
Rallying for Rookies

Section 1

Introduction

This document is aimed at people with little or no experience of long distance classic car rallies of the type organised by Classic Events (eg The Winter Trial, Liege Rome Liege, The Carrera Copacabana etc). It briefly covers some of the basic concepts that you will need to understand and explains some of the important types of Control. It does not replace the Regulations, but rather gives a brief summary of some of the important points.

There is no reference to the preparation of the car or navigation in itself, but the document instead focuses on the "procedural" matters, such as "how does a Self-Start work?" And also some useful tips and tricks.

To keep this part clear and concise, section 2 will elaborate on the system of penalty points, losing and catching up time, etc.

Appended is a glossary of terms.

The preparation

The preparation of the route begins on receipt of the directions, the "Road Book", so plotting the route on the maps can begin. For a Winter Trial this will mean a few weeks before the start, but for Liege Rome Liege this can be skipped because of the simpler system of navigating by 'Tulips'. On this event, the Road Book is handed out in the morning of each Leg.

Some parts of the route (eg 'Regularity Sections') may not be given out in advance. The required information may instead be handed out 'on the road'. Some (or all) parts of the route may be given in the form of Dot-Arrow instructions ('Tulips').

Before the event, it is a good idea to practice driving some regularity sections as driver and navigator: use the trip meter (Halda, ...), a speed table and a stopwatch, to drive a certain average speed as precisely as possible. A speed table is a table showing the correct elapsed time at given distances for a certain speed. Classic Events likes Regularities, and every second counts!

Both driver and navigator should read the event Regulations carefully (downloadable from the web). This can avoid unpleasant surprises and you will familiarise yourselves with the document so in unforeseen circumstances you know where to look for the necessary information.

Day 0, Signing-On / Scrutineering

Normally, the day before the start a technical inspection of the car (scrutineering) takes place, also a document control (Signing-On) and the distribution of additional paperwork, clothing, and all manner of other items.

This documentation will include items that will be required shortly after the start, so make sure you check what you've been given, and file it all neatly - this saves digging in the back of the car for the instructions just before a test! It may very well include plotting instructions for the regularity sections on day 1 that you will need to transfer onto the map.

When all formalities are completed the personal **Time card** is issued. This card is of great importance for the whole rally, loss of it attracts a very heavy penalty!

The time card shows, on a daily basis, all controls to be visited, with the times between which these posts will be manned (Open / close times). For the time controls (TC / MC) it also shows at which time of day they should be visited, the "Standard Time". This is the time for the 'fictional Car 0' (see below).

The controls have a name and sometimes a description. The name is the type of control (MC, TC, TP, etc.) and a serial number. The serial number consists of the Day or Leg number, a point and then the sequential number of that type of control. So the 3rd Time Control on day 2, in the place Maastricht is called: "TC 2.3. Maastricht".

Day 1 and beyond

The **start** on day 1 (Leg 1) occurs, like all days, based on a "**Start List**" which indicates the individual start time for each participant. The starting order will vary every day, so beware. The start list is published on the 'Notice Board' generally the preceding evening, or at the very latest one hour before the start time of the 1st competitor. Keep an eye on this board as this is where all important official notices will be published.

The personal start time determines the time at which the time controls (TC's) should be visited (your **Scheduled Time**). The difference between your start time and the standard time of the fictional Car 0, must be added to all Standard times of the MCs / TCs on the time card. So if e.g. the standard time for the start (MC 1.1) is 8:00, and your start time on the start list is 8:17, you must add 17 minutes to all standard times of the MC's and TC's to calculate your own Scheduled Time.

The time used by the organisation (Rally Time) is the Local Time (LT) (taking into account the time zone of the starting location of that day). At the start a clock is available to synchronise your own clock with the Rally Time. It is wise to check this time every day. Many GPS's and so called Radio controlled clocks show this time.

The start of the 1st day will (usually) be under the start arch (bow), your time card will be filled in there.

In many cases, at the start you will also be presented with a GPS logger. This must be attached in a good position on the dashboard. Depending on the type, it may be necessary to hand this logger in at the end of the day, with the time card at the MC-In (normally the Hotel). The GPS logger serves as a backup of the 'track and trace' system in the car.

The following days (Legs) will usually start in the lobby of the hotel. The start marshal will be sat at a desk and will fill in your time card at your start time. Often he/she will also hand out the logger and additional documentation for that day, such as the route of regularity sections, test instructions, etc. You need to sign to confirm you have received all appropriate documentation. Once the time card is completed and you have your documents, your rally day has started, so the driver should be in the car (with the engine warmed up) right outside the hotel door.

The 1st and the last check of the day (start and finish) are called **Main Controls (MC)**. They are Time Controls with a special status. At the start (MC out) you may e.g. not be more than 15 minutes late.

The next control after the start might be another **TC (Time Control)**. This may be on the side of the road, but is more normally in a cafe in the middle of a village where you can buy refreshments (if you have time!). See the description in the Road Book for precise location. TC's are identified by a white sign with a red clock. The marshal will enter the time that you hand over your time card into the appropriate column, so don't do this earlier than your scheduled time.

Around noon, there is usually a TC included in the lunch location. Make sure that you have eaten before your scheduled time, as this is the time you have to leave again. Sometimes there are two TCs at the lunch location, a 'lunch in' and a 'lunch out' control.

A **Passage Control (PC)** is a control along the route where the time is not important. A PC may be manned, a post identified by a white sign with a red stamp symbol, but the passage may also be recorded using the GPS logger, a stamp, or the answer to a question to be entered on the time card.

The next control on your time card might be the (manned) start of a **regularity section (Regularity Start Manned, RSM)**, e.g. RSM 1.1. At the correct location you will find a marshal (team) eager to start you as soon as possible after your arrival. The start time is only important for the timing on the regularity section, and is independent of the time controls (TC's). The start is, in principle, in order of arrival, every minute.

Do not forget, before starting, to reset your trip meter and stopwatch to zero! After the countdown by the marshal, you drive the route according to the directions issued previously. The average speed is determined by an instruction or by a (issued) list of distances and times. For an explanation of the various types of regularity sections see Part 2.

In the regularity section you will encounter one or more **Timing Points (TPs)**. These can be manned or timed using the GPS logger. At a manned Timing Point you should stop at the marshal (s) who will fill in your time card. Normally your time is taken as the marshal sees you (eg around a tight bend), so it does not make sense to go extra fast or slow after you've spotted the marshal. Overtaking in sight of the marshal is forbidden because this will confuse the timing. Drive slowly to the marshal post and mind their toes! At all locations, timing is done relative to the Regularity Start, so after a (manned) Timing Point, you must return to your original schedule as soon as possible. An intermediate timing point is indicated by a white sign with a yellow clock. The final timing point of each section is indicated by a white sign with a red clock.

After the final timing point, continue to follow your plotted route and go back on the scheduled timing of the TC's.

A variant of the manned start (RSM) above is the **Regularity Self Start (RSS)**. At a self start there is no marshal team and your start time is determined by your registered time at the previous control (TC or PC). The time card shows how many minutes after your time at that previous control you must start the Regularity. This is where it helps to have the precise rally time on your clock!

The location of the start line is specified in the road book and is generally illustrated with a picture. In addition, the start line is normally identified by means of a crossed pair of orange arrows. The simple procedure is to drive to the specified point, wait for your start time and then leave.

(Note: If there are multiple participants in the same minute at the PC or TC, the marshal will shorten the time interval at the Regularity start to e.g. 30 seconds.)

Another variant is the **Logger Start (RSL)**. You choose your own start time which is then recorded by the GPS logger. The procedure is very similar to the RSS, but you are free to start on every whole minute, whenever you're ready. Your start time is rounded down to the whole minute.

Do take into account any conditions in the regulations to prevent competitors from starting in quick succession, e.g. only starting on the whole minute and not in the same minute as a previous car.

The time at which you leave the specified start line is your start time. Make sure that you start your stopwatch and your trip meter at that moment!

Tests

Different types of tests are held on private roads or areas. The start of a test (**TS, Test Start**) is similar to a manned start of a regularity: as soon as possible after arrival, and in order of arrival. The instructions for the test will be distributed before the start, usually in the morning as you leave the hotel (MC out). A test has a so called Bogey Time. If your time is greater than the Bogey Time then the difference between your time and the Bogey Time is your penalty (this Bogey Time can also be 0:00).

At the finish (**Test Finish, TF**), and sometimes at other places along the route of the test, you must stop astride a line (also called 'a cheval'). This means that the car must come to a complete halt with both front wheels across the line and neither of the rear wheels having crossed it. Overshooting or failing to come to a complete halt will attract penalty points. At the finish, the clock stops only when the car is completely stationary.

A special form of a test is called a **Lap Consistency Test**, see Section 2.

Experienced drivers often say: "You cannot win a test, only lose." The seconds that you might gain by driving (too) fast must be weighed up against the minutes that you lose if you take the wrong route, or hit a pylon. Apart from the hours / days / weeks you may lose if your car breaks down or is damaged.

Along the route there may also be one or more **SC's (Secret Check)** to verify you have driven the correct route. If these are manned they will be identified by a white sign with a red stamp. The passing time is not important only that you have visited the correct location. SC's are normally checked using the GPS logger.

Normally twice each day, a speed check (**SPC, Speed Check**) will operate utilising the GPS logger. These controls will be in urban areas and a recorded speed more than 10 km over the local speed limit is penalised as per the sliding scale in the Regulations. Note that EXCLUSION is the penalty for seriously or repeatedly exceeding the speed limit at these checks.

Missing a Speed Check will normally be penalised in the same way as missing a Secret Check.

The final control of the day is a **Main Control (MC)**. This is usually (but not always) in the hotel lobby. You are allowed to clock in at the MC up to 30 minutes late or an unlimited amount early without penalty, so long as the control is manned.

The daily results and the overall classifications will be published as soon as possible on the Notice Board. Also, individual results will normally be printed and distributed to each participant. Any questions or comments on the results, should be written on this sheet and handed to the marshal at the MC, the clerk of the course or the secretary of the event.

Here below an example of a competitors' individual results.

The report shows all controls of a Leg and per control (if applicable):

Control, number and name of the control, as on the Time card.

Sched. Time, your scheduled time, based on the starting order of the Leg.

Act. Time, your actual reporting time.

Elapsed, the time elapsed since the previous control or the start of regularity section.

Ideal Time, especially for regularity sections or tests.

X, a check box indicating a wrong approach, a Logger start to short behind the car in front of you or speeding on a speed check.

M, a check box indicating a missed control.

Late, the number of seconds (s) or minutes (m) you were late or early (-) on this control.

PFL, the Penalty Free Lateness you have, due to being late on a previous TC (see also section 2).

Penalties, your penalties for this control (in hh:mm:ss). On regularity sections the penalties of all Timing points are added together (and maximised) at the last timing point of the section.

For tests a separate line is added for extra Test penalties like hitting a cone etc.

Total, the total penalties for this Leg.

Query: Some space to write down your query about the results. Please indicate the number of the control your query is about!

Controle		Sched. Time	Act. Time	Elapsed	Ideal Time	X	M	Late	PFL	Penalties
01 MC 3.1	Paxmontana	8:38:00	8:38:00			<input type="checkbox"/>	<input type="checkbox"/>	0 m	0	0:00:00
02 SPC 3.1	Meiringen		9:22:03			<input type="checkbox"/>	<input type="checkbox"/>	0 m	0	0:00:00
03 TC 3.2	Grimselfpass	10:03:00	10:05:00	1:27:00		<input type="checkbox"/>	<input type="checkbox"/>	2 m	0	0:02:00
04 A 3.1						<input type="checkbox"/>	<input type="checkbox"/>	0 m	0	
05 TS 3.1	Kartbahn Ulrichen	10:33:00	10:40:00			<input type="checkbox"/>	<input type="checkbox"/>	0 s	0	0:00:00
05 LCnt 3.1	Lap Counter 2 Laps		10:40:18			<input type="checkbox"/>	<input type="checkbox"/>	0 m	0	0:00:00
06 TPen 3.1	Test Penalties	10:38:00				<input type="checkbox"/>	<input type="checkbox"/>	0 s	0	0:00:00
06 TF 3.1		10:38:00	10:41:36	0:01:36	0:00:00	<input type="checkbox"/>	<input type="checkbox"/>	96 s	0	0:01:36
07 RSS 3.1	Nufenenpass	10:43:00	10:50:00			<input type="checkbox"/>	<input type="checkbox"/>	0 s	0	0:00:00
08 TP 3.1.1		10:55:43	10:55:40	0:05:40	0:05:43	<input type="checkbox"/>	<input type="checkbox"/>	-3 s	0	
09 TP 3.1.2		10:58:46	10:58:35	0:08:35	0:08:46	<input type="checkbox"/>	<input type="checkbox"/>	-11 s	0	
10 TP 3.1.3		11:01:28	11:01:29	0:11:29	0:11:28	<input type="checkbox"/>	<input type="checkbox"/>	1 s	0	
11 TP 3.1.4		11:08:13	11:08:05	0:18:04	0:18:13	<input type="checkbox"/>	<input type="checkbox"/>	-9 s	0	0:00:24
17 TC 3.3	Oberalppass - LUNCH	13:13:00	13:13:00	3:08:00		<input type="checkbox"/>	<input type="checkbox"/>	0 m	2	0:00:00
23 SPC 3.2	Castrisch		14:19:36			<input type="checkbox"/>	<input type="checkbox"/>	0 m	0	0:00:00
24 TC 3.4	Bergun	16:08:00	16:08:00	2:55:00		<input type="checkbox"/>	<input type="checkbox"/>	0 m	0	0:00:00
25 RSS 3.4	Albulapass	15:53:00	16:13:00			<input type="checkbox"/>	<input type="checkbox"/>	0 s	0	0:00:00
26 TP 3.4.1		16:18:19	16:18:31	0:05:31	0:05:19	<input type="checkbox"/>	<input type="checkbox"/>	12 s	0	
27 TP 3.4.2		16:23:32	16:23:42	0:10:42	0:10:32	<input type="checkbox"/>	<input type="checkbox"/>	10 s	0	
28 TP 3.4.3		16:28:08	16:28:15	0:15:16	0:15:08	<input type="checkbox"/>	<input type="checkbox"/>	8 s	0	0:00:30
50 MC-In 3.6	Bormio	19:08:00	18:20:39			<input type="checkbox"/>	<input type="checkbox"/>	0 m	0	0:00:00
Total:									0:04:30	



Query:

Section 2

Scheduled Timing

The rallies are run to Scheduled Time (not Target Time). That is to say, you will be given a time of day at which you are due at each Time Control, rather than a time allowance for getting from one control to the next one.

If crews are late at one time control, they are allowed to be an equivalent amount late at the next time control, without additional penalties. In other words crews do not *have* to make up time, but we do advise crews to make up if they can or to cut a part of the route so that to have as big a "time cushion" as possible in case of trouble. This will mean that you have a better chance of staying in the rally if/when things get tough.

Your Scheduled Time at each Time Control will be:

- that control's Standard Time (which will be shown on the Time Card - it is the time at which a theoretical car No.0 would be due) PLUS
- your start or restart order number, in minutes (note that normally this will NOT be your competition number)

For example:

Standard Time at Start (or Restart) Control: 08:00

Your Start (or Restart) Time: 08:24

Your Scheduled Time at every Time Control until the next regrouping is therefore Standard Time plus 24 Minutes: e.g. if Standard Time is 10:25, your Scheduled Time is 10:49.

The time lag between Standard Time and your own Schedule Time will change during the event for example as gaps in the running order are closed up at the end of a Day. Notice of this will be posted at Rally HQ. The onus is on you to check. We anyway advise you to present yourselves at each restart control (start of Day) in good time to allow for closing up the gaps.

You will incur time penalties for:

Booking in BEFORE your Scheduled Time (2 minutes per minute).

Booking in AFTER your Scheduled Time + any Penalty Free Lateness that is applicable (1 minute per minute).

Penalty Free Lateness

Certain Time Controls, principally those at the end of each leg have been given Penalty Free Lateness, the aim of this is to allow you extra time should you come across heavy traffic etc, you don't have to use it but please remember that it is there for your benefit should the need arise. Controls where it applies are noted in the timecard or bulletins.

Early Arrival

Please note that early arrival penalties ONLY apply if you book in before your own Scheduled Time.

If you book in early, you are still due at the next Time Control at your original Scheduled Time. You will not be penalised for lateness for doing so even though you will have taken longer than the time allowance for that section. On the other hand, if you run through two or more controls ahead of your Scheduled Time you will incur early arrival penalties AT EACH OF THESE CONTROLS.

For Example:

Case A

TC '1' Scheduled Time 10:24, Actual Time 10:22; 2 minutes early = 4 minutes penalty

TC '2' Scheduled Time 11:14, Actual Time 11:14; On time = No penalty
(even though time taken = 52 minutes, not 50 minutes)

Case B

TC '5' Scheduled Time 10:24, Actual Time 10:22; 2 minutes early = 4 minutes penalty

TC '6' Scheduled Time 11:14, Actual Time 11:12; 2 minutes early = 4 minutes penalty
(even though time taken = 50 minutes, as allowed)

TC '7' Scheduled Time 11:51, Actual Time 11:50; 1 minute early = 2 minutes penalty
ETC

Maximum Permitted Lateness and Cutting Controls

The maximum permitted lateness at most Time Controls is 30 minutes. The penalty for booking in 31 or more minutes after your Scheduled Time at these controls is 30 minutes, which is the same as missing them altogether. Penalty Free Lateness does NOT apply. If you go through a string of Time Controls 31 or more minutes late, it is the same as if you had not visited them. Thus, you have to get back inside the 30 minutes lateness as soon as possible. ALWAYS CHECK THE MPL AT THE PARTICULAR CONTROL CONCERNED

Regularity Sections

The majority of the competitive sections on the event are Regularity Sections. During these you must precisely average a given speed that often changes throughout the section. In each Regularity Section there will be one or more Timing Points that are secret to you until you come across them. The last Timing Point of each Regularity Section will be identified by a RED CLASSIC EVENTS control board. In all other cases the CLASSIC EVENTS control boards are yellow. At all manned Timing Points you will be timed on sight or soon after.

In addition to the manned Timing Points there will also be unmanned Timing Points that are known as Logger Points. At unmanned Timing Points your time will be recorded using your GPS logger. Smaller control boards may be placed at these Logger timing points using the same colour system as manned Timing Points (ie final TP is red, all others are yellow).

There may be three different types of regularities.

1. Conventional Regularity

The timing on these regularities is based on your own average speed tables.

2. Benularity

The timing on these regularities is based on a table of distances and corresponding times that will be issued prior to the section.

3. Jogularity

The route and timing is defined by a series of landmarks (sometimes described by Tulip diagrams) and corresponding distances and ideal times. In a departure from traditional Jogularity, the Timing Points are NOT necessarily located at one of the given landmarks.

Miscellaneous

Closing times of Passage Controls and Secret Checks.

The closing time of a Passage Control or Secret Check is based on the ideal passage time of the last competitor plus 30 minutes.

Routes

Most of the time both categories (Trial and Club) will follow the same route. Occasionally there is a slightly shorter/quicker route for the Club class that will be mentioned in the roadbook. Occasionally Club crews will drive the route of a Regularity Section but will not be timed through it - it is essential on these sections that any Club car that is caught by a Trial car must pull over to let them pass at the earliest possible opportunity.

Glossary (alphabetical)

Age Group / Age

The age group of the car.

Arrival Time

The arrival at a manned start of a regularity section or a test. This is important if a large group of participants is waiting and you are delayed more than 3 minutes.

Bogey time

The prescribed minimum time for driving a test (can also be 0:00). Taking more than this time is penalised.

Category [/ Route]

A classification of the participants into categories, e.g., Trial, Vintage and Club. For all participants within a certain category, the same route, controls, times etc. are valid.

Class / Class

A classification based on the car's engine capacity.

The classification of the participants is in Category first, then in Age Group and then in class.

Clerk of the Course

The person with the overall responsibility for the organisation of the event, including implementing the regulations.

Day

Each part of the rally, separated by an overnight halt.

Dot-Arrow instructions / Tulips

Route instructions based on the 'from dot – to arrow' system (known in English as Tulips after the Tulpenrallye that first made them popular).

GPS Logger

GPS with memory function. Every second, the position and the speed of the car is recorded. Timing Points, Passage Controls, Secret and Speed Checks are carried out based on these data.

Leg

Each part of the rally, separated by a minimum predetermined interval.

MC (Main Time Control)

The first and last control of the Leg (MC-out and MC-In).

Notice Board

The board, usually in the lobby of the hotel on which (official) notices are published.

Official Bulletin

Official communication to supplement or correct the regulations (see also Route Bulletin.)

OTL (Over Time Limit)

The situation in which a participant is later than their Maximum Permitted Lateness at an MC or TC. See Part 2.

PC (Passage Control)

A control (in the road book) to check the followed itinerary, time is not an issue.

PFL (Penalty Free Lateness)

The time (within certain limits) that one may be late on a TC or MC without penalty. This is normally specified to allow some flexibility in your reporting time. This may be allocated before the event and shown on the Time Card (eg in the case of a control in the centre of a busy town or city) or issued after a delay during the running of the event. See Part 2.

Rally

Event with a prescribed time schedule that is held in the whole or partly on roads or areas open to normal traffic. A rally begins with the document control / technical inspection and ends after the prizegiving ceremony.

Rally Time

The time (of day) used by the organisation at all controls. This is derived from the GPS time, taking into account the time zone of the start of that day.

Rules / Regulations

The conditions under which the event is organized and held.

Regularity Section

A section in which a certain average speed must be driven precisely. This average speed will normally change at defined points within the section.

Road book

The information indicating the route and any other necessary and useful information about the rally.

Route Bulletin (Route amendment)

A communication relating to a change in the route / itinerary / schedule.

RSM (Regularity Start Manned)

Manned start of a Regularity Section.

RSS (Regularity Self Start)

A start of a Regularity Section where the start time is determined by the time recorded at the previous TC or PC plus a number of minutes.

RSL (Regularity Start Logger)

Start of a Regularity Section where the start time is recorded by the GPS logger as the crew pass the start line without stopping.

Scheduled Time

The time at which each individual crew is due to report at an MC or TC.

SC (Secret Control)

A control (not in the road book) to check the followed itinerary, time is not an issue.

SPC (Speed Check)

A control (not in the road book) to check the speed and the followed itinerary, time is not an issue.

Sector

Each part of the rally between:

- the start of the 1st participant and the 1st regrouping.
- Between two groupings.
- Between the last regrouping and the finish of a leg.

Standard Time

The time at which a fictional Car 0 would be due to report at an MC or TC.

Stop Astride / Stop à cheval

The car coming to a complete halt with both front wheels across a defined line and neither rear wheel having crossed it.

Test

A track, usually in a closed area, where a specific route (from Test Start to Test Finish) has to be driven as accurately and as quickly as possible. Failure to complete the prescribed route correctly (including hitting a pylon, etc) will be penalised.

TC (Time Control)

Control where you have to check in during the correct minute of your scheduled time.

Time card

The crew's personal card showing all controls to be visited. On this card the actual times are recorded by the marshals. The memory chip on the time card is an integral part of the time card.

TP (Timing Point)

An intermediate or final control on a regularity section where times are recorded to the second.