

2016

AROO CUP RALLY SERIES



GENERAL INSTRUCTIONS

PRESENTED BY THE
ALFA ROMEO OWNERS OF OREGON

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RALLY SERIES CHAIR

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1. GENERAL INFORMATION.

1.1 Concept of the event. This is a Time, Speed and Distance (TSD) rally and is governed by these General Instructions, the Supplemental Instructions if any are issued, and the Numbered Route Instructions. The objectives for the rally participants are (a) to follow the Rally Route as described in the Numbered Route Instructions, and (b) to arrive at each Control along the Rally Route at a predetermined time, based on assigned speeds prescribed in the Numbered Route Instructions. Penalties are assessed for leaving the Rally Route and for arriving either early or late (or not at all) at a Control. The car with the smallest number of penalty points is the winner of the rally.

1.2 Eligible vehicles. Any motorized vehicle that is registered for use on public highways is eligible for this series.

1.3 Classes. There are three classes available for participants, which are defined by the equipment allowed to be used during the rally. The equipment restrictions begin when the Numbered Route Instructions are distributed. Participants must declare a class when registering and may not change their class once the rally begins. All teams are timed, but only teams in the Vintage and Standard classes are eligible for awards and series points. The Open class is intended to allow teams to practice using any rally equipment they choose.

The classes are:

1.3.1 Vintage. Teams in the Vintage class may use only original-equipment speedometer and odometer, excluding average speed displays. Teams in the Vintage class may use nonprogrammable mechanical or electronic timing devices (clocks and stopwatches) that do not perform any calculations. No calculating device of any kind may be used once the Numbered Route Instructions have been distributed. “Calculating device” includes, without limitation: electronic or mechanical calculators, slide rules, circular slide rules, smart phone apps, and computer spread sheets or programs. No tables showing time, distance, and speed (“rally tables”) may be used, whether printed or electronic.

1.3.2 Standard. Teams in the Standard class may use only original-equipment speedometer and odometer, excluding average speed displays. Teams in the Vintage class may use nonprogrammable mechanical or electronic timing devices (clocks and stopwatches) that do not perform any calculations. Teams in the Standard class may use non-programmable electronic or mechanical calculators, slide rules (straight or circular) and printed rally tables.

1.3.3 Open. Teams in the Open class are not limited as to equipment or references that may be used during the rally.

1.4 Series points and awards. Points are awarded to the driver and navigator of each team as follows for each place in the Vintage and Standard class at each rally: 1st: 12, 2nd: 10, 3rd: 8, 4th: 7, 5th: 6, 6th: 5, 7th: 4, 8th: 3, 9th: 2, 10th: 1, 11th and below: 0; the Rally Master receives 12 points. If more than one person acts as Rally Master on a rally, each receives 12 points. If someone acts as Rally Master and is both a driver and navigator during the Series, the Rally Master points will be awarded to the person’s best advantage. The Awards are presented based on Series totals separately for drivers and navigators in each class. Ties are resolved on the basis of most 1st place finishes. If that does not resolve the tie, the person with the most second place finishes prevails, continuing until the tie is resolved.

2. REFERENCES.

2.1 Time reference. Time is expressed in hours, minutes, and seconds, and measured to the nearest second. Official time will be available at the departure point beginning at least 30 minutes before the first car departs, so that participants may synchronize their timepieces to official time. Perfect arrival times are calculated based on the assigned speeds and distances as measured by the Rally Master.

2.2 Speed reference. Speeds are expressed in miles per hour.

2.3 Distance reference. Distances are expressed in miles and measured to the nearest one-hundredth of a mile. Mileages at signs or landmarks were measured at the near edge of the sign or landmark. Mileages at turns were measured at the beginning of the turn. The first section of the Rally Route is an Odometer Check Section by which participants may compare their odometers to that of the Rally Master. Participants may need to adjust their indicated speeds and/or mileages to compensate for any differences between their odometer and the odometer used to measure official distances as printed in the Numbered Route Instructions.

3. RALLY ROUTE FOLLOWING.

3.1 General. All information necessary to remain on the Rally Route is provided in these General Instructions and the Numbered Route Instructions. Any departure from the Rally Route exposes the participants to potential penalties. The first priority for participants must always be to remain on course.

3.2 Eligible signs. All signs referenced in the Numbered Route Instructions and Default Route Instructions are non-temporary signs. When a Numbered Route Instruction or Default Route Instruction refers to a sign, the front of the sign may be perpendicular to, parallel to, or at any angle in between, the Rally Route. Therefore, participants may need to look to the side to see a referenced sign, but will never have to look behind or backwards to see a sign used on the rally. Additionally, recognition of STOP and YIELD signs, from the rear, is required for the purpose of determining “protection” only (see APPENDIX A).

3.2.1 Signs referenced in the Numbered Route Instructions will be exact with respect to spelling, punctuation, detail and shape of symbols as graphically reasonable.

3.2.2 All or any prominent part of a sign may be quoted; however no intervening words, letters, numerals or symbols will be skipped, split, combined or reordered. Hyphens and dashes are integral parts of words, letters, and numerals. A sign is read left to right, top to bottom, or in the sequence presented on the sign.

3.3 Eligible routes. All roads used on the rally are paved, public, through roads. All other roads, driveways, and parking lot entrances are considered NOT TO EXIST and must not be counted or considered when executing the Numbered Route Instructions or applying Default Route Instructions. At any intersection, the route upon which you arrive is not an eligible departure route unless you are instructed to execute a U turn.

3.4. Numbered Route Instructions.

3.4.1 Execution of Numbered Route Instructions.

a. Each Numbered Route Instruction is to be executed at the first opportunity, in ascending numerical order. Complete each Numbered Route Instruction fully before proceeding to the next (except for instructions including the acronym ITIS which may or may not be executed; see ITIS in APPENDIX B to these General Instructions.) The proper execution of an instruction to proceed ONTO a specified road or TOWARD a named object requires competitors to be simultaneously aware of the next Numbered

Route Instruction, which may be executed while on the specified road or prior to reaching the named object. (That is, you do not need to complete an ONTO by coming to the end of the road, or complete a TOWARD by reaching the object before proceeding to the next instruction.)

- b. A mileage listed with a Numbered Route Instruction forms a mandatory part of the instruction.
- c. Clarifying comments or cautions may be used within Numbered Route Instructions, and will be enclosed in parentheses; clarifying comments are not a mandatory part of the Numbered Route Instructions and are provided for information only.

3.4.2 Route selection. At each intersection, the Rally Route is determined by executing the next unexecuted Numbered Route Instruction, if possible. At intersections at which the next unexecuted Numbered Route Instruction cannot be executed, participants will determine the Rally Route by applying the Default Route Instructions described in APPENDIX A to these General Instructions.

3.4.3 Time expressions. Times in the Numbered Route Instructions are expressed in minutes and seconds rather than in minutes and fractions of a minute.

3.4.4 Speed expressions. Speeds in the Numbered Route Instructions are expressed in miles per hour.

3.4.5 Terms and abbreviations. Some terms and abbreviations used in the Numbered Route Instructions are defined in APPENDIX B to these General Instructions; these are known as “defined terms.” Terms and abbreviations used in the Numbered Route Instructions and not found in APPENDIX B have their normal “dictionary definition.”

3.4.6 Spelling and Punctuation. Spelling and punctuation in the Numbered Route Instructions are precise.

3.4.7 Case and font The Numbered Route Instructions are printed in all uppercase, Roman font. Any difference between the case or font in an instruction and the case or font of the word it refers to should be ignored.

3.4.7. Continuity. All reasonable care is taken to ensure that the Numbered Route Instructions have been accurately printed and assembled. However, it is the responsibility of the participants to check the completeness (correct number of pages), the legibility (ability to clearly read all printing), and the correct order (pages assembled in numerical order). Protests concerning missing or misprinted pages, or incorrectly assembled instructions, will be accepted only within 20 minutes of issuance of the instructions.

4. RALLY ROUTE TIMING.

4.1. General. All information necessary to remain on time is provided in these General Instructions and the Numbered Route Instructions. Any departure from the assigned speed exposes the participants to potential penalties. The second priority for participants must always be to remain on time.

4.2. Speeds:

4.2.1. Regularity Sections. Speeds are assigned in each Regularity Section of the rally. A Regularity Section may have multiple segments, each with an assigned speed. The assigned speeds are always at or below the maximum legal speed (the posted speed limit). The perfect arrival time at Controls is based on the assigned speed(s) in a Regularity and the Rally Master’s measurement of distance. To avoid penalties, participants must arrive at the Control at the perfect time for their car.

4.2.2. Monte Carlo Sections. Speeds may (or may not) be listed within Monte Carlo Sections. If provided, these speeds are Reference Speeds only. Participants may travel at any legal, safe speed so as to arrive at the end of the Monte Carlo Section on time. Timing in Monte Carlo Sections, if measured at all, is measured only at the end of the section; therefore, to avoid penalties and regardless of speed, participants must complete Monte Carlo Sections on time. Participants may need to compute the correct time to complete a Monte Carlo Section, but the information necessary to compute this time will be provided in the Numbered Route Instructions plus your own measurement of distance.

4.2.3 Transit Sections. Speeds may (or may not) be listed within Transit Sections. If provided, these speeds are Reference Speeds only. Participants may travel at any legal, safe speed in Transit Sections. While there is no required completion time for Transit Sections, a Transit Section may be followed by a section with a prescribed start time, so participants must plan accordingly.

5. SCORING AND PENALTIES.

5.1. Scoring of Route following. Participants' on-course performance may be measured by the use of Route Controls. Route Controls are indicated by placement of a signboard with an "RC" or "✓•" (checkpoint) clearly visible from the road, in such a position that it is safely possible to pull off the roadway immediately past the route control sign, next to a vehicle with route control personnel inside. Participants may receive supplemental instruction which must be executed prior to resuming the Numbered Route Instructions. All cars must stop at Route Controls. Stop at the Route Control vehicle just past the Route Control sign for instructions. There are two types of Route Controls:

5.1.1 On-course Route Controls: On-course Route Controls may be located anywhere along the Rally Route. Failure to pass an on-course Route Control will result in assessment of a penalty of 60 points. Additionally, a car entering an on-course Route Control from the wrong direction is considered to be off-course, and will be assessed a penalty of 60 points.

5.1.2. Off-course Route Controls: Off-course Route Controls may be located anywhere off the Rally Route. A car appearing at an off-course Route Control will receive a penalty of 60 points. Additionally, any time any participating car is observed off course by any course official, whether or not at an off-course Route Control, a 60-point penalty will be assessed.

In addition to signed Route Controls, there may be hidden Route Controls in place, where course officials may observe off-course cars without being seen. These are typically placed where an off-course excursion is self-correcting, so that additional instructions are not necessary.

Note that an off-course team need not pass or stop at a Route Control to be assessed a penalty. Observation of the off-course car by a course official is sufficient.

5.2 Scoring of Route timing. Participants' on-time performance is measured by the use of Time Controls. There will be one and only one Time Control per Regularity Section. Time Controls are located so as to be plainly visible by participants, but the locations of Time Controls in Regularity Sections are not typically provided in the Numbered Route Instructions, nor are perfect times typically provided. The Time Control on a Monte Carlo section is always at the end of the section. Teams are assessed a one-point penalty for each second early or late to a Time Control, relative to the perfect arrival time calculated by the Rally Master. An automatic Free Zone exists from the Time Control to the beginning of the next section. There are three types of Time Controls, not all of which will necessarily be used:

5.2.1 Passage Time Controls. A Passage Time Control is indicated by a signboard displaying a clock face. Time is measured as the participants' cars pass abeam the signboard. Participants are not to stop at a Passage Time Control.

5.2.2 Checkpoint Time Controls. Checkpoint Time Controls (or simply, “checkpoints”) are indicated by a signboard with a large check mark and dot (“✓•”), clearly visible on the Rally Route, in such a position that it is safely possible to pull off the roadway immediately past the checkpoint sign, next to a vehicle with checkpoint personnel inside. Time is measured as participants’ cars pass abeam the checkpoint sign. All cars must stop at checkpoints. Stop at the checkpoint vehicle just past the checkpoint sign for instructions.

5.2.3 Do-it-yourself (DIY) Time Controls. Do-it-yourself (DIY) Time Controls (or simply, “DIY controls”) may be used. Participants may be directed to perform a DIY control, recording their time of arrival, to the nearest second, at certain points designated in the Numbered Route Instructions.

5.3 Penalties:

5.3.1 Time penalties. Penalty points at Time Controls within Regularity Sections, and/or at the end of Monte Carlo Sections, will be assessed at one point per second early or late.

5.3.2 Maximum time penalty per regularity. The maximum time penalty at any single Regularity or Monte Carlo Time Control is 300 points. The penalty for missing a Time Control altogether is also 300 points. Controls will be open at least 5 minutes before the first car is due, and will close no earlier than 15 minutes after the last car is due.

5.3.3 Stopping penalty. Stopping within sight of a Time Control before reaching the Time Control signboard, or stopping anywhere within sight of a signed Time Control, for other than legally required purposes (such as a STOP or Signal) or a safety requirement (traffic, pedestrians, etc.), or when directed in the Numbered Route Instructions to PAUSE, will result in the car being clocked in at the point at which it stops, and will also be assessed a 60-point penalty.

5.4 Determination of overall position.

5.4.1 Final position. Final position in the Rally is determined by the sum of penalty points per team, with first place to the team scoring the fewest penalty points, second place to the next highest, etc.

5.4.2 Tie-breaking to determine overall positions. The first technique used to break a tie will be to award the higher place to the car with the greater number of zeros at Time Controls. Then, if still necessary to break a tie, the highest number of ones, twos, etc., will be compared. Ties will be broken only among cars finishing high enough to be eligible for series points.

6. ADMINISTRATION.

6.1 Vehicle registration and insurance. All vehicles entered in this rally must be currently registered, roadworthy, and covered by insurance that meets or exceeds the requirements of the States of Oregon and Washington.

6.2 Driver qualification. Drivers must possess a current driver’s license that is valid in Oregon and Washington.

6.3 Liability waiver. All participants must read, understand, agree to, and sign the prescribed liability waiver form(s) before beginning the rally.

6.4 Grounds for disqualification:

6.4.1 Alcohol and illegal substances. The use of alcoholic beverages or illegal substances is prohibited, as is being under the influence of the same during the rally, and will result in immediate disqualification.

6.4.2 Moving violations. Receiving a moving violation from any law enforcement official while on the rally may result in immediate disqualification.

6.4.3 Unsafe or irresponsible driving, and unsportsmanlike conduct. Driving in an unsafe and/or irresponsible manner, or engaging in unsportsmanlike conduct, as determined by rally officials, will result in immediate disqualification.

6.4.4 Inter-car communications. The use of mobile telephones, radios, hand signals or any other means of communication between participants is prohibited between cars/participants while on course, except in case of emergency.

6.5 Protests. Protests must be in writing and presented to the Rally Master or designated representative. Protests will be accepted only until 30 minutes after the scheduled completion of the rally by the last car.

6.6 Time allowances. Time allowance requests must be in writing and presented to the Rally Master or designated representative. The purpose of a time allowance is to allow participants a reasonable opportunity to remain on time, penalty-free, without having to drive at unsafe speeds to make up lost time. A time allowance request must state the car number, the place of the delay (in which Section), and the amount of delay requested, rounded to the nearest whole minute plus 30 seconds. The maximum delay allowed in any Rally is 9 minutes 30 seconds. No “positive” time allowances are acceptable (that is, no allowance will be made for early arrival.) Time allowance requests must be submitted within 30 minutes after the scheduled completion of the rally by the last car. Time allowances may be accepted or refused at the Rally Master’s sole discretion.

APPENDIX A – DEFAULT ROUTE INSTRUCTIONS.

When participants encounter an intersection on the Rally Route at which they cannot execute the next unexecuted Numbered Route Instruction, the route to follow leaving that intersection is determined by applying the following Default Route Instructions. Participants must apply these instructions discretely (that is, individually and independently of the others), in ascending numerical order, until encountering the lowest-numbered instruction that eliminates all but one possible route leaving the intersection. Correctly applying the Default Route Instructions is essential to successfully completing the rally.

At any intersection (any turn possibility) on the Rally Route at which the next unexecuted Route Instruction cannot be executed, participants are to proceed via:

1. ONTO / TOWARD

The single eligible route (named or numbered road) that they have been directed ONTO by a Numbered Route Instruction they are executing, or the single eligible route that takes them TOWARD a route, geographical feature or other object that they have been directed TOWARD by a Numbered Route Instruction they are executing. See: ONTO and TOWARD in APPENDIX B.

2. PROTECTION

The single eligible route without a STOP or YIELD on it at the intersection.

3. CENTERLINE

The single eligible route with a painted centerline. All centerlines regardless of type (double, yellow, white, dashed, etc.) are equal.

4. STRAIGHTEST

The straightest eligible route.

APPENDIX B - TERMS AND DEFINITIONS

AFTER

Refers to an instruction to be executed at the first opportunity after passing a specified landmark, mileage, or sign.

API

After Previous Instruction.

AL, ACUTE LEFT, AR or ACUTE RIGHT

An instruction of AL, Acute Left, AR or Acute Right is a turn of obviously more than ninety degrees.

ASSIGNED SPEED or ASGND SPEED

Speeds in the form of Assigned Speeds are expressed in miles per hour and are used in Regularity Sections to designate the mandatory speeds to stay on time and avoid penalties. Note that the format of the Numbered Route Instructions includes a column showing the assigned speed for a Regularity segment, rather than explicitly directing participants that the assigned speed has changed.

AT or @

Refers to an instruction that can be executed immediately adjacent to a given landmark, mileage, or sign. For example, road signs are usually considered to be located "AT" the landmarks that they label.

BL, BEAR LEFT, BR or BEAR RIGHT

An instruction of BL, Bear Left, BR or Bear Right is executed by making a turn of obviously less than ninety degrees.

BEFORE

Refers to an instruction to be executed at the last opportunity before passing a specified landmark, mileage, or sign.

BLINKER

Like a SIGNAL, but it has only one or two lenses facing opposite the direction of travel of the Rally Route (that is, facing you as you approach it). It may or may not be functioning. If it has three or more lenses, consider it a SIGNAL.

CAST

Change Assigned Speed To.

FREE ZONE

A Free Zone may be designated within a Regularity Section. There are no Controls in a Free Zone. The purpose of a Free Zone is to allow participants to pass through a portion of the route without regard to timing until they arrive at the far end of the Free Zone. For example, a congested area, where maintaining an average speed would be difficult or impossible, is a likely candidate for Free Zone designation. Though speeds are still assigned in the Numbered Route Instructions in Free Zones, they are used only to calculate the time at which participants must arrive at the end of the Free Zone. An automatic Free Zone begins at the Time Control in each Regularity Section.

HTS

Hard To See.

ITIS

If There Is Such. The referenced sign or landmark qualified with the notation ITIS indicates that participants may or may not encounter the sign or landmark, and that the instructed action must be taken only if the referenced sign or landmark appears before the next following Numbered Route Instruction.

L, LEFT

A left turn of any angle.

MBC(U)

May Be Considered (Unnecessary).

MONTE CARLO SECTION

A section of the rally in which course timing may be checked at the end only. To avoid penalties, participants must correctly follow the route and finish the section on time.

MR

Mileage Reference.

NUMBERED ROUTE INSTRUCTIONS

The Numbered Route Instructions supplement these General Instructions, and provide directions for course following and assigned speeds for a specific rally. They are provided to participants separately from the General Instructions, usually shortly before the beginning of the rally.

OBSERVE

An instruction to take note of a word, sign, landmark or other object. An OBSERVE instruction is executed by visually noting and passing the object. Failure to OBSERVE the designated object at the designated mileage indicates that competitors are off course.

ONTO

An instruction of ONTO is used to direct participants to follow a named or numbered road, as indicated by signs, when a sign designating the road is visible at the point where the instruction is to be executed, or immediately prior to the intersection. If you are ONTO a road, the Rally Route follows the road you were placed ONTO, as identified by signs. If, while you are ONTO a road, an unmarked intersection is encountered or the road designation changes or ends, continue your progress using the remaining Default Route Instructions. If the named or numbered road is reencountered, return to the named or numbered road by turning ONTO (or remaining on) it. You remain ONTO a road until you execute a subsequent Numbered Route Instruction that includes an instruction of LEFT, ACUTE LEFT, RIGHT, ACUTE RIGHT, STRAIGHT or STRAIGHT AS POSSIBLE (or any abbreviations of these terms as defined in this appendix).

OPP

Opportunity. A place at which it is possible to execute a specific Numbered Route Instruction and where the Numbered Route Instructions or Default Route Instructions must be applied in order to determine the Rally Route. Because a turn designated as L or R includes those turns of any angle, an instruction “L @ 1st OPP” would be executed by taking the first left turn of any angle (BL, AL or right angle L). Note that an instruction of “BL @ 2nd OPP” directs competitors to count opportunities to turn left (*of any angle*), then to take the second one, which will be a BEAR LEFT. It is *not* an instruction to count opportunities to BEAR LEFT and take the second one.

OR

A Numbered Route Instruction including the term OR is composed of two distinct instructions separated by the term OR and is completed by executing whichever one of the two instructions may be executed first.

PAUSE

From time to time you may be directed to PAUSE, usually to account for traffic signals or other expected delays. The proper procedure for a pause is to add the given PAUSE time to your calculations at the point PAUSE is given. (Times given in the Numbered Route Instructions are the time that the instruction is to be executed; the extra time is added *after* the PAUSE. That is, an instruction to PAUSE 30 at a STOP at 11:00:00 means you should arrive at the STOP at 11:00:00 and leave the intersection at 11:00:30.) Whether you actually come to a stop or not may depend on conditions (e.g., it is not necessary to stop at a green signal) and your time (if you are behind time, the PAUSE may help get you back on time if you do not stop). Note that the format of the Numbered Route Instructions includes a column with PAUSE times, rather than explicit instructions to PAUSE in the text of the instruction.

R, RIGHT

A right turn of any angle.

RALLY ROUTE

The correct route of the rally; sometimes also called the “main road.” The Rally Route is determined by correctly applying the Numbered Route Instructions, Default Route Instructions, and General Instructions.

REFERENCE SPEED or REF SPEED

Speeds in the form of Reference Speeds are expressed in Miles Per Hour and may be provided in Transit Sections and/or Monte Carlo Sections. These speeds are provided for information only. In the case of a Transit Section, the Reference Speeds are the speeds used to calculate the time necessary to complete the section in time to begin subsequent sections that may be timed. In the case of a Monte Carlo Section, the Reference Speeds are the speeds used to calculate the time necessary to complete the section on time.

REGULARITY SECTION

A section of the rally in which course timing may be checked at any point. To avoid penalties, participants must follow the correct route at all times and arrive at the Timing Control at the perfect time. Following the Time Control, participants must proceed at a speed adequate to start the next section on time.

SAP, S or STRAIGHT

Straight As Possible or simply Straight. Executed by proceeding on the route (typically leaving an intersection) that requires the least angular deviation from the route arriving at the intersection. This notation is usually provided to help participants get through an odd-shaped intersection, or simply for clarification.

SIGNAL

A standard traffic signal with (at least) three lenses facing opposite the direction of travel of the Rally Route (that is, facing you as you arrive at the SIGNAL traveling on the Rally Route). It may or may not be functioning. If it has only one or two lenses facing opposite the direction of travel of the Rally Route, consider it a BLINKER (see also).

SOL

Sign On Left.

SOR

Sign On Right.

SRIP or RIP

(Sign) Reading In Part.

STOP

1. Refers to an octagonal stop sign at which the contestant is legally obligated to stop. For the purpose of identifying a STOP, ignore an associated sign conditioning the need to stop, such as a sign reading "Right turn permitted without stopping."
2. Only for the purpose of determining PROTECTION in the application of the DEFAULT ROUTE INSTRUCTIONS, a STOP is also an octagonal stop sign controlling entering traffic on any route by which you may leave the intersection.

T

An intersection where the road you are on intersects a second road at approximately a right angle and it is not possible to execute an instruction to proceed straight. It is considered a “T” intersection only if you are approaching from the “bottom” of the letter T, and NOT from one of the “arms.”

TOWARD

An instruction of TOWARD is used to direct participants to follow a named or numbered road, or to follow the route toward a geographical feature or object, as indicated by signs, although there need not be a sign at the point the instruction is given. (That is, an instruction reading “R TOWARD PORTLAND” is executed at the first right turn, even if there is no sign for Portland.) Participants will continue to follow the Rally Route using the Default Route Instructions until encountering a sign labeled with the designated road/geographical feature/object, and then continue to follow signs TOWARD the designated road/geographical feature/object until executing a subsequent Numbered Route Instruction that includes an instruction of LEFT, ACUTE LEFT, BEAR LEFT, RIGHT, ACUTE RIGHT, BEAR RIGHT, STRAIGHT or STRAIGHT AS POSSIBLE (or any abbreviations of these terms as defined in this appendix).

TRANSIT SECTION

A section of the rally in which course timing is not checked. To avoid penalties, participants need only follow the correct route, correctly executing each Numbered Route Instruction, although short course deviations for fuel or personal comfort are permitted. Note however that a Transit Section may be followed by a section with a specified start time, in which case, to avoid penalties, participants must finish the Transit Section in time to begin the following section on time.

“XXXXX”

Words and/or numerals in quotation marks refer to words, numbers, or phrases written on non-temporary signs or structures. All such signs will be clearly visible to participants traveling at rally speeds under rally conditions, and will be quoted exactly as they appear on the sign, but without regard to case or font.

Y

An intersection where it is possible to BEAR LEFT or BEAR RIGHT. It is considered a “Y” intersection only if you are approaching from the “bottom” of the letter Y, and NOT from one of the “arms.”

YIELD

1. A triangular yield sign at which the contestant is legally obligated to yield.
2. Only for the purpose of determining PROTECTION in the application of the DEFAULT ROUTE INSTRUCTIONS, a YIELD is also a triangular yield sign controlling entering traffic on any route by which you may leave the intersection.