. Adequate room should be provided to assure all cars line up in the proper order.
6. In setting up a rally, the rallymaster or event chairperson should determine the route first, and then add questions after the route has been established. This would eliminate confusion between instructions and questions.
7. It is highly recommended that congested traffic areas be avoided in the determination of the rally route. If congested areas are unavoidable, keep the number of questions to a minimum.
8. All Rally Chairpersons should have competed in at least 3 NWACC rallies, 2 of which should have been hosted by other clubs, in the previous year to be eligible to put on a rally.
9. All questions should be answerable.

B. RALLY RULES

1. Special instructions are the Rallymaster's definitions, interpretations, and requirements for that specific Rally, and must not contravene NWACC Rally rules. These special instructions must include the Rallymaster's definitions of abbreviations, terminology, and questions.
For example: Define what is a sign
 Define what SRIP means, if anything
These special instructions must be in writing, and must be included with the Rally sheets.
2. Any vehicle, in the opinion of the event chairperson, which does not comply with basic vehicle requirements, i.e., signal lights, brakes, etc., will not be allowed to compete.
3. Timing must be consistent for all vehicles.
4. A drivers' meeting must be held for drivers and navigators prior to the start. Any questions will be answered at this time.
5. Rallies shall be laid out in such a manner that speeds will not exceed legal, reasonable and safe driving speeds.
6. Children under 8 years of age may ride as passengers; otherwise, only driver and navigator are allowed in the vehicle.
7. The finishing point MUST either be known to all entrants or else written in a sealed envelope containing exact instructions, address, and if possible a telephone number at the end of the rally.
8. Scoring shall be based primarily upon driving and navigational skills and must be explained completely in the special instructions handed out with the rally instructions.
9. All terms and abbreviations must be consistent with the NWACC Rule book. Additional terms and abbreviations, if required, shall be stated clearly in the special instructions.
10. The rally course must be checked just prior to the event for last minute changes, detours, sign removal, etc. Usually someone unfamiliar with the route must check that instructions are correct and without errors in spelling and punctuation.
11. All checkpoints located on a road must be on the right-hand side of the road and so situated that the contestant need not leave the course to enter the checkpoint. The checkpoint must not be located too soon after stoplights, left turns off busy roads, or congested areas. The procedure to follow when entering a checkpoint must be provided in the Special Instructions.

12. Rally cars must not stop in traffic lanes. There must be ample room for a number of Rally cars to pull off the road while awaiting checkpoint activities.
13. Insurance forms must be completed and signed.
14. If checkpoints are to be set up on private property, make sure that the owner has been properly approached and notified.
15. All manned checkpoints must be identified by a large sign (minimum of 4 square feet). All signs must be similar and sample must be displayed at the drivers' meeting.
16. All route instructions shall be independent of any questions asked on the rally. It will not be necessary to answer questions correctly to complete the rally course.
17. No route instructions shall be contrary to any legally posted highway sign, either permanent or temporary.
18. Any additional instructions required by entrants must be provided in writing to all entrants prior to the start of the rally. Written instructions or addendum required along the rally route will take precedence over previous instructions and all verbal instructions.
19. Rally instructions and questions must never be deliberately misleading.
20. The use of CB radios, radio telephones, and like devices during a rally are strictly forbidden.
21. Eliminate all questions that are not pertinent to the actual rally (e.g., questions concerning facts about Corvettes). These types of questions could be used on fun rallies, but not on NWACC point rallies.
22. No luck situations will be allowed during a NWACC sanctioned rally (e.g., fortune cookies, playing cards).
23. Answer a question precisely the way that it is asked. If a question has more than 1 correct answer, then all correct answers must be accepted.
24. All distances must be stated in kilometers and miles.
25. Average Speed:
 - (a) The maximum average speed for any section of the rally must be at least 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 driving at an average speed of at least 25% lower than the posted speed limits. The more difficult the course, or the greater the number of gimmicks, the lower the average speed should be.
 - (b) Where average speeds are involved in fun or gimmick rallies, instructions should clearly state whether the rally is in legs or overall.
 - (c) No speeds lower than 10 miles per hour will be used.
26. 3 Mile Check:
 - (a) In every event involving average speeds and/or distance, an odometer-correction point shall be provided. This point shall be at least 3 miles long and should start and end at some well-defined landmarks or immovable signs.
 - (b) The odometer check leg shall be as straight forward as practical and at least approximate mileage shall be given at each turn.
 - (c) There shall be **NO SPEED CHANGE BEFORE** the correction point and the first checkpoint shall be no less than 2 miles after the correction point.
27. Readily identifiable landmarks must be located within 5 miles (8 km) of each other, and so noted in the driving instructions so each entrant can verify that s/he is on course.
28. Full and complete Rally rules and instructions must be included with the rally sheets. Referring to NWACC rules will not be considered compliance.
29. Owners of trailered Concours and/or autocross cars, used in the current year's competition, may use an alternate vehicle for rally purposes with prior approval of the Rallymaster.
30. All Rally cars must have both a registered driver and a registered navigator.

31. All Rallies will be scored in the following manner:
- Each Rally team will commence with 1000 points.
 - If time is a consideration, the correct driving time of the Rally or each leg must be either known to all competitors before the Rally begins or must be calculable by all competitors. There will be a minimum of 5% over or under leeway given for each timed leg.
 - For each minute earlier or portion thereof than the allowed time for a leg, there will be 5 points deducted.
 - For each minute later or portion thereof than the allowed time for a leg, there will be 3 points deducted.
 - If distance is a consideration, there must be a method for competitors to correct their mileage. (See Rule 26). There will be a minimum of 2% over or under leeway given for each measured leg.
 - For each kilometer or portion thereof (or .621 mile) more or less than the correct distance, there will be 3 points deducted.
 - For failing to answer a question properly, 5 points will be deducted.
 - For missing a legitimate checkpoint, or entering an illegitimate checkpoint, or entering a checkpoint incorrectly, 50 points will be deducted.
 - For failing to observe traffic laws, or failing to follow instructions, 20 points will be deducted for each observed violation.
 - No Rally team will be given a DNF unless they fail to enter the final checkpoint within a stated maximum time. This time allowance should be approximately 1 1/2 or 2 times the maximum allowed times for all legs combined.
 - Final scores will be the result of deducting all points above from the initial 1000.

32. HAVE FUN !!

C. RALLY ABBREVIATIONS

The following are commonly used abbreviations. Any additions or changes must be explained in the individual rally instructions.

- ACU ACUTE - A turn of substantially more than 90 degrees.
- B BEAR - A turn of substantially less than 90 degrees.
- CR CROSS - To go straight across. To cross a divided highway is to cross both halves.
- OPP OPPORTUNITY - Crossroads or side road with or without a street name or number. (Dirt or gravel roads do not exist.)
- RR RAILROAD TRACKS - A pair of parallel railroad tracks.
- R RIGHT - A turn to the right of approximately 90 degrees.
- L LEFT - A turn to the left of approximately 90 degrees.
- SOL SIGN ON LEFT
- SOR SIGN ON RIGHT
- SS STOP SIGN - A conventional highway stop sign that you are required to obey.
- ST STRAIGHT - Continue on the presently traveled route in the presently traveled direction.
- SRIP SIGN READING IN PART - Sign reading in part (fill in the missing word or words).
- T TEE - 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 90 degrees. It is not possible to go straight at a "T."
- TL TRAFFIC LIGHT - Any two-or-more-element traffic signal regardless of its mode of operation. A traffic control device that will show at least red and green in sequence. Two or more such traffic control devices at an intersection shall be considered as a single traffic light.
- TURN - A change of direction of approximately 90 degrees to the right or left.
- TURN AFTER - Indicates a landmark located just before an opportunity.
- TURN BEFORE - Indicates a landmark located just after an opportunity.
- UNPAVED (DIRT) - A road having a discontinuous, non-hard surface such as broken stone, gravel, dirt, etc. These do not exist on Corvette Rallies. You may find it necessary to traverse short section of road where roads have been repaired and are not up to usual standards: these are not to be considered "unpaved" roads. Proceed across these sections with caution.

Any other abbreviation used must be defined in the Special Instructions, and provided accordingly.

D. HELPFUL HINTS

1. Do not assume anything.
2. Do not get lost; concentrate on the route first, on the time second.
3. Check off each and every item on the instruction sheet as it is completed.
4. If you are lost, pull off the road and look things over calmly; plan a recovery. Return to the last point where you know you were correct.
5. Read instructions with scrupulous care.
6. Do not short cut even when the end is in sight. Follow every instruction on your sheets.