



FLR-SCCA

NOVICE GUIDE

LET THE ADVENTURE BEGIN



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REASONS TO PARTICIPATE

Are you interested in Motorsports? Do you find yourself bored during the winter months? Are you up for a new challenge? Do you love to drive?

If you answered yes to any of these questions then you should try out tsd road rally. Road rally allows those that may not want the expense of a motorsport to participate in one. Road rally is a great way to compete with others while challenging yourself and enjoying time on the road.

Road Rally Benefits:

- Adventure
- Communication
- Bonding
- Teamwork
- Competition
- Scenic
- Adrenaline

Throughout the adventure always remember:

1. Have fun.
2. Stay safe.
3. Stay on course.
4. Stay on time.



Visit our web page for the latest details: <https://www.flr-scca.com/road-rally>

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ABOUT TSD RALLYING

RoadRally is a unique form of motorsport. It can be known as a scenic drive with a purpose, a chance to enjoy a day with a friend, or the most competitive thing you have done.

Time-Speed-Distance (TSD) events use easy to follow route instructions to guide contestants along routes that are picked out by the rally group. In addition to instructions which include average speeds, mileage is given for each route instruction which makes the course even easier to follow.

Teams do not need a specialized car or equipment and can compete with only pen, paper and a simple calculator. Although there are classes for vehicles with RoadRally-specific equipment on them, often teams will do the events with only pens, paper, and a calculator. Entry fees for the events are typically around \$40. These unique circumstances make it one of the least expensive motorsports to participate in.

RoadRally starts months in advance when organizers plan a route for teams to follow, determine safe and legal speeds for each portion and then write up step-by-step instructions on where to drive using distance or landmarks.

Before you and your partner hit the road you will need the following items:

General requirements

- Valid license for the driver
- Current State Inspection sticker and Proof of Insurance for the vehicle
- A watch/clock showing seconds
- Tow rope/strap
- 1 DOT reflective triangle (or 90 minutes of road flares)

Disclaimer: Some of the roads may be a bit rough, and there is often snow and ice. Your car should be sound and sturdy, in good shape with good brakes, good, predictable handling and sufficient power. You want reasonable ground clearance. Good tires are essential (snow tires are preferred for winter conditions).

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ABOUT TSD RALLYING

What is different about the FLR-SCCA Winter Series?

These rallies are:

- Run at “brisk” but legal speeds.
- Run in the evening into the night, usually starting between 4:15 to 5:30pm.
- Have the usual SCCA classes (Equipped, Limited, Stock, and Novice).
- Have “rally speed groups” of A (45mph), B (40mph) and C (36mph).
- All instructions include overall (total) mileage and the delta or incremental mileage from the previous instruction.
- The philosophy of these rallies is “On time, all the time.”

In practice, our winter rallies follow a simple format. You meet at the designated start location (typically a restaurant) and check in, have your car tech inspected, get your route instructions, and get ready to start the event. At the designated time, you will leave the starting point of the course, to run the odometer check. At the end of the odometer check, you leave at the specified time to begin the first leg of the rally. You'll eventually reach a checkpoint, at which time you stop, one of you (usually the driver) takes care of some paperwork at the checkpoint, and then you start the next leg of the event. Usually you will have a rest stop midway through the event, so you can get gas, and take a brief break. After the break, you begin running the remaining legs of the rally until completion.

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CLASSES

How do I know what class to be in?

Each team is classified by the most experienced person in the vehicle. This means that if there is a novice driver paired with more experienced navigator, they will have to race to the level of the navigator.

The four classification are as followed:

- **EQUIPPED** — Any team using equipment where the time calculating device receives direct input from the mileage measuring device (Zeron, Alpha, Speed Pilot, Timewise, Halda, etc.).
- **LIMITED** — The distance-measuring device and time-calculating device may not provide direct input to each other. Allowable equipment includes rally tables, Stevens wheel, Alpina, Curta, Autopacer, slide rule, hundredths reading odometer, and any calculator. "Unconnected" rally computers are NOT acceptable.
- **STOCK** — Any team using a stand-alone clock and a stock odometer in the stock location, plus any of these: tables, slide rule, single memory four-function electronic calculator. GPS units used as a navigational aid only are allowed in Stock. Apps are not allowed.
- **NOVICE** — Any team in which EACH person has competed in fewer than six time-speed-distance road rallies. There are no equipment limitations. If you qualify as a Novice at your first event of this series, you may compete in the entire series as a Novice. If the driver or navigator is not a Novice the team is not.

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SPEEDS AND FACTORS

Speed groups

Each event is set up for three competition speed groups (A, B, C). This allows participants to compete within their experience class at a speed they are comfortable with.

In order to equalize competition, a difficulty factor is applied to the raw scores for anyone competing below the A speed. Speed factors are based on past Series performance and are applied by class. (See [General Instructions](#) for more detail on speed factors.)

Speed group	Avg. speed
A	45
B	40
C	36
D	33

Novices are required to run C speeds for at least their first two events. After two events are successfully completed, they may request to compete at B speeds, but no scoring advantage will be gained over Novices competing at C speeds [no factor applied].

Decreased speeds

Based on weather, a fourth speed group (D) may be added. If this occurs, you will be notified, and all groups will move down one speed group with no change in factor.

Rallymasters may reduce competition speeds (aka rally speed) in certain timed sections by designating a drop to lower speed group. Additionally, the rallymaster may put all cars at the same speed during transit sections, or free zones, such as on a highway or while going through towns or populated areas. The rallymaster reserves the right to exclude or change the speed group of any vehicles and/or competitors they feel are not capable of handling the difficulty of the roads or speeds.

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BEFORE FIRST CAR OFF

Check-in and tech inspection*

Upon arrival at the start location, competitors should find the check-in location and arrange for tech inspection. After sign off from the tech inspector, competitors should follow instructions from the tech inspector to complete any other sign-in activities.

Novice school*

Every event will have a novice school, which is designed to help newcomers successfully complete their first rallies. Basic information on how to read the route instructions as well as some of the key on route protocols will be covered.

Drivers' meeting*

The drivers' meeting is held after the end of the registration, at the registration location, unless otherwise noted. The rallymaster will announce corrections to the route, and this will be your opportunity to ask questions. If you would like additional assistance, please check with the registrar or rallymaster immediately. Car numbers are issued at the drivers' meeting based on seeding. Your start time will be the event listed start time plus your car number in minutes.

**These protocols may be different due to Covid-19. Please check the website for the most updated information.*

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READING THE ROUTE BOOK

NRI	OVERALL	DELTA	TULIP	COMMENTS
78	16.566	0.08		ALL CARS CAS 45 PAUSE 0.10 (6 seconds)
79	18.003	1.44		ALL CARS RESUME RALLY SPEED Vanderlinder EFZ
80	19.35	1.35		

NRI = Numbered route instruction

OVERALL = Total mileage from the last point you zeroed your odometer to this NRI

DELTA = Incremental mileage distance between the start of the last NRI to the start of this NRI.

TULIP = A diagram or reasonably accurate drawing of the road configuration.

COMMENTS = Important notes such as speed changes, pauses, the existence of a sign, caution, warning, etc.

Using the example above, execute each instruction in sequential order at the mileage given. MILEAGES TAKE PRIORITY in defining the point of execution of actions. The first instruction #78 will occur 16.566 miles from the beginning of the rally (or from another specified location where the route book told you to zero the odometer). The next column tells that this turn is 0.08 miles from the previous instruction. Next is the Tulip that describes a right turn at a "T" intersection with a stop sign (follow the dot to the arrowhead). And the comment indicates pause at the stop sign, and change average speed (CAS) to 45 mph. CAUTIONS will be marked with "!" marks in the comments. These indicate the following:

- ! More caution than normal required here
- !! Great caution required
- !!! Extremely dangerous turn/area

NOTE: AT NO TIME IS AN INSTRUCTION INTENDED TO LEAD YOU OFF COURSE.

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CHECKPOINTS

Controls (Checkpoints)

Controls may be located anywhere along the timed rally route where cars are at rally speed. It is in your best interest to be on time, all the time. There are two types of controls:

- **CLOSED/RADIO Controls** are NOT identified as such and are situated before an open checkpoint. (very sneaky...)
- **OPEN Controls** are identified by a checkpoint sign (see image below), and are located on the right hand side of the road. When you see a checkpoint sign, take the following steps:
 - » Continue past the checkpoint sign and control car.
 - » Immediately slow down and look for a safe place to stop and park beyond the control car.
 - » One member of the rally team should walk up with the scorecard to the off-road side of the control car.
 - » Show, or announce your car number to the control team and hand in a TA slip (if needed).
 - » Your in-time will be noted and an out-time will be assigned for the next leg.
 - » The control team will hand you stickers for in-time and out-time to place on your scorecard as well as the timing slip*.



Controls can be a dangerous area. It is your responsibility to enter and leave a control in a safe and prudent manner. Please be cautious of other competitors and non-rally traffic in the control area. If there is a Free Zone after the control, it is expected that you will proceed to the end of the Free Zone to clear the control area.

**Timing slips, given out at each open control, have mileage and timing data for the leg just completed, the number or mileage of the next instruction (when available), and may also contain emergency instructions.*

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ON-ROUTE PROTOCOLS

Lights

A maximum of four forward-facing lights of any type (including factory-installed fogs) may be in use at one time. LED light bars are limited to 24" and count as two forward facing lights. They should be mounted no higher than the base of the windshield.

- Please exhibit common sense when using auxiliary lights. To prevent annoying local residents, all lights should be dimmed for houses.
- Dim all lights when entering a control. If the control crew can't see when you cross the line, you will be assessed a 50-point penalty.

Time allowances (TAs)

The use of a time allowance (TA) is strongly encouraged for any situation that causes you to be late. Our primary concern is safety, so this is an opportunity for competitors to pause. When you are again ready to rally, estimate or calculate the amount of time that you have lost, and round that time up to the next 1/2-minute interval. This will keep you halfway between two competitors. Circle the amount of the TA on the TA form. Resume the rally at the assigned speed. Write the amount of the TA on your scorecard for the leg you are running. Turn in the TA form at the next control with your scorecard PRIOR to receiving any timing information. The minimum TA you can take is 1/2 minute and the maximum is 19.5 minutes in any section.

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SCORING

At each event, low score wins. Individual event awards are provided for (at least) first in each class, two per car. Individual event ties are broken per the following: Ties in award positions are broken only for the purpose of awarding trophies. Ties will be broken by the method of most legs won, simultaneously for all tied positions. If this still results in a tie, then most zeroes, most ones, etc. will be counted until the tie is broken.

Each hundredth of a minute early or late at a control (200 pt max. / control)

1 point

Unsafe or evasive action, or being observed stopping or creeping by a Control crew. Penalty assessed at a control will not be subject to claim by the competitor; if the control crew flashes their lights at you, you must immediately resume rally speed or the penalty will be assessed

50 points

Missing a Control (max. timing penalty at a single control is 200 — a miss OR a max, not both) or being the cause of a "situation" involving local residents or authorities

200 points

Each use of a time allowance

0 points

Taking a time allowance NOT on the ½ minute; TA will be adjusted to the next higher ½ minute

Varies

Use of lights within a designated "No Auxiliary Light" zone; or in a manner inconsistent with the intent of the GI's.

50 points

Use of alcohol or illegal drugs before or during the rally; un-sportsmanlike conduct; or receiving a traffic ticket for a moving violation; being the cause of an "incident" with local residents or authorities

Disqualification

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