CONDENSED GENERAL INSTRUCTIONS

This is a standard set of rules for multiple events. Text marked out ~~like this~~ is to be ignored for this event. Text in *italics* is additional for this event.

START: It will be the contestants' responsibility to leave the start and each time-of-day restart by the assigned time.

Official mileage is given in the left margin of the route instructions. It is measured to the first specified action (first action, if none specified) of the accompanying route instruction. It is measured from the start and reset to zero at each control out-reference marker, at each DIYC control and at other places designated in the route instructions. The first part of the rally will contain an odometer calibration run so contestants can compare their odometers with the official measurements. A free zone will exist from the start of the rally to the end of the odometer calibration run.

Course Directing Actions: That part of the route instruction which directs a unique course other than the main road. Only the actions "left", "right", "turn", and "straight" (or actions defined in terms thereof) are course directing. These actions must be executed by leaving the main road, unless accompanied by an official mileage in which case the action should be executed at the mileage. If there is a choice between a course directing action and non-course directing action(s), the course directing action should be executed.

Main Road: The unique course defined by the following rules with priority as numbered:

1. Onto. After executing an instruction that directs you onto a named or numbered road by use of the word "on", "onto", or "pick up" and the name or number, that named or numbered road is the main road until a course directing action is executed.
2. Curve Arrow. The course directed by an official black on yellow arrow sign.
3. Protection. The single road leaving the intersection, except for the road on which you entered, that has no stop or yield sign at that intersection.
4. Left at T, Y *and triangles*
5. Right at T, Y *and triangles*
6. Straight as possible

Numbered route instructions are to be executed once and in numerical order.

Note instructions become active upon completion or cancellation of the immediately preceding numbered instruction. An active note is to be executed every time its conditions are met.

Overlap Exception: An instruction may overlap subsequent instructions only if the overlap is obvious, e.g. "until inst. 56".

To Follow The Course apply the following priorities in numerical order:

1. Execute an **emergency** instruction.
2. Execute an instruction with an **official mileage**.
3. Execute a course directing action in a **numbered** instruction.
4. Execute a course directing action in a **note** instruction.
5. Follow the main road.

Roads: The following are to be considered non-existent: Roads which clearly end in sight, in a garage, plant entrance or parking lot; roads which are obviously closed, private, not legal to enter or require an illegal turn to enter; alleys; roads marked Keep Out, No Outlet, Dead End, etc. An unpaved road exists only if it is identified as "unpaved" in the route instructions or there is no paved choice.

Quoted Signs: Matter in quotation marks is quoted from a sign. Quoted signs will be on the right of the course you would have taken **if you followed the main road** unless the instruction states "on left" in which case the quoted sign will be on the left of the course you would have take **if you followed the main road**. If one of the following phrases is checked substitute it for the bold face words in two places in the sentence above.

( ) if you did not execute the instruction
( ) in the absence of the quoted sign

The quoted portion of a sign will be readable at rally speed. "Lookback" signs will not be quoted. Spelling will be exact but punctuation, spacing and type style are irrelevant. Signs on vehicles or painted on the road surface will not be used. Multiple signs on the same support(s) are considered one sign.

Landmarks: Any landmark must be identified by a sign, by an official mileage or defined in the glossary of these rules or the event supplement if any. A sign identifying a landmark need not be attached to the landmark, but the identification will be obvious. A defined landmark will be used only in the sense defined.

Average Speeds: An instructed change of speed (CAST) is complete at the point of change unless the speed is assigned for a specified time or distance in which case the instruction is not complete until the time or distance has elapsed, at which time the speed reverts to the previous assignment unless a new speed is assigned. All speeds are in MPH. In the event of inclement weather, emergency speeds may be assigned. Emergency speeds constitute a 20% increase in leg time and apply only to the leg following the assignment.

Misc. A U-turn is never required without a U-turn instruction. A U-turn is not a course directing action. Parenthetical information in a route instruction will be helpful or informative but not essential for completion of the instruction. Emergency signs will bear the initials of the rally and a letter or number to indicate that a note or numbered instruction is to be executed at the sign. "I" on an emergency sign means ignore this sign or landmark.

Open Controls: A checkpoint (√.) sign identifies the timing line of an open control. Each car will be timed as the front wheels cross the timing line. The car will stop in the vicinity of the timing officials and present a scorecard for recording in-time, and out-time for the next leg. After the scorecard is returned the car will proceed to the out-marker and start the next leg.

Do-It-Yourself-Controls (DIYC) will be designated in the route instructions. At a DIYC the contestant must enter his calculated arrival time in the correct place on his scorecard and assign an out-time exactly 2 minutes later. There will never be two consecutive DIYCs. A DIYC may be located in a free zone.

Scoring Penalties: One point per second, early or late, at each timing control up to a maximum of 120 at each control where the total error is not more than 20 minutes. 180 points for a missed control or an error of over 20 minutes. 60 points for stopping within sight of an open control except when in a free zone, required by law or safety considerations, or making a legitimate investigation of an intersection. 60 points or disqualification for unsafe entry into a control area.

Time Allowances: To avoid the need for unsafe driving, you may request a time allowance for any reason. Time must be requested in increments of one minute beginning with ½ minute (i.e. ½, 1 ½, 2 ½, etc) up to a maximum of 19 ½ minutes per defined portion of the event. The T request must be submitted at the first opportunity immediately following the delay, prior to receipt of any timing information for the leg(s).

HINTS for NOVICES

1. You should never have to guess what to do. Any place where action is required it should be covered by rule or instruction.
2. Prior geographical knowledge should not be used. For instance, a street without an identifying sign at an intersection is an unidentified street even though you know the name of the street and it was identified at the previous intersection.
3. Stop after passing each checkpoint sign in the vicinity of the timing officials. **Do not stop at the sign.**
4. At Do-It-Yourself-Controls (DIYC) enter your theoretical arrival time as the in-time on your score card before you enter the next checkpoint.

ROUTE INSTRUCTIONS GLOSSARY

AT: "Even with" for speed changes, mileages, etc.; "in the vicinity of" for course directing instructions, etc.

BEFORE: In sight of and prior to the referenced navigational aid.

BLINKER: A warning signal at a highway **intersection** or railway crossing which the contestant is obliged to obey. The **blinker** consists of a light or lights usually red or yellow, operating in a fixed sequence of on and off. For rally purposes, only one **blinker** may exist at an **intersection** or railway crossing. The **blinker** may or may not be operating.

CAST: Change, continue or commence average speed to.

CONTROL: The timing line of an open **control** is identified by a checkpoint sign or an observation **control** as identified by an OBS sign, or a DIYC as identified in an instruction.

CROSSROAD: An **INTERSECTION** of four roads from which a road goes to the left, a road goes to the right, and a road goes generally ahead.

DIYC: Do-it-yourself control, as described.

EXIT: Leave a controlled access road **AT** a ramp or road associated with the indicated road or sign

FREE ZONE: A specified part of the timed rally route in which there are no **open controls**. No penalties will be assessed for stopping within the confines of a **free zone**.

GAIN: Make up a specified time during passage of a specified distance. The **GAIN** time is subtracted from the time required at the given average speed to traverse the specified distance. The specified distance in which a **GAIN** is operative is a **FREE ZONE**.

INTERSECTION: Any meeting of existent public roads (without regard to route designation, surface condition or other characteristics unless such render the road non-existent) at grade level from which the rally vehicle could proceed in more than one direction without making a U-turn.

ITIS: *Acronym for "If There Is Such", usually given after the identification of a landmark or sign. In the numbered route instructions, "**ITIS**" indicates that the instruction is to be executed only if the identified marker is encountered on the route before it is possible to execute the next numbered route instruction. In a note, an "**ITIS**" instruction is cancelled when the note is cancelled.*

LEFT*: TURN to the left from 10 to 179 degrees.

LEG: The part of a rally route extending from one timing **control** to the next, or from an assigned starting time to the next **control**.

OPP, OPPORTUNITY: A place at which the specified action could be executed.

PAUSE: Delay a specified time, *in seconds if not otherwise specified*. The **PAUSE** time is added to the time required at the given average speed to traverse the specified distance. A specified distance in which a **PAUSE** is operative is a **FREE ZONE**.

PAVED: A road having a hard surface, such as concrete, brick, macadam, etc.

PICK UP: To go onto a new route assignment without executing a **TURN**.

RIGHT*: TURN to the right from 10 to 179 degrees.

SECTION: Any part of the rally route at the beginning of which the official mileage is zero and at the end of which the official mileage ends or reverts to zero.

STOP: An official octagonal stop sign at which the rally vehicle is obliged to stop.

STRAIGHT*: Proceed within plus or minus 10 degrees of directly ahead at an **intersection**.

T: An **INTERSECTION** having the general shape of the letter "T" as approached from the base by the contestant. It is not possible to execute the instruction **straight** at a **T**.

TRAFFIC LIGHT: A fixed signal light alternating red and green (and frequently including yellow as a transition between green and red) used at an **intersection** to regulate traffic and which controls the rally vehicle. For rally purposes, only one **traffic light** may exist at an **intersection**. A **traffic light** may be set to operate as a **blinker**, although it will not be referenced as such, or it may not be operating.

TRANSIT ZONE: A part of a rally route in which there are no timing **controls** and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the **TRANSIT ZONE** must be given. An approximate distance for the length of the **TRANSIT ZONE** is desirable.

TRIANGLE: *An **INTERSECTION** of three roads in the general shape of a triangle or inverted delta, including within the **INTERSECTION** a generally untraveled grass, gravel, or other surface. It is not possible to go **STRAIGHT AT** a **TRIANGLE**. Only one instruction may be executed **AT** a **TRIANGLE**.*

TURN*: Change course of direction **AT** an **INTERSECTION**. A **TURN** instruction cannot be executed if the instruction **straight** would take the contestant the same way.

UNPAVED: A road having a non-hard surface, such as broken stone, gravel, dirt, etc.

Y: An **INTERSECTION** having the general shape of the letter "Y" as approached from the base by the contestant. It is not possible to execute the instruction **STRAIGHT AT** a **Y**.

YIELD: An official triangular yield sign at which the contestant is obliged to yield.

* It is to be understood that dependency upon a 10-degree change of direction cannot realistically provide (in all instances) a clear distinction between **Right, Left, Turn** and that which is nominally **Straight**. As a result, such terms must be applied judiciously as neither organizers nor contestants can be expected to make distinctions closely bordering upon the plus or minus 10-degree variance specified in the definitions. Organizers shall avoid such close determinations by employing unambiguous alternatives, where necessary, such as the use of official mileages, use of instructions directing the contestant "toward" a reference or "upon" a specified route, etc. In certain instances, terms such as Go, Leave, Pick Up, etc., which by virtue of their definitions might be dually defined as either a Turn or Straight, could also be successfully employed.

DEFINITIONS and EXPLANATIONS(The definitions and explanations here are considered non-essential because they use the generic meaning of the terms. They are, however, an official part of the rules.)

1. Execute instructions at the first opportunity consistent with conditions stated.

2. **Actions** Each route instruction requires one or more actions. Actions may be specified or implied. An implied action usually consists of reaching, attaining or observing a specified thing. A specified action is an action that the contestant is specifically ordered to execute, such as pause, CAST, Turn, Straight. (Note that the normally non-verbs left, right and straight are defined as actions.)

2. **Initiation and Completion** An instruction is initiated at the start of the first action, specified or implied, of the instruction. An instruction is complete after the last action of the instruction.

4. **Overlap** occurs when an instruction is initiated prior to the completion of a previously initiated instruction. (Notes may be executed out of order. Do not confuse this with overlap.)

5. To apply the "Protection" main road rule, you must recognize stop and/or yield signs from the back.

Supplemental Instructions

Schedule: The rally will assemble at, and depart from, *J. Brown's Stagecoach Works on the Bankhead Highway, Weatherford, TX. A brief driver's meeting will be held at about 14:00, with the first car officially starting at 14:31 or as may be changed by event officials on site.*

Course Measurement: All measurements were made at approximate rally speeds using an *Alfa TSD rally computer* calibrated to approximate statute miles in *a 1994 Ford Probe GT* equipped *with Remington XT-120 ZR4 P225/50ZR16* steel-belted radial tires inflated to *36* PSI cold. Roads were dry. Temperatures were approximately *103* degrees F.

Claimed In-Times: Contestants may claim their in-times at open controls, provided that such claims are made before receiving any timing information. A claim will be honored provided the time is within 3 seconds of the time recorded by the control workers, else the claim will be ignored.

Scoring on GTA Rallies – Version 1

A. Questions on the outbound section are listed between Route Instructions. Answer the questions as you travel between those instructions. *Some answers (or questions) are lighthearted, and may require a little mental flexibility, but you will usually know it when you see the intended sign. Since you might miss one, it will be a good idea to look for two at a time, and read ahead. If you think you have missed a sign, don't look too long before continuing. A 'blank' or zero may be the correct answer. Answers should be transferred to the answer sheet. Submit the first answer sheet to the workers at the halfway point and you will be rewarded with the questions for the return trip.*

B. Checkpoints: You will find one or more Checkpoints along the route. They will be identified by a standard checkpoint sign. Stop each time you encounter one, even if you've been there before, and follow the instructions of the rally official. *You may be asked to complete a task that will be part of your score.*

***C.** Ties, if any, will be broken by tie breaker questions related to things which you may or may not have seen along the intended route, or relativistic astrophysics, or maybe quantum theory or something equally simple.*

Scoring on GTA Rallies – Version 2 (another way)

Scores will be determined based on answers to two (2) classes of questions: Regular and Bonus Tie Breaker. Each question is worth some number of points. The point value for Regular questions will be indicated. .Answers which are missing or wrong will be 'awarded' zero (0) points; no 'partial credit'. Any answers which are not readily legible to scoring officials will be scored as being incorrect. Entrants have no more than 3.50 hours from their assigned departure times to return their question sheets to event officials. Sheets received late are subject to a penalty of -2 points for each minute past the 3.50 hour limit. Winners will be the team with the highest number of points, based solely on Regular Questions.

Tie Breakers: In the event of ties among the top 3 places, the answers on the tied entrants' Bonus Tie Breaker questions will be scored and used to break the ties. Results from breaking a tie for one position will have no effect on breaking ties for another position, except that teams tied for lower positions may be bumped out of awards as a result of ties at higher positions. In the event that ties among the top 3 places still exist, the Rallymaster will ask the tied teams questions concerning material on and around the markers used today. Questions will continue, one by one, until all ties are broken or 6:30 PM arrives. In the event ties remain at 6:30 PM, an Ultimate Question will be asked, with each tied team allowed 30 seconds to answer. The closeness of answers, in absolute terms, will break all ties.

NOTE ON BONUS QUESTIONS:
The point value for bonus tie breaker questions are not uniform from question to question. Each bonus question whose answer may be determined from information on or around a marker used in a regular question will have a positive point value for a correct answer. Other types of questions or answers may have non-positive 'bonuses'. No answer (left blank) receives zero (0) points.