

# JAGUAR CLUBS OF NORTH AMERICA, INC.

## RALLY PROGRAM MANUAL

### Glossary of Terms and Abbreviations

Rallying is a sport and like any sport it has its own rules and its own vocabulary. In order to provide uniformity to and facilitate the JCNA North American Rally Championship program, the following set of accepted and familiar definitions MUST be used by all JCNA, Rally Masters'.

<b>ACUTE LEFT</b>	Indicates a sharp turn or change in direction to the left of perceptibly more than 90 degrees
<b>ACUTE RIGHT</b>	Indicates a sharp turn or change in direction to the right of perceptibly more than 90 degrees.
<b>AL</b>	Acute Left
<b>AR</b>	Acute Right
<b>BAS</b>	Begin Average Speed
<b>BEAR LEFT</b>	Indicates a gentle change in direction to the left of less than 90 degrees.
<b>BEAR RIGHT</b>	Indicates a gentle change in direction to the right of less than 90 degrees.
<b>BL</b>	Bear Left
<b>BR</b>	Bear Right
<b>BLINKER</b>	A single red & yellow traffic signal operating in an alternating sequence of on and off. NOT a traffic signal.
<b>CAS or CAST</b>	Change Average Speed To.
<b>CHECKPOINT</b>	A point along the rally route, the location of which is generally unknown to the Rally Team in advance, where the Team will be timed and given penalty points for being EARLY (ahead of) or LATE (behind) their correct arrival time.
<b>CP</b>	Checkpoint
<b>OPEN CP</b>	OPEN CHECKPOINTS are easily seen by the Rally Team. The Team may be required to stop after crossing the timing line, to receive an official timing slip or further instructions as stated in the GIs.

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<b>CLOSED CP</b>	<b><u>THERE ARE NO CLOSED CHECKPOINT IN THE JCNA RALLY PROGRAM.</u></b>
<b>CROSS</b>	To go straight across. To cross a divided highway is to cross both halves of it.
<b>FINISH</b>	The location of the last place along the rally route where rally cars are timed. This need not be the gathering place at the end of the rally.
<b>FOLLOW</b>	If you are placed on a road by name or number, you are to <b><u>FOLLOW</u></b> that road until another instruction directs you to leave it. To execute a <b><u>FOLLOW</u></b> it is necessary to make <b>AT LEAST</b> one action (turn or straight) that would not have had to be made in the absence of the follow instruction.
<b>FREE ZONE</b>	A part of the timed rally route in which there are no timing controls.
<b>GENERAL INSTRUCTIONS</b>	Printed matter describing the rules and definitions under which the rally will be run
<b>GI or GI's</b>	General Instructions
<b>INTERSECTION</b>	A crossing of roads.
<b>ISLAND</b>	A road or traffic-separating device of indeterminate shape.
<b>L</b>	Left
<b>LEFT</b>	A turn from your direction of travel to the left of roughly 90 degrees.
<b>LEG</b>	A section of the rally between checkpoints, or between the Start and the first checkpoint. Several legs comprise a complete rally.
<b>LOSE TIME</b>	Add the amount of time specified in the RIs to your running time by delaying at a named point or during passage of a specified distance. <b>EXAMPLE: A TYPICAL INSTRUCTION IN THE RIs:</b> "Between mile 35 and mile 50 lose 5 minutes." This means that the official time allowed for this section of the rally is 5 minutes <b>MORE</b> than it would be if you continued at the prescribed

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average speed. This type of instruction is often used when the Rally Master anticipates traffic or traffic light delays.

<b>MPH</b>	Miles Per Hour.
<b>ODOMETER</b>	That portion of the speedometer that measures distance traveled in miles and tenths.
<b>ODOMETER CHECK</b>	A precisely measured, clearly marked section at the beginning of a rally route (usually a minimum of 10 miles) giving the navigator an opportunity to compare the Team's odometer with the "official mileage" shown in the RIs.
<b>ODOMETER ERROR</b>	The differences between the official rally mileage and your odometer reading."
<b>OFFICIAL MILEAGE</b>	Rally Master's official measured distances from the start to any point along the rally route given to within at least 0.10 of a mile.
<b>PAVED</b>	A road having a continuous hard surface such as concrete, blacktop, etc.
<b>PAUSE</b>	See "LOSE TIME" or "TAKE TIME OUT"
<b>RALLY MASTER</b>	The individual in charge of planning and putting on a particular rally.
<b>R</b>	Right
<b>RI (or RI's)</b>	Route Instructions
<b>RIGHT</b>	A turn from your direction of travel to the right of roughly 90 degrees.
<b>ROUTE INSTRUCTIONS</b>	The directions handed to rally teams at the start of the rally, which tell them specifically where, how, and at what speeds to proceed along the rally route.
<b>S</b>	Proceed Straight Ahead
<b>START</b>	That point which marks the beginning of the rally's measured course. Odometers are zeroed and watches started at this point.

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<b>STRAIGHT</b>	Proceed straight ahead.
<b>STOP</b>	A conventional, octagonal red stop sign.
<b>T</b>	Tee Junction
<b>TEE JUNCTION</b>	A point at which a road terminates into another road running more or less at right angles to it, thus forming the crossbar of a capital "T". This term applies only when you are heading upward on the vertical bar of the T. It is not possible to go straight at a T.
<b>TAKE TIME OUT</b>	See" LOSE TIME" or " PAUSE."
<b>TIMING LINE</b>	A <u>REAL</u> or <u>IMAGINARY</u> line across the rally route at a checkpoint, odometer checkpoint, or at the start for the purpose of timing rally cars.
<b>TL</b>	Traffic Light or Signal
<b>TRAFFIC LIGHT Or SIGNAL</b>	A conventional red, yellow & green traffic control signal light, used to regulate movement of traffic.
<b>TRIANGLE</b>	A three-sided ISLAND.
<b>UNPAVED</b>	A road having a non-hard surface such as gravel or dirt.
<b>Y</b>	A branching of roads in the general shape of the letter "Y", requiring a turn to the left or right, both turns being substantially less than 90 degrees. This term applies only when you are heading upward on the vertical tail of the Y. It is not possible to go straight at a Y.
<b>SOR</b>	Sign On Right.
<b>SOL</b>	Sign On Left.
<b>SIGNAL</b>	See Traffic Light or Signal.