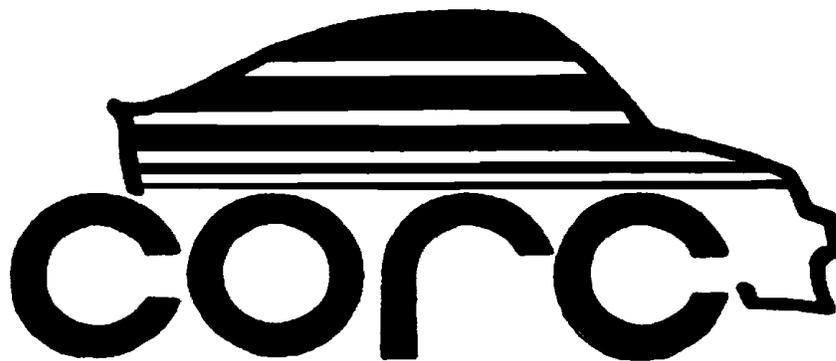


Central Ohio Rally Club

General Instructions

Series Sponsor:
Hurm Family Dentistry



Central Ohio Rally Club

Revised: 06/2021

Introduction:

We would like to welcome you to the exciting sport of Road Rallying! Run on public roads, at or below legal speeds, road rallies are scored on the ability of the driver/navigator team to arrive at an unknown checkpoint neither early nor late, but exactly on time. Route instructions are the team's guide. Navigational equipment ranges from the car's odometer, pencil and paper to sophisticated electronic computational devices. These rallies are designed to introduce motor sports enthusiasts to simple rally techniques and concepts while providing a test of skill for the more advanced novice and expert rallyists.

You will be participating in a straightforward, comparatively uncomplicated event. No attempt will be made to mislead you with gimmicks. Your success will depend primarily upon proper execution of the route instructions in strict accordance with the directions contained in these general instructions. You should, therefore, read these instructions carefully and study the glossary included. The rallymaster or their assistants will be glad to explain any point that is not clear to you. You will be given a set of "Route Instructions" defining the rally course at Registration along with an Addendum to the General Instructions, if needed by the rallymaster. Be sure to look these over and assure that you understand all the terminology that is used in them.

Awards:

Class Definition:

Organizers shall provide for the classification of contestants into four classes, known as Class E (Equipped), Class L (Limited), Class S (Stock) and Class N (Novice). GPS devices not connected to another calculating device (computer, calculator, etc.) are permissible in any of the four classes.

A) Class E

No limit is placed on the equipment permissible for use. Rally apps that calculate timing are also considered E.

B) Class L

The only restriction placed on the permissible equipment for this class is that the computation equipment must not receive a direct input from any distance-measuring device. All inputs for mileage must be made manually.

C) Class S

Paper and "pencil", and timepieces, either electrical or mechanical, which cannot be varied in rate to aid in computation, are permissible. Computation equipment is limited to any standard slide rule-type device(s), single memory, non-programmable calculator(s) and/or tables or books listing speed factors. Curtas and similar mechanical calculating devices may not be used. Mileage measuring equipment is limited to stock odometer(s) in the stock location(s) with a non-varying drive. A calculator maybe used for DIY.

D) Class N:

The equipment for this class is the same as for Class S but to qualify as a Novice you must have competed in fewer than six time-speed-distance rallies and won fewer than three. A calculator maybe used for DIY.

In addition to the above, organizers may offer other classes, such as a vintage class or an “SOP” (Seat-Of-the-Pants) class. The criteria for such class(es) are to be determined by event organizers. For the purpose of official results, such entrants shall also be scored in one of the four official classes above.

Loading the Richta GPS Checkpoints app on an Android Smartphone

Contestants that compete with an Android smartphone will need to be running Android version 5.0 or above on their phone. To check this go to settings/About phone and scroll down to see the Android version. Go to Google Play Store on your phone and search for “Competitor Richta GPS Checkpoints”. You may have to scroll down multiple times to find this app in the search results. Download the app to your phone. There is no cost to you for this app. Once downloaded, open the app. If you get a message saying “App requires location permission,” you’ll need to grant permission for the app to use location information from your phone. To do this, go to Settings/Apps/Competitor. Grant the permission it requires (location). Open this app. Once you arrive at registration you will receive your car number and can enter the info in the app.

Loading the Richta GPS Checkpoints app on the Apple smartphone

Go to Apple App Store on your Apple smartphone and search for “Competitor Richta Checkpoint.” Download the app. There is no cost to you for this app. Once you arrive at registration you will receive your car number and can enter the info in the app.

General Information for all phones about the Richta App

You cannot run any other apps on your smartphone during the rally. If you are planning to use another app during the rally, you’ll need to do that on a different device. When you download the Competitor Richta GPS Checkpoints app, this download has specific data about the rally (checkpoint locations and leg times), although this data will not be visible to you.

Your phone will NOT need to have cell phone service during the rally in order for this app to work. You will have downloaded all necessary information prior to starting the rally. The app only needs location information from the GPS signals. The app has been tested many times and found that it is reliable at all checkpoint locations and in a wide variety of weather conditions.

Wifi is necessary at registration and at the end of the rally only.

Using this app timing is by seconds rather than hundredths.

You MUST keep an eye on your smartphone to make sure that the Richta checkpoint app is still running and is on your phone’s screen. If your phone reverts to its home screen, the Richta app cannot sense your arrival at a checkpoint.

If you encounter any trouble downloading the app please contact Pat Hoffmannbeck at 614-579-3823..

Below is sample of what you will see on your phone when you cross a checkpoint line. I have erased the in-times for this sample.

4:06 LTE

CORC Test • Car #15

Rally Clock Score
16:06:53 547

GPS Accuracy Time Allowance
4 meters 00:00

TA- TA+

Completed Checkpoints

| CP | In Time | Difference | Score |
|-----|---------|---------------|-------|
| #32 | | 00:07.6 Early | 7 |
| #31 | | 00:00.7 Early | 0 |
| #30 | | 00:14.0 Late | 14 |
| #29 | | 00:10.2 Late | 10 |
| #28 | | 00:16.7 Late | 16 |
| #27 | | 00:19.6 Late | 19 |
| #26 | | 00:20.7 Late | 20 |

[Settings](#) ver. 1.20.1 (108)

Event Awards:

CORC will award certificates to the top cars of each class based on size of each class.

Entries with more than two occupants over the age of eight are welcome, but are not eligible for certificates. The last place official novice finisher will receive a free entry to the next event.

Before the Rally:

Measurement: The rally course has been measured to the nearest .001 mile by a car equipped with a thousandths reading odometer and radial tires.

Safety: Entries are required to have seat belts for each person in the car. In addition, brakes, high and low headlights, tail lights, stop lights, turn signals, tires, rearview mirror, horn and windshield wipers must be in good working order. Recommended safety equipment includes: flares, fire extinguisher, tow rope and first aid kit. The organizers reserve the right to ban from competition any car which does not meet these requirements or which does not otherwise appear road worthy.

Starting The Rally

1. Starting Procedure: Your out-time from the starting line will be start time plus your car number expressed in minutes.

An odometer check zone (ODO) approximately ten miles long will be provided for calibrating your odometer to the way the rallymaster measured the course. The route instructions will contain mileage at each action point on the odo check. An official elapsed time will be given to safely complete the ODO check.

On reaching the end of the odometer check zone, as identified in the route instructions, all competitors will, after reading their odometer, quickly move forward. Avoid blocking the immediate area at the end of the ODO check. Move onto the right berm to wait until the time allowed for completing the ODO check has elapsed. There will be no checkpoint within a quarter mile after the odometer check zone. (See Free Zone).

Running the Rally:

1. Prohibited Roads: You will, at all times, avoid traveling on prohibited roads. These roads will not be considered opportunities or counted to identify the rally course unless the rallymaster has said otherwise in the Addendum. They are to be considered nonexistent. You may be forced to change direction automatically to avoid a prohibited road. (See Glossary)

2. Course Following: At each intersection where an instruction to turn does not apply, continue in the most nearly straight-ahead direction without regard for changes in route name or number. This includes roundabouts.

Use an instruction to turn only if its execution requires you to travel in a direction you would not have otherwise taken. (See Priorities)

3. Signs and Landmarks: Signs and landmarks utilized as clues in the route instructions have been carefully selected to be visible from the rally route without the use of auxiliary lighting. If you are using a hand-held spotlight, however, be careful to avoid flashing it on inhabited dwellings along the rally course. The auxiliary light may be of assistance in identifying road numbers and names.

Signs are defined as any readable material appearing along the rally course on either side of the road and facing in any direction. However, you will not be required to look behind you to read a sign.

Signs quoted in full will be enclosed in quotation marks in the route instructions. If only part of the readable material on a sign is quoted, the part quoted will be enclosed in quotation marks, and preceded by the letters SRIP (Sign Reading In Part).

Example. 15. Left at SRIP "Limit".

The above instruction could be executed at signs such as "SPEED LIMIT 35" or "LOAD LIMIT 10 TONS".

Some road or advertising signs have small text identifying the owner or manufacturer of the sign. As an example, stop signs manufactured by the Ohio Dept of Transportation have a small "ODOT" reversed out of their border, and some billboards have the name of the advertising firm under the actual area used for the advertising. Such owner/manufacturer labels shall **NOT** be considered "readable material" for purposes of distinguishing between signs reading in full and signs reading in part (SRIP).

Variations in spacing and punctuation in quoted material may be ignored, but spelling must be identical to that on the sign quoted. Markings such as arrows, etc. and other illustrations on a quoted sign are not considered readable material and are to be ignored unless they are specifically reproduced with the quoted materials in the instruction. At no time will portions of words or digit strings be quoted (e.g., SRIP "HER" from a sign reading "TOGETHER" or "SRIP "4" from a sign for Route 644).

The same sign or landmark will not be used for separately numbered consecutive instructions. Separately numbered consecutive instructions may, however, refer to identical signs or landmarks at different locations.

Example 21. Turn toward "STOP".
22. Turn after "STOP".

The "STOP" in instructions 21 and 22 are not the same sign. Although they may be identical, they must be separate signs.

All the readable material on one background is one sign. If two or more signs, each on its own background, are supported by the same post or posts, each is considered a separate sign. Signs on the road surface will not be used. No obviously temporary signs will be used (e.g. "For Sale"... signs).

When a landmark or place is referred in an instruction, it will not be enclosed in quotation marks.

- Example:
- 22. Turn toward church
 - 23. Turn toward Methodist Church
 - 24. Turn toward “CHURCH”

Instructions 22 and 23 require you to turn toward a building which you can identify as a church (22) or as a specific church (23). Instruction 24, on the other hand, requires you to turn toward a sign that reads in full “CHURCH”. Note that the sign may be located such as to require you to turn away from the building itself.

4. Execution of Route Instructions: You will begin execution of each numbered instruction in numerical order and will complete execution of that numbered instruction before attempting to execute the next numbered instruction.

5. Speed Changes (CAST) and Timing: Speed changes will be made at a designated sign or landmark as referenced in a Route, General or Special Instruction. However, if a speed change is referenced to an intersection, the speed change shall be executed at the STOP sign, the YIELD sign, the center of an intersection, or apex of a turn—in this priority.

6. Delay Procedures: If you are delayed along the rally route for any reason, you may enter a time allowance without any penalty. You enter a time allowance directly in the Richta competitor app by pressing +TA button. Each press of the TA+ button adds more time allowance time. The increments of time allowances are 10 seconds, 20 seconds, 30 seconds, 1.5 minutes, then one minute increments up to 19.5 minutes. You can remove some of all the time allowance by pressing the -TA button. Your time allowance will automatically reset to zero at the next checkpoint. You must enter a time allowance before the next checkpoint. **DO NOT ENTER ROUTE SPECIFIED PAUSES IN THIS APP.**

7. Control Procedures

We are utilizing a new procedure for timing at checkpoints. Your phone will chime when you pass each checkpoint and will note your arrival time on your phone’s screen and compute your score.

Do not stop at checkpoints. Continue rallying as if there had been no checkpoint. Your score at a checkpoint will give you a hint as to whether you are running fast or slow and you should adjust your speed accordingly. If you were late or early coming into the control you will either need to make up that time, put in a pause for the time or wait out your early points before you pass the next checkpoint. At the rallymaster’s discretion the error factor can continue at each leg or reset at each leg.

Restart points are identified in the route instructions normally accompanied by a time of day restart. You should have a couple of minutes to stop and relax at each restart point. Your phone should make a noise and display your restart time as you approach each restart point that begins a timed section. There is a .25 mile Free Zone (no checkpoints) after each restart point.

Scoring

Your score will be determined by totaling the combined time error and other penalties (if any) for each leg. In the event of a tie, the higher position will be awarded to the car winning the most legs. Although protests relating to the course and scoring will not be accepted, you are invited to bring any apparent discrepancies to the attention of the rally officials at the finish.

1. Timing:

1 point for **each 1 second** early or late with a max of 30 points per leg.

2. DIY 1 point for each second of error with a max of 25 points.

Discrepancies:

While every rally has been carefully written, it is nearly inevitable that there will be a problem sometime. Please bring it to the attention to the scoring table. The organizer of the event will come to some conclusion about the validity of the problem and make a ruling on it. The organizer will explain any such action taken just prior to the announcement of results.

Glossary of Terms

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| Action Point | The physical location where an instruction is to be executed. |
| Acute | A turn which is definitely more than 90 degrees. |
| After | Any distance from one inch to infinity after the landmark. |
| At | In the immediate vicinity of a landmark. |
| Average Speed | The official average speed that the contestant is to maintain until the next speed change. All average speeds are in miles per hour. |
| Bear | A turn that is definitely less than 90 degrees. |
| BFZ | Begin Free Zone. |
| BTZ | Begin Transit Zone. |
| Before | Indicates that the action point precedes the landmark. The landmark is easily seen from the action point. |
| Blinker | A fixed traffic control device at an intersection consisting of a single light, usually red or yellow that flickers or blinks. It may or may not be operating. |

All flashing lights at a single location are considered a single blinker.

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| Bridge | A structure over water or a sudden change in landscape, without continuous land support from one end of the structure to the other. |
| CAST | An abbreviation for <u>C</u> hange <u>A</u> verage <u>S</u> peed <u>T</u> o – It is included in an instruction with a description of a speed change point and an average speed stated in miles per hour (e.g., CAST 36 at “CHURCH”). |
| Checkpoint | A point on the rally course at which contestants are timed. |
| Confirm | To identify a landmark as verification that the contestant is on course. |
| Cross | To go straight across. To cross a divided highway is to cross all lanes. |
| Crossroad | An intersection where public roads cross each other at the same level in the general shape of a “+”. |
| CZT | Car Zero Time. |
| DIY | An abbreviation for <u>D</u> o <u>I</u> t <u>Y</u> ourself. A section of the rally route not necessarily run at rally speed, over which you are to calculate your perfect elapsed time. The DIY is a free zone. |
| DNF | An abbreviation for <u>D</u> id <u>N</u> ot <u>F</u> inish. A car which leaves the event before completion. |
| EFZ | End Free Zone. |
| ETZ | End Transit Zone. |
| Follow | When told to <u>f</u> ollow a road you are to maneuver so as to stay on the road by name or number until such time as the next numbered instruction can be executed. This may mean that you have to leave the most nearly straight path in order to stay on the given road. At least one action (to stay on the followed road) must be made which would not have been made in the absence of the follow instruction. Should the name and number of the road diverge, the number shall take priority. In the event that you are forced to leave the given road, and then re-encounter it prior to executing the next numbered instruction, you are to resume your follow. |
| Free Zone | A part of the course in which there are no checkpoints. The odometer check zone, transit zones, all State Routes, U.S. Routes, and Interstates are free zones. There will be a free zone for .25 miles following the odometer check, and the action point at each timing instruction. |

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| Gain | To use less time between two given points, or over a specified distance. The time to be gained is subtracted from the time otherwise required to travel the distance between the two points at the current average speed. The portion of the course in which the gain applies is a free zone. |
| General Instructions | Rules governing the rally which are usually issued at registration and include all the information necessary to participate in the event except the route instructions. |
| In Time | The actual time of arrival at a checkpoint as determined by the official timer. The in time is recorded in local time of day showing the hour and minute to the closest second. |
| Intersection | The area common to the meeting or crossing of two or more public roads (not including prohibited roads) at the same level. |
| Jog | A turn in the indicated direction at a T-intersection followed by a turn in opposite direction at a sideroad such as to return to essentially the same direction as you were traveling prior to initiation of the jog. The second turn will be approximately within 0.10 mile of and within sight of, the first turn. A jog is not complete until the execution of the second turn. |
| Keep | A term, sometimes redundant, used to clarify your path at an intersection or to assist in avoiding a prohibited road (e.g., Keep right to avoid private drive). |
| Left (L) | A turn to the left. (See Turn). |
| Lose | To use an additional amount of time between two given points, or over a specified distance. The time to be lost is added to the time otherwise required to travel the distance between the two points at the current average speed. The portion of the course in which the lose applies is a free zone. |
| Mileage Instruction | A numbered route instruction with the instruction's official mileage. Mileage instructions are to be executed at the designated mileage irrespective of redundancy and other priorities. |
| MPH | An abbreviation for <u>M</u> iles <u>P</u> er <u>H</u> our. |
| NRI | Numbered Route Instruction |
| Odometer Check Zone (ODO Check) | A portion of the rally route, approximately ten miles in length to provide an opportunity for the rallyist to compare their odometer readings with the official mileage. |

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| Official Leg Time | The time, computed by the rallymaster, for completing a leg. |
| Official Mileage | A distance measured to the nearest 0.01 mile between two points on the rally course. Overall official mileage is measured from the beginning of the odometer check, while official leg mileage is taken from checkpoint to checkpoint. |
| On/Onto | To place yourself on a specified road by name or number. |
| Opportunity | This term is usually utilized with qualifying words which together designate a road onto which you are to turn. Prohibited roads are not opportunities (e.g., Left third opportunity. This instruction will be interpreted to read: turn left onto the third road to the left, not considering prohibited roads.) |
| Overpass | Where the road you are traveling passes over a road or railroad at a grade separation. |
| Pause | To delay your progress at a specified point by a given amount of time. A pause is a separate addition to your Time-Speed-Distance calculations. Pauses are in seconds, 10, 20, 30, 1.30 minutes. |
| Paved | A paved road has a hard bound surface – concrete, macadam, cobblestone, brick, asphalt, chip and seal, etc. (Loose gravel over pavement is paved). |
| Priorities | <p>A list of criteria provided below is to assist in determining the appropriate path at an intersection. The following list should be used to resolve apparent conflicts. When the paths as designated by two priorities conflict, the higher priority (lower sequence number) shall take precedence. If the designated paths go in the same direction (are redundant), the lower priority (higher sequence number) shall be used. Unless amended by an Addendum to the General Instructions, the following priorities shall be used:</p> <ol style="list-style-type: none"> 1. Mileage Instruction (Must be executed at indicated mileage). 2. Special Instruction 3. Numbered Instruction 4. T-Rule (if used) 5. Follow (if used) 6. Most Nearly Straight |
| Prohibited Road | <p>The following type of roads are prohibited roads:</p> <ol style="list-style-type: none"> a. Any road marked “Dead End”, “No Outlet”, “Do Not Enter”, “Private”, etc. b. Any obviously private road such as a farm entrance or entrance to a parking lot, etc. (except when explicitly told to do so). |

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| RRX | A railroad crossing (RRX) where one or more sets of tracks cross a road at grade level. All tracks within 0.10 mile are counted as one crossing. |
| RXR | The road sign designating a railroad crossing – round with black legend on a yellow background. |
| Right | A turn to the right (See Turn). |
| Roundabout | A circular untraveled land area at a crossroad, bound on all sides by roadway. The entrance to the roundabout is a forced right. Pretend the roundabout is not there when following the course. i.e. if told to go left, you must proceed to the right and go $\frac{3}{4}$ of the way around it before exiting to the right, |
| Sideroad | A public road going in a single direction from the road you are on. At a sideroad it is possible to continue straight ahead and to turn either left or right, but not both. |
| SOL | Sign on Left |
| SOR | Sign on Right |
| Special Instruction | An instruction provided on a checkpoint instruction slip which is eligible for execution at the timing line of the control where issued and is cancelled at the timing line of the following control or upon complete execution, whichever comes first. If multiple Special Instructions are given on a Checkpoint Slip, they need not be executed in the order they are listed. They may be executed in any order, or not at all. |
| SRIP | An abbreviation for <u>S</u> ign <u>R</u> eading <u>I</u> n <u>P</u> art, utilized to indicate that a sign is only partially quoted. The portion quoted may not necessarily be the largest lettering on the sign, but will be easily readable from the competitor's vehicle, and at rally speed. |
| STOP | The official road sign, white on red, where competitors are required by law to come to a full stop. A stop sign visible from the rally route but not governing the action of the contestants is not to be considered unless quoted. Multiple signs at the same intersection count as one sign. |
| T or Tee | A junction of roads in the general shape of the letter "T". It is approached from the stem of the T and offers only the choice of a right or left turn. You cannot go straight at a true T. While the two turns possible at the T may not both be equal to 90 degrees, the smaller angle as measured from the stem of the T must be obviously more than 60 degrees. When the smaller angle, as measured from the stem of the T is obviously less than 60 degrees, the junction is considered a "Slant T" – you can go most nearly straight at a Slant-T. Questionable situations will be clarified in the route instructions or by using a course marker. |

Continuity of designation of road surface is not required at a T. Encountering an official yellow and black “T” warning sign in advance of the intersection, shall automatically define the intersection as a T as well as a double-headed arrow sign (↔) located parallel to the top of the T, ahead of you as you approach the intersection.

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| T-Rule | A procedure used to define the rally route at a “T” intersection. (e.g. T-Rule Right, T –Rule L). |
| Timing Instruction | A numbered instruction used to establish the perfect, elapsed time between two points on the course (e.g., speed changes, pauses, etc.). |
| Traffic Signal Traffic Light | A signal light controlling traffic on your course composed of red, yellow (sometimes omitted), and green lights. It may be set for sequential operation or it may be blinking. All lights at a given intersection shall be counted as one signal. |
| Transit Zone | A part of the course for which no average speed is given, with the beginning and end identified by landmarks or signs. The elapsed time for passage is stated in the instructions. It is generally used to take cars through construction zones or heavily traveled areas. |
| Triangle | A three-sided untraveled land area at an intersection bound on all sides by roadway. The fact that it is a triangle should be easily discernible. It may be to the left, right, or ahead of your course. You may not execute two consecutively numbered instructions at a given triangle. |
| Turn | To make a change of direction at an intersection which would not have been made in the absence of an instruction. Unless otherwise specified, an instruction to turn will be executed at the first opportunity. You may be instructed to “turn right” or “turn left” or the instruction may simply read “turn”, “right” or “left”. In any case the turn, unless otherwise stated, may be any angle from one to 179 degrees. |
| Turn Toward (Turn Away From) | To turn so as to travel closer to (farther away from) the cited landmark. |
| Underpass | Where the road you are traveling passes under a road or railroad at a grade separation. |
| Y | An intersection having the general shape of the letter “Y” requiring a turn to the left or right, both turns are less than 90 degrees. Y An intersection having the general shape of the letter “Y” requiring a turn to the left or right, both turns are less than 90 degrees. Usually referred to in terms of “Keep Left at “Y” or “Keep Right at “Y”. |