

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'.

ACUTE LEFT	Indicates a sharp turn or change in direction to the left of perceptibly more than 90 degrees
ACUTE RIGHT	Indicates a sharp turn or change in direction to the right of perceptibly more than 90 degrees.
AL	Acute Left
AR	Acute Right
BAS	Begin Average Speed
BEAR LEFT	Indicates a gentle change in direction to the left of less than 90 degrees.
BEAR RIGHT	Indicates a gentle change in direction to the right of less than 90 degrees.
BL	Bear Left
BR	Bear Right
BLINKER	A single red & yellow traffic signal operating in an alternating sequence of on and off. NOT a traffic signal.
CAS	Change Average Speed To.
CHECKPOINT	A point along the rally route, where the Team will be timed and given penalty points for being EARLY (ahead of) or LATE (behind) their correct arrival time.
CP	Checkpoint
OPEN CP	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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CLOSED CP	<u>THERE ARE NO CLOSED CHECKPOINT IN THE JCNA RALLY PROGRAM.</u>
CROSS	To go straight across. To cross a divided highway is to cross both halves of it.
DIY	Do It Yourself checkpoint, where entrants record their own arrivals and departures, in accordance with Route Instructions provided by the organizers.
FINISH	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.
FOLLOW	If you are placed on a road by name or number, you are to <u>FOLLOW</u> that road until another instruction directs you to leave it. To execute a <u>FOLLOW</u> it is necessary to make AT LEAST one action (turn or straight) that would not have had to be made in the absence of the follow instruction.
FREE ZONE	A part of the timed rally route in which there are no checkpoints.
GENERAL INSTRUCTIONS	Printed matter describing the rules and definitions under which the rally will be run
GI or GI's	General Instructions
INTERSECTION	A crossing of roads.
ISLAND	A road or traffic-separating device of indeterminate shape.
L	Left
LEFT	A turn from your direction of travel to the left of roughly 90 degrees.
LEG	A section of the rally between checkpoints, or between the Start and the first checkpoint. Several legs comprise a complete rally.
LOSE TIME	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. EXAMPLE: A TYPICAL INSTRUCTION IN THE RIs: "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

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MORE than it would be if you continued at the prescribed average speed. This type of instruction is often used when the Rally Master anticipates traffic or traffic light delays.

MPH Miles Per Hour.

NOVICE The JCNA Rally program includes a Novice competition that allows new-comers to compete only against each other for their first two (2) competition years in order to increase participation in the program overall. Novices are entrants with little to no rally experience, as known to the organizers prior to the event.

ODOMETER That portion of the speedometer that measures distance traveled in miles and tenths.

ODOMETER CHECK 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.

ODOMETER ERROR The differences between the official rally mileage and your odometer reading."

OFFICIAL MILEAGE 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.

OPEN CHECKPOINT (or CP) A checkpoint used for rally scoring where entrants are timed as they pass, and come to a stop past, a timing marker. Teams obtain timing information and/or further route instructions, and any further stage elapsed time is reset.

PASSAGE CHECKPOINT (or CP) A checkpoint used for rally scoring where entrants are timed but do not stop. Start time on the current stage is not reset. Formerly termed a 'hidden' checkpoint.

PAVED A road having a continuous hard surface such as concrete, blacktop, etc.

PAUSE See "LOSE TIME" or "TAKE TIME OUT"

RALLY MASTER The individual in charge of planning and putting on a particular rally.

R Right

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RI (or RI's)	Route Instructions
RIGHT	A turn from your direction of travel to the right of roughly 90 degrees.
ROUTE INSTRUCTIONS	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.
START	That point which marks the beginning of the rally's measured course. Odometers are zeroed and watches started at this point.
STRAIGHT	Proceed as straight ahead as possible
STOP	A conventional, octagonal red stop sign.
T	Tee Junction
TEE JUNCTION	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.
TAKE TIME OUT	See "LOSE TIME" or "PAUSE."
TIMING LINE	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.
TRAFFIC LIGHT Or SIGNAL	A conventional red, yellow & green traffic control signal light, used to regulate movement of traffic.
TRIANGLE	A three-sided ISLAND.
UNPAVED	A road having a non-hard surface such as gravel or dirt.
Y	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

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heading upward on the vertical tail of the Y. It is not possible to go straight at a Y.