

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.
- 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. The area covered and the total distance of the rally will determine the use of one general, overall regional, or strip maps. The preferred route map(s) will be posted at rally control at the finish, 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 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.
- 4.1.10. Walking from the Standoff to the In MARKER, Checkpoint is **NOT** permitted.

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- 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 traffic signal intended to control your travel between the Standoff and the timing marker, the team must stop before proceeding to comply with the intent of the agency that erected the signal. . 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 for each stage. 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. **No map (s) are to be 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.
- 4.2.8. Include how OUT times for the stages will be determined, typically, done as IN time + an interval, or IN time rounded to next whole minute + an interval, either constant or as defined in route instructions.

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- 4.2.9. 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.
 - 4.2.10. Stopping or weaving approaching the checkpoint is not allowed. Restating that this rule is to be in effect is desirable.
 - 4.2.11. Maximum penalty limit per stage of five (5) minutes or three hundred (300) seconds is in effect.
 - 4.2.12. An explanation of how to utilize your starting position (car number) and information contained in the Route Instructions to determine ideal times along the route should be provided. Usually, times for an entry number 'ZERO' are provided, and the entry's car number multiplied by the time interval between departures, is added to car 'ZERO' times to determine the entrants ideal time. Note that any deviation from Ideal Time after the first open check point will have to be taken into account in successive stages.
 - 4.2.13. (deleted)
 - 4.2.14. Stipulate that private roads, Dead End roads, unpaved 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.
 - 4.2.15. Total number of stages, approximate length, and not to exceed duration of the overall event. Duration of breaks should also be provided.
 - 4.2.16. Availability of fuel at rest stops during the event if total length exceeds 80 miles.
 - 4.2.17. Address how entering a passage or open checkpoint from the wrong direction, including whether re-crossing in the proper direction is required, and what penalty shall be assessed, if any. A minimum penalty of 50 seconds is recommended.
- 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.

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- 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.
- 4.3.6. Where feasible, specify an end point where a lost team could rejoin the group for final festivities. Providing a sealed envelope with instructions for lost teams is also a method which can be used to help them.