

# **Oregon 1000 Rally**

## **General Instructions**

### 1. Headquarters

**Courtyard Marriott**  
**15686 SW Sequoia Parkway**  
**Tigard, OR 97224**

### 2. Schedule

<b>Signing of Waiver &amp; Issuance of Routebooks</b>	Saturday, August 1	7:00am
<b>Competitors Briefing</b>		7:30am
<b>Car Zero Begins Day One</b>		8:00am
<b>Sweet Home Lunch Break (approx.)</b>		1:30pm
<b>First Car arrives in Prineville (approx.)</b>		6:55pm
<b>Prineville Chamber of Commerce Dinner</b>		7:30pm
<b>Car Zero Begins Day Two</b>	Sunday, August 2	8:30am
<b>Antelope/Shaniko Lunch Break (approx.)</b>		1:00pm
<b>First Car arrives at Stonehedge Gardens Hood River (approx.)</b>		5:15pm
<b>Oregon 1000 Awards Banquet</b>		6:00pm

### 3. Classes

Classes will be as per the SCCA 2009 RRRs (E – Equipped, L - Limited, S - Stock). Class awards will be presented for the overall weekend only. However, for the 2009 SCCA RoadRally Championship each day will count as a regional event, such that completing the event will be worth (2) touring events of points.

### 4. SCCA Rally Rules

This event will be governed by the 2009 SCCA Road Rally Rules (RRRs), as modified and supplemented by these General Instructions. Copies of the RRRs are available for download on the SCCA website ([www.scca.com](http://www.scca.com)). Missing punctuation on quoted signs should be ignored, for example a “25 MPH” sign may or may not have periods between the M, P, and H. Do not refuse an instruction due to missing punctuation, as this is a touring event without tricks and traps.

### 5. Starting Procedures and Car Numbers

Route Instructions will be issued upon signing of the insurance waiver and receipt of the Emergency Notification and Inspection form. We will be running with even car numbers only, effectively creating a two minute window between competitors.

Competitors will also be issued two magnetic car numbers to be placed one on either side of the car. Please return magnetic car numbers to the Rally Committee when you arrive at the finish location on Sunday. Competitors will be charged \$10 for lost car numbers.

## 6. Event Format

The Oregon 1000 Rally uses a fictional CAR ZERO that will start the first TSD section of the event at 8:40am Saturday and follow the route perfectly through the event, staying exactly on time at all times. You must start the first TSD section of the event at exactly your-car-number-of-minutes after CAR ZERO. The rally is divided into several TSD and Transit sections. The end location of one section is the start location of the next section. The start/end locations will be clearly identified in the route instructions. The route instructions will also list the CAR ZERO start time for each section, and you must zero your odometer and start each section at exactly your-car-number-of-minutes after CAR ZERO. Each TSD section will include one or more PASSAGE (or closed) controls.

## 7. Measurements

The Oregon 1000 Rally was measured using an Alfa Elite rally computer run off the left rear wheel of a 2005 Mazda 3, which was previously calibrated to approximately statute miles. The course was measured at rally speeds on a typical sunny day with temperatures ranging from the 50's to the 90's. Official mileage to all speed changes and control locations was measured to 0.001 miles and calculated to 0.0001 minutes, then truncated to .01 minutes. The mileages in the routebook are truncated to .01 miles.

## 8. Penalties

Each 0.01 minute early or late:	1 point
Maximum time penalties:	50 points
Creeping penalty:	25 points

Creeping is defined as traveling at less than ½ the CAST, or taking evasive action within sight of a control. If the control worker believes you are creeping, you will be informed by a hand wave or a flashing of car headlights. If you do not immediately accelerate to the assigned CAST, you will be assessed the creeping penalty.

## 9. Time Allowance

19.50 minutes of Time Allowance will be allowed for each day. There will be no penalty for Time Allowance. The first allowance taken in a TSD section must be on the half minute; all additional allowances in that same TSD section must be in whole minutes. If you take an allowance, you must carry that allowance to the end of that same TSD Section. Utilize the Transit sections to regain your road position, by reducing the break time added to the CZT for starting the following TSD section, in effect selling back your TA. A written request must be submitted on the TA form included with registration materials. The completed TA form must be delivered to a rally official at an OBS control before the contestant receives any timing information.

Please do not abuse the privilege; use only when you must do so for safety reasons, not for your own convenience. If a competitor repeatedly uses a TA to avoid working a control, they will be disqualified from the event. In the run-work format, excessive TA use by one car will delay the entire event. Finally, if you find yourself running on the same minute as another car, the higher numbered car should take an additional minute to provide a safe separation.

## 10. Timing and Scoring

Scoring will be done from control logs. There will be a scorecard printed on the inside of the back cover of the route book for competitors' convenience.

## 11. Calculation and Use of CZTs.

The Route instructions will contain a column labeled CZT. When a time appears in that column, you are to leave the point first referenced in the accompanying instruction at that time plus your car number in minutes. The CZT has been calculated by, first, using the standard formula to reach the point referenced at the assigned speeds, then adding some amount of time for you to prepare for the next leg. Some CZTs include time for a break, as described in the accompanying instruction.

## 12. Route Following Priorities

The Route Following Priorities and Principle Road Rule are as defined in the 2009 RRRs in Article 22.

In summary, follow the obvious continuation of the road upon which you are traveling until you reach an opportunity to execute an NRI. This may involve following curve arrows, painted lines, remaining on similar surface, etc.

## 13. Pauses & Speed Changes

Pauses listed in the NRI's shall be assumed to be in hundredths of minutes unless otherwise noted. For example an NRI reading Pause 25 at "CONGESTION", shall be interpreted as pausing 25 hundredths of a minute.

There will be no timing controls within 0.200 miles following a pause or speed change.

## 14. Timing Controls & Run/Work Control Operation

The Oregon 1000 Rally will use only passage controls, and they will be of the run/work format. If you encounter an official SCCA "clockface" sign (to be displayed at registration), you will be timed as your front tires pass the Passage Control sign, and should continue onward without stopping.

If you encounter an official SCCA "checkpoint" sign (also to be displayed at registration), you will be timed just as in the above scenario. You should then safely stop, and follow the directions as to where to park, and prepare to time cars immediately. The checkpoint will obviously already be set up, and you will be given the clock and log. Upon passage of the last car, add twice the number of cars to your car number (i.e. 34 with the current 17 car field) and proceed to the next CZT point, to start the next leg.

After passing the Passage Control sign, you then begin a free zone until a subsequent NRI includes a Car Zero Time which marks the end of the leg, and the start of the following leg. These free zones will extend 0.50 miles beyond the mileage of the NRI containing a CZT to keep competitors from blocking the area of the NRI. There will always be an NRI with a CZT after a Passage Control and prior to the next Passage Control.

Competitors may be required to work more than one control per day. You will be referred to by your starting car number for the duration of the event for identification purposes. Your working car number, however, will increase by 34 (twice the 17 cars entered) when you work a control. So car 6 will become car 40 for purposes of Car Zero Times.

## 15. Observation (OBS) Controls

You may encounter OBS Controls (identified by an official SCCA OBS sign to be displayed at registration) at various break locations during the rally. The OBS control will have official CZTs for all controls encountered to that point of the rally.

## 16. Glossary

**BFZ** Begin Free Zone

**CUQ** Comes Up Quick

**CZT** (Car Zero Time) The official time for the fictional **CAR ZERO** to depart from or take other action at a point as stated in a route instruction. The contestant's time to take such action is determined by adding the contestant's car number, in minutes, to car zero's time.

**EFZ** End Free Zone

**HTS** Hard To See

**SOL** Sign On Left