

# JAGUAR CLUBS OF NORTH AMERICA, INC.

## RALLY PROGRAM MANUAL

### Chapter 3 – Requirements and General Instructions for a Time Speed Distance Rally

#### 3.1. Overall Requirements –

- 3.1.1. 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.
- 3.1.2. 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.

#### 3.2. Mandatory Requirements for General Instructions (Time Speed Distance Division) - The General Instructions for every JCNA TSD rally must include statements that will adequately address the following points:

- 3.2.1. Consumption of alcoholic beverages is not permitted during the event.**
- 3.2.2. Violation of traffic laws is not permitted by teams competing in this rally.**
- 3.2.3. Any particular instruction unique to the Rally at hand.
- 3.2.4. Instructions as to the placement of car numbers on the vehicle, or other method of checkpoint workers identifying each team's car.
- 3.2.5. Terms used by the Rally Master that do not appear in the Glossary.
- 3.2.6. Description of Checkpoint markers and any other route or off route markers which will be in use.
- 3.2.7. Total number of stages, whether all checkpoints will be open, or if passage checkpoints are used, approximate length, **and approximate end time, taking into account all breaks and the time necessary to start all cars.** Duration of breaks should also be provided.
- 3.2.8. Description of how open and passage 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.

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- 3.2.9. 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.
- 3.2.10. Stopping or weaving approaching a checkpoint is not allowed. Restating that this rule is to be in effect is desirable.
- 3.2.11. Once a Team has come within visible sight of the checkpoint, whether on foot or by car, they MUST precede to the checkpoint timing marker without stopping or weaving. Infractions of the stopping or weaving rule will result in the Team being judged "IN" at that checkpoint at the time of the infraction.
- 3.2.12. If at any time the Team should encounter a traffic signal intended to control your travel between your first sighting of the Checkpoint 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.
- 3.2.13. Maximum penalty limit per stage of five (5) minutes or three hundred (300) seconds is in effect.
- 3.2.14. 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.
- 3.2.15. **MAIN ROAD 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 should select the route that is the obvious continuation of the road on which you are traveling through a curve or an intersection. This may be determined by:
- Pavement surface continuity
  - White or yellow, solid or dashed, center stripe
  - Traffic control signs – i.e., curve warning, left or right turn arrows
  - Stop or Yield signs for intersecting traffic
  - Multiple lanes in the curved direction of travel.

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3.2.16. 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.

3.2.17. (deleted)

3.2.18. 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.

3.2.19. **Address how entering a passage or open checkpoint from the wrong direction shall be scored, 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.**

3.3. Optional Information - Additional information provided in the General Instructions in order to provide a well organized and enjoyable event for everyone should include:

3.3.1. Trophies to be awarded, including when and where they will be presented.

3.3.2. Any additional competitions or trophies that are to be awarded (stray cat, entrant that came the farthest, etc.).

3.3.3. Provisions for inclement weather postponement.

3.3.4. Cellphone of the Rally Master or other phone numbers to be used by anyone having difficulty along the route.

3.3.5. Website or other distribution method for event information, and/or rally results.

3.3.6. **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.**