

**2013  
MONTE SHELTON  
NORTHWEST CLASSIC RALLY**



**GENERAL INSTRUCTIONS**

**PRESENTED BY THE  
ALFA ROMEO OWNERS OF OREGON**

**SIMON LEVEAR  
RALLY MASTER**

## 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 Route Instructions. The objectives for the rally participants are (a) to follow the Rally Route as described in the Route Instructions, and (b) to arrive at each Control along the Rally Route at a predetermined time, based upon assigned speeds prescribed in the Route Instructions. Penalties are assessed for leaving the Rally Route and/or for arriving either early or late (or not at all) at the Controls. The car with the smallest number of penalty points is the winner of the rally.

**1.2. Eligible vehicles.** A key element of this rally is enjoyment of older vehicles. The sights, sounds and smells of classic or vintage vehicles form essential elements of this event. Therefore, cars participating in this event in the Standard and Vintage Classes must be special-interest vehicles manufactured before 1981. Exceptions for cars manufactured later than 1980 may be made by the organizers, in advance only, for cars that are not substantially different from cars of the same marque and model made in 1980. If the car you wish to enter requires an exception, contact the organizers by June 30 for determination of acceptability. Participants presenting a car different from that approved by the organizers may be reassigned to the Tour Class. Any car is eligible for the Tour Class.

**1.3. Rally classes.** Participants may register for any one of three classes. The classes are described in APPENDIX C to these General Instructions.

**1.4. Eligible equipment.** Participants in the Vintage Class are restricted to the use of original-equipment speedometer and odometer, excluding average-speed displays, and non-programmable electronic or mechanical stop watches and clocks. Participants in the Standard Class are restricted to the use of the same equipment as the Vintage Class, plus:

**1.4.1.** Non-programmable, electronic or mechanical calculators.

**1.4.2.** Slide rules (straight or circular).

**1.4.3.** Printed rally tables.

## 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.

**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-thousandth 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 compute official distances as printed in the 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 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 Route Instructions are non-temporary signs. When a Route Instruction refers to a sign, the front of the sign may be perpendicular, parallel, or at any angle in between, to 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).

**3.3. 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 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. Route Instructions.**

**3.4.1. Execution of Route Instructions.** Each Route Instruction is to be executed at the first opportunity, in ascending numerical order. Complete each 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.) A mileage listed with a Route Instruction forms a mandatory part of the instruction. Clarifying comments may be used within Route Instructions, and will be enclosed in parentheses; clarifying comments are not a mandatory part of the 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, or, at intersections at which the next unexecuted Numbered Route Instruction may not be executed, participants will determine the correct route by using the Default Route Instructions described in APPENDIX A to these General Instructions.

**3.4.3. Time expressions.** Times in the 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 Route Instructions are expressed in Miles Per Hour.

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

**3.4.6. Spelling.** Spelling in the Route Instructions is precise.

**3.4.7. Continuity.** All reasonable care is taken to ensure that the 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 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. The assigned speeds are always at or below the maximum legal speed (the posted speed limit). To avoid penalties, participants must always maintain assigned speeds in Regularity Sections.

**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 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, and 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 is measured by the use of *Route Controls*. Route Control are indicated by placement of a signboard with an "RC" 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 always 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 Controls may be located anywhere along the Rally Route. Failure to pass an on-course Control will result in assessment of a penalty of 60 points. Additionally, a car entering an on-course Control from the wrong direction is considered to be off-course, and a penalty of 60 points will be assessed.

**5.1.2. Off-course Route Controls:** Off-course Controls may be located anywhere off the Rally Route. A car appearing at an off-course 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 Control, a 60-point penalty will be assessed.

**5.2. Scoring of route timing.** Participants' on-time performance is measured by the use of *Time Controls*. There are three types of Time Controls, not all of which will necessarily be used:

**5.2.1. Passage Time Controls.** Passage Time Controls (or simply, “passage controls”) may or may not be used, and participants never stop at them. A passage control is indicated by placement of a signboard displaying the rally logo (see cover page). Time is measured as the participants' cars pass abeam the signboard.

**5.2.2. Checkpoint Time Controls.** Checkpoint Time Controls (or simply, “checkpoints”) may or may not be used, and are indicated by placement of 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 always 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 or may not 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 Route Instructions.

### **5.3. Penalties:**

**5.3.1.** 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.** The maximum time penalty at any single Regularity or Monte Carlo Time Control is 300 points. The maximum 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 within sight of a checkpoint before reaching the checkpoint signboard, or stopping anywhere within sight of a signed passage control, for other than legally required purposes (such as a STOP sign or Signal) or a safety requirement (traffic, pedestrians, etc.), or when directed in the 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. 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 a trophy.

## 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.** Communication between cars/participants while on course, except for emergencies only, is prohibited during the rally. The use of mobile telephones, radios, hand signals or any other means of communication between participants is prohibited.

**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 single day is 9 minutes 30 seconds. 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 may not 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 successful completion of the rally.

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

### 1. ONTO / TOWARD

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

### 2. PROTECTION

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

### 3. CENTERLINE

The single eligible route with a painted centerline.

### 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.

### **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 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 the direction of travel of the Rally Route. It may or may not be functioning. If it has three or more lenses, consider it a SIGNAL.

### **CAST**

Change Average 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 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.

### **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**

May Be Considered.

### **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. They are provided to participants separately from the General Instructions, usually shortly before the beginning of the rally.

## **OBSERVE**

Designates a sign or landmark on the Rally Route. You execute an OBSERVE instruction by visually noting and passing the sign or landmark. Failure to OBSERVE the designated sign or landmark 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 given. 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.

## **OPP**

An opportunity to make a turn. If OPP follows a specified turn in an instruction (e.g., L @ 1st OPP), it refers to opportunity(ies) to make a turn in that direction, L or R, of any angle. For example, an instruction of BL @ 2nd OPP would direct competitors to execute the second left turn of any angle, *not the second opportunity to execute a left turn of obviously less than ninety degrees.*

## **OR**

A Route Instruction including the term OR is composed of two 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.

## **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 and Default Route 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. Participants must maintain the assigned speeds until a Time Control is encountered. Following the Time Control, participants must proceed at a speed adequate to start the next section on time.

## **ROUTE INSTRUCTIONS**

There are two types of Routes Instructions: Numbered Route Instructions (see also) and Default Route Instructions (see APPENDIX A).

### **SAP, S or STRAIGHT**

Straight As Possible or simply Straight. This notation is usually provided to help participants get through an odd-shaped intersection, or simply for clarification.

### **SIGNAL**

Refers to a standard traffic signal with (at least) three lenses facing the direction of travel of the Rally Route. It may or may not be functioning. If it has only one or two lenses facing 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**

Refers to an octagonal stop sign at which the contestant is legally obligated to stop.

### **T**

An intersection where the road you are on intersects with a second road to force a left or right turn. A “T” intersection is shaped roughly like the letter T, although it need not be a perfect right angle. 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. 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.

### **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 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. 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-sensitivity.*

### **Y**

An intersection where the road you are on intersects a second road forcing a BEAR LEFT or BEAR RIGHT turn. 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**

Refers to a triangular yield sign at which the contestant is legally obligated to yield.

## APPENDIX C – RALLY CLASSES.

Participants in this rally may register for any one of three classes:

- 1. Standard Class.** Participants in this class are restricted to the use of the equipment listed in Section **1.4.-1.4.3**. This class is designed for those who desire the enhanced level of speed and precision of calculation offered by the use of calculators and/or slide rules and preprinted rally tables.
- 2. Vintage Class.** Participants in this class are restricted to the use of the equipment listed in Section **1.4**. This class is designed for those who desire to compete with a bare minimum of equipment.
- 3. Tour Class.** Participants in this class do not compete or receive trophies. This class is designed for people who wish only to drive the Rally Route and not be concerned with timing calculations or course-following challenges.