

JAGUAR CLUBS OF NORTH AMERICA, INC. RALLY PROGRAM MANUAL

Chapter 4—Requirements and General Instructions For a Monte Carlo Rally

4.1. Overall Requirements –

- 4.1.1. The object of this rally is to travel from start to finish over a route that will take the Teams through each Checkpoint in the proper direction, and at speeds that will allow the Teams to arrive at each Checkpoint at the correct time. The route and the speeds are up to the Teams.
- 4.1.2. Each Team must set its own course from the start through each Standoff and Checkpoint by looking up the location on the official rally maps, and determining the best way to go. If the proper selection of route is made, excessive and illegal speeds are not necessary and will not be tolerated.
- 4.1.3. The General Instructions serve the purpose of providing a summary of the event, and a synopsis of the event rules. They can be distributed as part of the pre-event publicity, and re-issued at the registration or check-in table prior to the event.
- 4.1.4. The terms contained in the Glossary which form an appendix to this manual must be used in the Route Instructions, and preferably should be utilized in the writing of, and included as an attachment to, the General Instructions.
- 4.1.5. Except for small areas, the entire preferred route chosen by the Rally Master is usually represented on the strip maps. Depending on the total distance of the rally will, in turn, dictate the use of one general, overall regional map and strip maps. Under normal JCNA rally distances, strip maps are all that will be issued to participating Teams. The preferred route map(s) will be posted at rally control at the finish of the rally, not before.
- 4.1.6. Monte Carlo Rally checkpoints consist of a Standoff, and a timing marker designated a checkpoint. As the Teams approach a Checkpoint, the first thing they will encounter will be the Standoff. A sign with the legend STANDOFF painted on it will identify this point.
- 4.1.7. When Checkpoints are operated during the hours of darkness a flashing light will mark the timing marker point.
- 4.1.8. If mileage is given in the route instructions, they may refer to either the Checkpoint or the Standoff point, as specified in the route instructions.
- 4.1.9. If the Team is early and does not wish to proceed directly to the Checkpoint, they may remain (up course) of the stand-off area marker until they believe it is time to proceed to the IN point. Once a Team has passed the Standoff sign, they **MUST** proceed to the Checkpoint without stopping or weaving.

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- 4.1.10. Walking from the Standoff to the In MARKER, Checkpoint is NOT permitted.
 - 4.1.11. Teams will be under observation by Rally personnel at both the Standoff and the Checkpoints during transit. Infractions of the stopping or weaving rule will result in the Team being judged "IN" at that checkpoint at the time of the infraction.
 - 4.1.12. If at any time the Team should encounter a red octagonal STOP sign intended to control your travel between the Standoff and the Checkpoint, the rolling stop or momentary pause will be permitted so as not to obstruct the law. However, should this occur, the Team will be under observation by the checkpoint workers and any pause of a duration deemed longer than necessary will be counted as the IN time for that checkpoint.
 - 4.1.13. The checkpoint, which will be visible from the Standoff point, will be identified by a timing point sign or marker as described in the General Instructions provided at registration. As the team's car passes the timing marker, they will be timed 'IN' as the front wheels cross the In MARKER. Timing will be to the nearest second, or 1/100th minute.
 - 4.1.14. Stage timing will be independent of later stages. That is, time late/early on one leg between checkpoints will not be carried forward; time for each leg is independent of the other leg, typically after a rest period.
- 4.2. Mandatory Requirements for General Instructions (Monte Carlo Division) -
The General Instructions for every JCNA Monte Carlo rally must include statements that will adequately address the following points:
- 4.2.1. **Consumption of alcoholic beverages is not permitted during the event.**
 - 4.2.2. **Violation of traffic laws is not permitted by teams competing in this rally.**
 - 4.2.3. Any particular instruction unique to the Rally at hand.
 - 4.2.4. Terms used by the Rally Master that do not appear in the Glossary.
 - 4.2.5. Instructions as to the placement of car numbers on the vehicle, or other method of checkpoint workers identifying each team's car.
 - 4.2.6. Include in General Instructions that:
 - **No map (s) are to used other than the official rally map (s) issued by the rally master. Use of other maps shall cause for disqualification.**
 - 4.2.7. Description of Checkpoint markers, Stand-off Areas, and any other route or off route markers which will be in use should be included.

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- 4.2.8. Description of how checkpoints will be operated, including the odometer check portion. This information shall include how teams can obtain their actual time and ideal time for the just completed stage.
 - 4.2.9. Stopping or weaving approaching the checkpoint is not allowed. Restating that this rule is to be in effect is desirable.
 - 4.2.10. Maximum penalty limit per stage of five (5) minutes or three hundred (300) seconds is in effect.
 - 4.2.11. How to utilize the route instructions and maps, in conjunction with your starting position to determine at ideal times for each entry. Usually, the number of minutes equivalent to your car number is added to the listed times in the Route Instructions in order to provide your ideal time.
 - 4.2.12. **STRAIGHT AHEAD RULE IS IN EFFECT:** If a route instruction places you on a road without name or number, and you encounter another road for which no route instruction is given, you automatically select the road that offers the most straight ahead direction of travel possible.
 - 4.2.13. Stipulate that private roads, Dead End roads, and driveways do not exist for the purposes of a JCNA Rally, unless you are specifically instructed to enter them by a route instruction. If that is to be the case, the rally master should state in the General Instructions that a private property detour takes place and that it will be described in Route Instructions.
 - 4.2.14. Total number of stages, approximate length, and not to exceed duration of the overall event. Duration of breaks should also be provided.
 - 4.2.15. Availability of fuel at rest stops during the event if total length exceeds 80 miles.
- 4.3. Optional Information - Additional information provided in the General Instructions in order to provide a well organized and enjoyable event for everyone should include:
- 4.3.1. Trophies to be awarded, including when and where they will be presented.
 - 4.3.2. Any additional competitions or trophies that are to be awarded (stray cat, entrant that came the farthest, etc.).
 - 4.3.3. Provisions for inclement weather postponement.
 - 4.3.4. Cellphone of the Rally Master or other phone numbers to be used by anyone having difficulty along the route.
 - 4.3.5. Website or other distribution method for event information, and/or rally results.