

# SUPPLEMENTARY REGULATIONS

## The Mt. Hood Rally

October 21st, 2006

(These Supplementary regulations are tentative and subject to change. Supplementary regulations posted on this site after October 1<sup>st</sup>, 2006 are final and any changes will be handled through a driver bulletin at the event.)

Sanctioned by:

**Rally America**

Promoted by:

**The Oregon Rally Group**

These Regulations are presented as supplements to the 2005 Rally America Performance Rally Rules.

## Section 1: Timetable

### October 20th, 2006 (Friday)

18:00 – 19:00	Registration and Scrutineering <b>for New Competitors' only</b> (others if space available)	Les Schwab Tire Center 3140 Cascade Ave. Hood River, OR 97031
19:00 – 20:00	Registration and Scrutineering	Les Schwab Tire Center 3140 Cascade Ave. Hood River, OR 97031
19:15 – 20:45	New Competitors' Seminar	Charburger Country Restaurant 4100 Westcliff Dr. Hood River, OR
18:00 – 20:00	Alternate location Registration and Scrutineering <b>Licensed competitors only</b>	Performance Warehouse 9444 N Whitaker Rd Portland, OR

### October 21st, 2006 (Saturday)

8:30 – 9:00	Driver's Meeting	North End of FS Rd 17 (see directions below)
9:15	First Car Starts	North End of FS Rd 17 (see directions below)
19:50	First Car Finishes	South End of Gilhouley Rd

MTC/ATC	LOCATION	ARRIVAL TIME	FCO	STAGE MILES	SECTION TIME	ROAD MILES
<b>MTC 1</b>	North End 17		9:15			
To					0:01	0.10
<b>ATC 1</b>	<b>Seventeen South</b>	9:16	9:19	5.4		
To					0:31	6.5
To	<b>Service</b>	9:47			0:30	14.7
<b>ATC 2</b>	<b>Gilhouley North</b>	10:17	10:20	4.9		
To					0:39	11.7
<b>ATC 3</b>	<b>Fir Mountain South</b>	10:56	10:59	4.3		
To					0:32	6.0
<b>ATC 4</b>	<b>Seventeen South</b>	11:28	11:31	5.4		
To					0:31	6.5
To	<b>Service</b>	11:59			0:50	14.7
<b>ATC 5</b>	<b>Gilhouley North</b>	12:49	12:52	4.9		
To					0:39	11.7
<b>ATC 6</b>	<b>Fir Mountain South</b>	13:28	13:31	4.3		

To <b>ATC 7</b>	<b>Seventeen South</b>	14:00	14:03	5.4	0:32	6.0
To	<b>Service</b>	14:31			0:31	6.5
To <b>ATC 8</b>	<b>Seventeen North</b>	15:18	15:21	5.5	0:47	6.5
To <b>ATC 9</b>	<b>Fir Mountain North</b>	15:52	15:55	4.3	0:34	6.0
To <b>ATC 10</b>	<b>Gilhouley South</b>	16:30	16:33	4.9	0:38	11.7
To	<b>Service</b>	17:03			0:33	14.7
To <b>ATC 11</b>	<b>Seventeen North</b>	17:50	17:53	5.5	0:47	6.5
To <b>ATC 12</b>	<b>Fir Mountain North</b>	18:24	18:27	4.3	0:34	6.0
To <b>ATC 13</b>	<b>Gilhouley South</b>	19:02	19:05	4.9	0:38	11.7
To <b>ATC 14</b>	<b>Gilhouley South</b>	19:35	19:38	4.9	0:33	14.7
Finish of	<b>Mt. Hood Rally</b>	19:53			0:18	0.1
		<b>MILEAGE</b>	<b>TOTALS</b>	<b>68.9</b>		<b>162.4</b>

## Section 2: Registration, Scrutineering, Start and Finish

### Registration and Scrutineering:

Registration and Scrutineering will take place October 20th between 6:00pm and 8:00pm, in two separate locations. Unlicensed Competitors must attend registration and scrutineering between 6pm and 7pm at Les Schwab tire center in Hood River. Other competitors can register and have their vehicles scrutineered at either Les Schwab Tire Center in Hood River from 7pm to 8pm (and on a space available basis between 6pm and 7pm) OR at Performance Warehouse in Portland from 6pm to 8pm.

### Start:

Time cards will be handed out at 8:30 at the drivers meeting, at the North end of Forest Service Road 17. Follow the below directions to find the North End of Forest Service Road 17.

From the intersection of Interstate 84 and Hwy 35 in Hood River:

- 0.0 Head south on Highway 35
- 10.5 Turn left on Pine Mont Rd.
- 19.3 Turn left into the parking lot just before the ATC.

From the intersection of Hwy 26 and Hwy 35 on Mt. Hood:

- 00.0 Head North on Highway 35

- 28.5 Turn right on Pine Mont Rd. (Sign was missing last I checked, backfacing sign was there)
- 37.3 Turn left into the parking lot just before the ATC.

**Finish:**

The end of the competition portion of the event is at the end of stage 14 on Gilhouley Road. Scores will be available at the Charburger Country Restaurant 4100 Westcliff Dr. Hood River, OR. Scores will be provisional and posted at as soon as possible following the event.

**Section 3: Organization**

Chairman.....	Simon Levear	Clerk of the Course.....	Simon Levear
Scoring Chief.....	Karen Levear	Radio Coordinator.....	
Registrar.....	Jacque Janulis	Chief of Control.....	Gloria Hale
Safety Steward.....		Event Steward.....	
EMS Coordinator.....	Jeff Mathia	Operations Steward.....	
Chief Scrutineer.....	John Elkin	Safety Steward.....	
Stage Captain.....	Carmen Batman	Pace Car.....	Tabor
Stage Captain.....	John Olsen	Sweep Car.....	Mike Shade
Stage Captain.....	Ben Trijillo	Advance Car.....	Rich Olmstead

**Official Notice Board**

The official notice board will be located at the Little John Sno-Park prior to the rally start, and will stay there through the conclusion of competition.

**Rally Information Center:**

At the service area, a ham radio operator will operate a Rally Information Center. They will post stage schedule information and DNF information and will attempt to give service crews updates on their cars. We would like service crews to take advantage of this service if their team DNF's. Please contact the Rally Information Center and find out the best way to reach your team, and then let the radio worker know when you arrive at the stage what your plans will be for extricating your car. Let us help you!

**Section 4: Description**

The purpose of the 2006 Mt. Hood and Hood River Rally is to continue the relationship with Hood River County and the US Forest Service and Mt. Hood National Forest with the Rally America and Oregon Rally Group, and to demonstrate the impact of a performance rally to the forest and local community. Competitors are reminded that every effort should be made to make this a positive experience for the County and Forest Service. The intent is to develop a relationship that will lead to future events.

The Mt. Hood Rally will be a coefficient 3 Rally. The 2006 Mt. Hood Rally is approximately 231 miles in length with 14 special stages totaling 69 miles. Stages will be in Hood River County Forest Land and US Forest Service Land in the Mt. Hood National Forest, Hood River District. . The rally will start at 9:15 hours on October 21st, 2006. All stages are gravel. The final details of the route, as well as time controls, neutralization periods, regrouping points, and route controls are described on the time schedule contained in the Route Book. The Route Book and the final itinerary will be issued after successful completion of Scrutineering. The cars will run at one-minute intervals unless excessively dusty conditions necessitate greater spacing.

## **Section 5: Entry Form, Entries**

Entries shall be submitted by mail, or fax, on a standard Rally America entry form, or on-line at the Rally America Website. The entry form must be complete, including car class and seed.

## **Section 6: Entry and Insurance Fees and Entry Limit**

The entry fee for the Mt. Hood Rally is \$425 if received by October 1st, 2006, or \$500 if received by October 20th, 2006. Entries will not be accepted after October 20th, 2006. Checks should be made payable in U.S. funds to **Oregon Rally Group** and mailed to Mt. Hood Rally Chair, 10318 SW Riverwood Lane, Tigard, OR 97224. An entry fee will be refunded only if an entry is not accepted, the vehicle does not pass scrutineering, or the event does not take place. Once the vehicle has passed scrutineering, the entry fee is not refundable. If you have entered early and withdraw from the event prior to October 15<sup>th</sup>, 2006 you will receive a complete refund. If you withdraw after October 15th, 2006 you will receive a complete refund less a \$30 processing fee.

### **Rally America Waiver Form:**

It is the competitor's responsibility to assure that each team member (Driver, Co-driver, and all Service Personnel) personally signs the Rally America Waiver Form and displays the required wristband throughout the event. Service personnel not displaying the wristband are not permitted to work on a competition vehicle. Violation of this requirement will result in penalties for the competing team.

### **Insurance Limits Verification:**

Insurance limits need to be verified for both the rally and service vehicles at registration. The minimum insurance requirements if written using "Split Limits" are \$100k for Bodily Injury Liability (each person), \$200k for Bodily Injury Liability (each accident), \$50k Property Damage (each accident); OR (as may be shown on some policies) "Combined Single Limit" of \$200k. These limits apply to BOTH your rally and service vehicles. Bring paperwork that shows this to registration

### **Novice Competitors' Licensing Seminar:**

The mandatory Novice Competitors Beginners' Licensing Seminar will be at 19:15 Friday at Charburger Country Restaurant 4100 Westcliff Dr. Hood River, OR. All previously unlicensed competitors are required to attend.

Novice Competitors are encouraged to contact Rally America prior to the event to have a car number assigned, and to obtain Rally America visual package.

## **Section 7: Scrutineering**

October 20th, 2006      6pm – 8pm

A car will be clean (washed) when it reports for scrutineering.

No car will be allowed to start unless it complies with Rally America safety regulations.

As per the sanction exemptions: "The addition to the Rally America Performance Rally Rules, page 26 Section 3.1 of part K with:

- K.      The vehicle car number must be displayed on the rear of the vehicle in lettering at least 3 inches tall in a color contrasting to the background.

\*THIS MEANS YOU MUST HAVE YOUR CAR NUMBER ON THE BACK OF YOUR VEHILCE\*

## Section 8: Service

There will be a designated service area for this event. The service area will be at the Little John Sno-Park. Follow the directions below directions to find the Little John Sno-Park.

From the intersection of Interstate 84 and Hwy 35 in Hood River:

0.0 Head south on Highway 35  
26.0 Turn left into Little John Sno-Park

From the intersection of Hwy 26 and Hwy 35 on Mt. Hood:

00.0 Head North on Highway 35  
13.0 Turn right into Little John Sno-Park

The Rally Information Center will have information on DNF's, and there will be restrooms available. Open service is not permitted on this event. Trailers are allowed in service.

Tarps are required under the car during service.

Service crews are reminded to leave the service area **cleaner** than when they arrived. A good impression will lead to future events.

As per the sanction exemptions:

- F. Service vehicle identification, **provided by the competitor**, must be placed in a highly visible location on the front part of the vehicle so as to be visible to an Observation "O" Control. The minimum requirement for the identification is the equivalent to a 4"x6" card with the competitor's car number clearly marked. The service vehicle will have equivalent identification for each of the competitors they are servicing. Service vehicle and personnel must follow their designated route and stop at all Observation Controls encountered.

\*\*\*\*\*THIS MEANS YOU MUST PROVIDE SERVICE VEHILCE IDENTIFICATION\*\*\*\*\*

## Section 9: Pace Notes

The prohibition against pace notes will be strictly enforced.

## Section 10: Traffic Infringements

Any traffic citation received during the running of the event by any crew or service crew will be reviewed by the Event Steward for compliance with Rally America Performance Rally Rules Article 8.

## Section 11: Marshals' Identification

Control marshals will wear yellow or orange control marshal vests.

## Section 12: Controls and Timecards

All control (i.e. main time controls, arrival and start of special stages, flying finish and stop control, regrouping and neutralization zone control) will be indicated by means of standard FISA-style signs as follows:

- The Entrance to an ATC is indicated by the yellow clock sign.
- The Timing station at an ATC is indicated by a red “Clock” sign.
- The Stage Start is indicated by a red “Start Flag” sign.
- The “End Control Zone” sign is beige
- The sign 100 yards before the end of a stage is a yellow checkered flag sign
- The “Special Stage Finish” sign is a red checkered flag sign
- The sign at the timing control is a red STOP sign
- The “End Control Zone” sign is beige
- Observation Controls will have a yellow “Clock” sign, a red “Clock” sign, and a beige “End Control Zone” sign

Competitors may check in early at the final control of the day and declare their ideal arrival time as long as that time has not passed.

The entries on the competitor vehicle timecard are the official record from which scoring decisions will be made. It is the responsibility of the competitor to verify all entries made on the Timecard at the time of entry. No changes to an entry on the Timecard, other than changes made by control personnel at the time of original entry, will be made except at the discretion of the organizers when there are:

- Discrepancies with the control logs
- Mathematical errors in stage time computations

### **Exclusion for Lateness**

The maximum permitted lateness (MPL) is thirty (30) minutes. Lateness at any ATC, or MTC counts towards the MPL. Exceeding the MPL results in exclusion.

For scoring purposes, each minute of lateness will be scored as 12 seconds (0.20 minutes), per Performance Rally Rules, p. 67, section 8.1.C.

### **Exclusion for Earliness**

The maximum time allowed for early arrival is ten (10) minutes. Early arrival at any ATC counts towards exclusion. Exceeding early arrival results in exclusion.

If you arrive at a control early and are waiting outside the control the control crew may ask you to enter the control early with no penalty. This request will take the form of the control worker approaching the vehicle and having a verbal discussion with the occupants.

## **Section 13: Application and Interpretation of the Regulations**

The Event Steward is charged with the application of the present regulations during the running of the event. The standard Rally America procedure will be used in case of claims.

Inquiries shall be written on plain paper and submitted to the Event Steward, or the Event Chairman in this order. If an Inquiry is presented to the Scoring Crew it will not be considered a valid Inquiry.

**Judges of the Fact:** Stage Captains or their designate will be deemed “judges of fact”. Stage Captains may elect to seek the advice and counsel of the Chairman, the Chief Scrutineer, the National Safety Steward or other Rally Officials, prior to making a decision.

## **Section 14: Amendments to the Regulations – Supplements**

Amendments or additional provisions to these regulations will be announced by dated and numbered information bulletins. The bulletins will be regarded as an integral part of these regulations. The

bulletins will be posted on the official notice board, and may also be directly communicated to the participants during the running of the event. Participants must acknowledge receipt by signature of bulletins directly communicated at time control points, unless this procedure is materially impossible.

## **Section 15: Exceptions from Rally America Performance Rally Rules**

These regulations vary from the standard Rally America Performance Rally rules in the following respects:

The elimination of Rally America Performance Rally Rules, page 7 Section 1.7 part E 3 a. & b. (Section 1.7 part E 3 c. remains)

*Reasoning: Mt. Hood will not have a formal random draw. Start order will be determined by the Stewards.*

The replacement of Rally America Performance Rally Rules, page 8 Section 1.7 part F 3 Column 2 with:

Overall cumulative official mileage from start of the rally or the last point at which mileage was zeroed (MTC, RGC, ATC, or FTC)

*Reasoning: Mt Hood zeros mileage at the FTC.*

The replacement of Rally America Performance Rally Rules, page 8 Section 1.7 part F 6 with:

Course arrows will normally be used to indicate the correct route. They will be placed on the right side of the road. Caution signs, a sign with an exclamation mark (!), will be used to identify a hazard. They will be placed at the hazard and on the right side of the road. Since arrows are supplemental to the route book they shall not be the basis for a claim. In case of a conflict between the arrows and the route book, the route book will prevail. In case of a conflict between banner tape and the route book the banner tape will prevail. At no time should a competitor proceed thru banner tape, regardless of the route book instructions.

*Reasoning: Mt Hood traditionally uses Caution signs, using down facing arrows may confuse competitors. Also course arrows are traditionally placed prior to an action point not at the action point.*

The addition to the Rally America Performance Rally Rules, page 26 Section 3.1 of part K with:

- L. The vehicle car number must be displayed on the rear of the vehicle in lettering at least 3 inches tall in a color contrasting to the background.

*Reasoning: Competitors will more easily identify cars broken down on course with a number on the rear of the vehicle.*

The replacement of Rally America Performance Rally Rules, page 56 Section 7.4 part A 10 with:

Except as indicated on the time card, Competitors may not mark on the time cards (except car numbers at the top of each page). Failure to observe this may lead to exclusion from the event or a ten-minute penalty, at the discretion of the Event Steward or the Event Chairman.

*Reasoning: The Scorecard used at Mt. Hood includes an area for competitors to determine their target arrival time at a control and record it on the timecard. This rule change allows for that.*

The replacement of Rally America Performance Rally Rules, page 57 Section 7.4 part B 1 with:

The target check-in time following a Special Stage, which is the responsibility of the competitors, is the later of the times obtained by adding the ideal time allowed to complete the transit section to either:

- the finish time of the Special stage or
- the Special stage Start time plus Special Stage Bogey time

The target check-in time following an MTC is obtained by adding the ideal time allowed to complete the transit to the MTC Out-time.

*Reasoning: Mt. Hood uses a timing system similar to the Canadian system.*

The replacement of Rally America Performance Rally Rules, page 57 Section 7.4 part B 2 with:

Except as permitted in Article 7.4.B.3, the check-in time will correspond to the exact moment at which the vehicle enters the control.

*Reasoning: The current rules require the ATC volunteers to time the car twice. Once as it enters the control (to see that the team is not in violation of Article 7.4.B.4) and again when the competitor hands the time card to the marshall. By changing this rule the volunteers only need to time the car once.*

The replacement of Rally America Performance Rally Rules, page 58 Section 7.4 part D 2 with:

At an ATC, followed by a start control for a stage, the following procedure shall be applied: These two controls shall be included in a single control area, the signs for which shall be laid out as follows:

- a. Yellow Clock sign (beginning of Zone) – required sign.
- b. Red Clock Sign (timing car).
- c. Furled flag sign (start of stage).
- d. The control zone ends at a distance of 100' from the manned portion of the control or at a Crossbar (beige) sign if used.

*Reasoning: These are the signs we have and have always used. This also agrees with the SOM see pages 23 & 24.*

The replacement of Rally America Performance Rally Rules, page 59 Section 7.4 part E 2 with:

Layout of Finish Control

- a. The finish Control Zone starts at 100' prior to the finish and is indicated by a yellow Checked Flag sign.
- b. The flying finish of the stage is indicated by a Red Checkered Flag sign.
- c. The FTC is located beyond the Flying Finish and identified by a Red Stop sign. The competitors must stop here to have their finish time entered on their time card.
- d. The finish of the control zone will be at a distance of 100' from the FTC, unless indicated otherwise by a beige Cross bar sign.

*Reasoning: These are the signs we have and have always used. This also agrees with the SOM see page 25.*

The replacement of Rally America Performance Rally Rules, page 61, 7.5.C with:

Exclusion for exceeding the maximum permitted lateness may be applied at an ATC, MTC, a Regrouping Control, the end of the rally, or at anytime determined by the Rally Chairman or his designate.

*Reasoning: The Chairman needs leeway in excluding vehicles to maintain the event schedule.*

The replacement of Rally America Performance Rally Rules, page 64, 7.10.F with:

- G. Service vehicle identification, provided by the competitor, must be placed in a highly visible location on the front part of the vehicle so as to be visible to an Observation "O" Control. The minimum requirement for the identification is the equivalent to a 4"x6" card with the competitor's car number clearly marked. The service vehicle will have equivalent identification for each of the competitors they are servicing. Service vehicle and personnel must follow their designated route and stop at all Observation Controls encountered.

*Reasoning: Let the competitor provide the service vehicle identification. Many already do.*

The replacement of Rally America Performance Rally Rules, page 65, 7.11.H with:

- H. If a competitor has crashed and is not visible from the stage road, or leaves the stage road, and does not require medical assistance, they must show the OK sign to all following cars and continue to display the OK sign until the sweep vehicle arrives.

## **Exceptions from Rally America Performance Rally Safety and Operations Manual:**

Operations at this event will vary from the Rally America Performance Rally Safety and Operations Manual in the following areas:

Pg 10 Time Calculations Paragraph 3:

Replace with: Transit Times shall be set to allow adequate time for all competitors to travel at legal posted speeds or below. Special allowance should be provided for congested areas at stage finishes that run concurrent with spectator traffic.

*(Reasoning: The 10mph below posted plus 10 minute rule can be used as a guideline but not as a requirement. Some transits don't fit this rule. For example a 3 mile transit with a 35 mph speed limit that includes a 1/2 mile long school zone (20 mph in Oregon) is required to have a transit time of 19 minutes.)*

Pg 13 Route Instructions for Special Stages Paragraph 3 bullet point 5.

Replace with: 5. An instruction for every significant intersection along the route.

*(Reasoning: There are a number of spots where numerous minor roads or trails intersect the stage. To include an instruction for each intersection would create an unsafe condition by having too many instructions in too short a distance.)*

Pg 13 Route Instructions second paragraph:

Replace with: The second column is the overall mileage for a section of the rally. A section goes from an ATC, MTC, RGC, or FTC to the subsequent ATC, MTC, RGC, or FTC. The mileage as the competitor leaves one of

these controls is 0.00. Overall mileage at an instruction should represent the distance from the control to this instruction in statute miles to the nearest 0.01 mile.

*(Reasoning: Since we allow the bogey time to complete the ATC to FTC mileage, it seems logical to me to associate the transit time with the distance from the FTC to the next ATC, MTC, or RGC. In this way I am telling the competitor you have 10 minutes (bogey time) to complete the 5 miles stage and you have 30 minutes (transit time) to complete a 20 miles transit. Using this system the 20 miles transit would have measurements ending at 20 miles. Using the system specified in the manual the transit mileage would end at 25.)*

Pg 14 Route Instructions, last Paragraph:

Replace with: The sixth column is the mileage, at the instruction, to the next ATC, MTC, RGC, or FTC in statute miles to the nearest 0.01 mile.

Pg 16 Registration: First paragraph on this page:

Replace with: The Registrar shall supply the entrant with an official copy of the Supplementary Regulations, a Routebook and Service packet upon the complete registration of both competitors.

*(Reasoning: The manual requires the Registrar to determine that certain conditions have been met. (See bullet points 1 – 5) If the Registrar releases the Routebook, Supps, etc when one team member has registered the unregistered team members have no incentive to complete the registration process. It is much more challenging for the organizers to track down individual team members to confirm license and insurance than it is to require all team members to come to registration. )*

Pg 20 Emergency Services, Responsibilities and Personnel, first sentence:

Replace with: The Emergency Services Coordinator shall be trained to the level of either a Doctor (MD), Physician's Assistant (PA), Registered Nurse (RN), Paramedic (EMT-P) or Emergency Medical Technician with Basic Trauma Life Support (EMT-B) and should be familiar with Performance Rally Procedures.

*(Reasoning: The law in Oregon is such that someone who is an EMT in one location, may not be an EMT in another location. By changing the requirement to "trained to the level of" we are able to meet the requirement within the law of Oregon.)*

Pg 20 Emergency Services, Responsibilities and Personnel, third paragraph, first sentence:

Replace with: Emergency Services teams shall consist of two persons at least one of whom meeting the following criteria: trained to the level of Physician's Assistants (PA); Registered Nurses (RN); Paramedics (EMT-P); Emergency Medical Technicians (EMT); First Responders; Firefighters (preferably with rescue/extrication training).

*(Reasoning: See above)*

Pg 22 Banners and Arrows, second paragraph, bullet point 2:

Replace with: Caution signs, a sign with an exclamation mark (!), shall be placed at all "Cautions" noted in the route book. They shall be placed at the "hazard."

*(Reasoning: Arrows are used to indicate which way the road goes. The road doesn't go down very often)*

Pg 22 Banners and Arrows, second paragraph, bullet point 4:

Replace with: All arrows for the active stage will be on the right (as opposed to left) side of the road when viewed from a vehicle traveling the stage in the active direction. If a stage is to be run in reverse, a different color of arrows should be used for those arrows associated with the reverse running.

*(Reasoning: Given the nature of this event changing out arrows is not practical.)*

Pg 25 Finish control procedures, third paragraph:

Replace "Red Clock sign" with "Red Stop sign"

*(Reasoning: That's the sign we have)*

Pg 37 Event Operations, third paragraph, second bullet point:

Replace with: If the team advises Safety Sweep that they need minor assistance and are able to continue, Safety Sweep may provide needed assistance and allow the team to continue at speed and complete the stage. Safety Sweep will provide such assistance if in the judgement of the Safety Sweep crew the assistance can be provided in a short period of time and that the vehicle and occupants are both in a condition to safely continue to compete. The Safety Sweep crew will be considered “judges of fact” in these circumstances. Safety Sweep shall then report the car’s disposition and location to Net Control and Heavy Sweep note it on their log and continue on the stage.

Pg 40 Secondary Operations, last bullet point in first section:

Replace with: Start control and Finish control shall report each car, by number, as they start or finish. Radio locations shall report if they become aware that a car is missing from it’s expected position on the stage.

*(Reasoning: If there are multiple radio locations on the stage, every location reporting cars will create too much radio chatter to be effective. If for example in addition to start and finish there are three mid point radio locations there would be five calls within one minute.*

## **Section 16: This section intentionally left blank**

## **Section 17: Provisional Scores**

Informational scores may be posted throughout the event at various locations. Provisional scores will be posted at the Charburger Country Restaurant as soon as possible upon completion of the rally. Scores will be final 30 minutes after posting or after any inquiries or protests are resolved.

## **Section 18: Awards**

The Mt. Hood Rallies will award trophies in each of the Rally America Classes based on the number of entries per class as of the early entry deadline of October 1<sup>st</sup>. Trophies will be awarded based on the following criteria:

First place only will be awarded if there is one to three entries in the class.

First and Second place will be awarded if there is four to six entries in the class.

First, Second, and Third will be awarded if there are more than six entries in the class.

## **Section 19: Prize Giving**

The prize giving will take place at the Charburger Country Restaurant 4100 Westcliff Dr. Hood River, OR. Competitors who have qualified for an award must attend the prize giving in order to receive that award. Failure to attend will result in the loss of all awards.