

The Rallye Club (TRC) is dedicated to promoting the sport of timed and gimmick rallying while observing auto safety.

Club Membership

TRC is a member of The Northern California Sports Car Council (NCSCC). Membership in the The Rallye Club is \$20 per year and includes discounts on TRC events and the ability to compete for NCSCC year-end awards. One additional family member may join for an extra \$5. Please use a TRC Membership Application available from the website or rallye registrar.



Club Meetings

TRC meetings are held on the third Wednesday of each month beginning at 7:30pm. Currently, the meetings are located at Round Table Pizza at 860 Old San Francisco Road in Sunnyvale but check the website for changes. The meetings cover general club business, planning future events and club activities, and formulating club policy. Afterwards, we often get dessert and swap rallye stories.

Rallye Program

The Rallye Club attempts to provide a full calendar of gimmick and timed rallye events. The majority of the gimmick rallyes are run on the first Saturday night of the month and include Coursemarker, Question/Answer, and A-B Multiple Choice styles. Timed rallyes may include a various styles such as Pan Am, Monte Carlo, T&D-Trap, and Pan Carlo. Many of the events are part of the NCSCC Variety or Timed Rallye Championship Series. Occasionally, daytime events are offered.

Gimmick rallyes start on Saturday nights from Larry's AutoWorks located at 2526 Leghorn Street, Mountain View with registration open from 5-pm to 7-pm. There is a pre-rallye briefing (driver's meeting) at 6-pm for contestants. Most rallyes allow for 3 ½ hours on the route with at least one checkpoint. The Finish closes at 10-pm and awards are usually presented by 11-pm.

Website

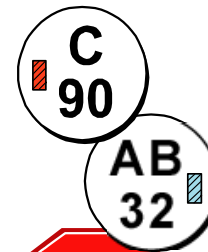
The TRC website features news of upcoming events, flyers, rallye tips and articles, and current rallye results. General information on The Rallye Club is available and links to websites of interest are provided. Please check the website often as, sometimes, General Instructions for upcoming rallyes are posted. The URL for the webpage is:

<http://www.therallyeclub.org>

This publication available for download from the TRC website

The Coursemarker Gimmick Rallye Guide

Third Edition, January, 2005



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SI: There are NO tricks or gimmicks in these "Rallye Guide" pages. This is a short guide to help Beginners and First Timers on any coursemarker gimmick rallye they may happen to run. Everything here refers to the typical rallye only, and is not part of any rallye in particular.

End SI.



Why Do a Rallye Guide?

This guide was developed to be an aid for Coursemarker-Gimmick Rallyes (from now on referred to as CM or Gimmick Rallyes). In this guide you will be told about the organization of gimmick rallyes, the various types of instructions (and associated gimmicks), and other various and sundry ways that the rallyemaster might use to trick and trap you. There will be several examples of some common gimmicks as well as some rather difficult concepts. Try not to get too confused by the information overload. You will still have fun when you enter a CM rallye, whether or not you win big.

-Tod Wicks

In the late 1980s, the Board of Directors of The Rallye Club recognized the need for a guide to assist newcomers with the CM gimmick sport and orient rallyeists to the purpose and services of the club. In 1992, Tod Wicks' "Coursemarker Gimmick Rallye Guide" was edited together with Rich Peterson's "Rallye School" and combined with a glossary of terms, a description of the NCSCC Variety Series, gimmick illustrations, and rallye tips created by Bob Schott. This compilation became the first edition of "The Coursemarker Gimmick Rallye Guide" and sported a distinctive orange cover.

A resurgence in the popularity of CM rallyes, in addition to more than a decade of changes in the rallye world, required an update to the guide. Even though CM events have changed little in 12 years, e-mail, the internet, and digital devices are now commonplace. The changes to this edition include corrections of dated material, a history of the CM rallye, the TRC website, and a few more rallye tips. It is the hope that this guide will transfer a little knowledge and enhance the rallye experience of those who honor us by giving it a read.

-Bob Schott



Tod Wicks has generously permitted The Rallye Club to reprint sections of his Coursemarker Gimmick Rallye Guide © Tod Wicks, Robert Schott, and The Rallye Club 1992, 2004, 2005) in The Critique and later as this separate publication. Beginners through experts may find this Guide helpful in tuning their rallye skills.

at the end of any rallye. They would be more than happy to discuss the rallye series.

Best of luck and encouragement to anyone who decides to compete in the NCSCC Variety Rallye Championship Series. For those of you interested in Time and Distance Rallyes, there is a similar NCSCC Time and Distance Rallye Championship Series. Once again, 25% of the events may be worked and 25% may be discarded.

If you would like to get those 100 points for working an event, be sure to call the rallyemasters and make arrangements to work a checkpoint, help score, or even pre-check the rallye. Most rallyemasters would enjoy the call and be grateful for any help they can get.

Start Location

Most of the gimmick and timed rallyes sponsored by The Rallye Club start from Larry's AutoWorks located at 2526 Leghorn Street in Mountain View, California. Rallye registration is from 5-pm to 7-pm on the first Saturday night of the month. Rallyes sponsored by other clubs and the occasional TRC event may start from a different location. Always check the event flyer or the website for verification.



The NCSCC Variety Rallye Championship Series

Anyone serious about rallyes should consider competing for year-end awards in the NCSCC Variety Rallye Championship Series. The series runs from January through December. There are a few things that you should know about the Series including: which rallyes count, who can compete, how is it scored, and how can you improve your chances of winning.

The rallyes in the NCSCC (pronounced nic-sic) Variety Rallye Championship Series are sponsored by clubs that are members of NCSCC, the Northern California Sports Car Council, which is composed of many clubs with similar interests and goals. With approval by the NCSCC Variety Rallye Committee, a sanctioning fee, and the agreement that the sponsoring club will attempt to follow the NCSCC Variety Rallye Code, a variety, or gimmick, rallye becomes part of the Series.

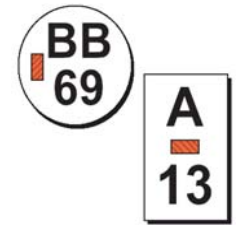
The competition is open to anyone who is a member of a NCSCC club, If you have run a rallye but are not a member, you'll still receive credit if you join a NCSCC club soon. Some clubs require that you to own a particular make of automobile whereas others will accept anyone.

Scoring for the Series is designed to be fair for everyone. Contrary to popular belief, experts do not have an advantage over beginners.

Points are awarded for placement in a participant's class with 100 points for first, 90 points for second, and so on. Worker points (100) can be earned for 25% of the rallyes in the Series. Also, low scores can be discarded on 25% of the rallyes. For example, if there were 14 rallyes in the Series, 4 could be worked and 3 could be discarded for a perfect score of 1100 points.

Awards are presented to the top ten places at the NCSCC Banquet in January. The awards are usually engraved silver plates and wall plaques paid for through a portion of the entry fees on each of the Series rallyes. To get one of these year end awards, be sure to run as many Series rallyes as you can with the exception of working exactly 25% of the events. This way, you'll get all the possible worker points, and be able to throw out your low scores. To see how you are doing in the Series, check at the start of each Series event where the current standings will be posted or check TRC's website.

If you have any questions about the series, where the events start, or even hints on competing, be sure to talk with any of the experienced constestants



What is a Gimmick Rallye, Anyway?

The dictionary defines "gimmick" as a device employed to deceive or trick, to clutter with catchy details. A CM Gimmick rallye is simply one put together by the Rallyemaster (RM) and his helpers that is full of catchy details, deceptions, puzzles, and tricks. It is up to you, the rallye team, to generally decode and figure out the various gimmicks in a particular rallye. These gimmicks will include tricky wordings, and definitions that are easily misinterpreted.

In a typical rallye, entrants are given a packet of various types of instructions which contain some puzzles and clues (some obvious, some not) to solve. These puzzles are the "gimmicks" of the rallye. Experienced rallye teams learn early that all the materials given to them at the start are to be taken literally. As you drive the route (hopefully following the set of instructions appropriately named "Route Instructions"), you will solve these clues and deviate from the route from time to time, since the correct solution of a puzzle will direct you momentarily away from the route. The "turkey route" is the route outlined in the Route Instructions, which, if followed religiously, would get you from Start to Finish. If you have correctly deduced the gimmick, you will usually be rewarded by seeing a paper plate, or coursemarker, attached to a utility pole. After recording the number of the coursemarker on your scoresheet, further instructions associated with that CM get you back onto the correct route. Do not ever remove or alter a coursemarker.

We emphasize here that a Gimmick Rallye is neither a timed event nor a race. While you may encounter one or more Checkpoints (CPs) on the route, you will not be clocked in. You may leave the starting point and begin the rallye any time you wish after you have registered. You will have ample time to read and understand your instructions, to ask questions, and to run the rallye. A typical Saturday evening rallye is open for registration for two hours (between 5-pm and 7-pm) and lets you turn in your scoresheet at the Finish location by 10-pm. That gives you between 3 and 5 hours to run the rallye. There is usually a pre-rallye briefing called a driver's meeting at 6-pm.



How do you do it?

At registration you will be given several pages, usually stapled together. These pages contain various sets of instructions which may conflict with one another but are all internally consistent. How can this be? It is all done by adhering to the prime directive of gimmick rallyes: Follow the Order of Precedence. Somewhere in each set of instructions will be a list that shows the Order of Precedence. This lists the names of the different sets of instructions, and the order in which they are to be performed in case of conflict.

The different kinds of instructions

Here is a list of the typical sets of instructions found in nearly every CM-Gimmick Rallye:

1. **CVC** The California Vehicle Code - this means that no matter what the rallye instructions tell you, you should obey the law at all times. If instructed to make a U-turn, for instance, you should do it in a legal and safe place (not by U-turning across double-yellow lines!).
2. **RM** This refers to the Rallyemaster, whose instructions must be strictly obeyed. Instructions might also include an emergency instruction given out at the start or at a checkpoint to cover the RM in case of mistake, road construction, or other disasters.
3. **SIs** (Special Instructions) Since time immemorial, rallyes have had SIs. These instructions are also equivalent to the Word of God. There are never any gimmicks on Special Instructions, SIs are often used as part of the Route Instruction page as traverses. A traverse is a set of instructions that is designed to get you from one section of the rallye to another over a gimmick-free route. This is to allow the RM to have the rallye cover a large area by dividing it into sections. It also helps move rallye teams along a freeway, since there are no gimmicks to look for and you will be driving in a safe manner.

SIs will also appear as instructions on the SUPP/SI page (described later) to get you out of a complex gimmick and back onto course. SIs may also appear in the GIs and on checkpoint slips.

- APG: As per General Instructions.
- CM: Coursemarker.
- CP: Checkpoint.
- Claim: Timed rallye term for a protest.
- Control: Timed rallye term for a checkpoint (usually).
- Critique: Answer sheet given at the end of the rallye presented in the order of how things should have been done on the rallye.
- Fish: A CM that causes you to lose points. Also known as a Bandit (I was robbed). Turkeymarker, etc.
- Forced Turn: Definitions vary but a forced turn is where the surface of the road curves without meeting or crossing other roads.
- GIs: General Instructions- the rallye ground rules.
- Giz: Gimmick- what it's all about.
- Hanging Supp: One or more parts of a Supp instruction are post-poned from execution due to interference from instructions of higher precedence.
- Impossible Combination: By following the route correctly, you should see one but only one of these CMs.
- ITIS: If There Is Such: A choice type instruction used on T&D rallyes.
- Max: Maximum Score- very good for gimmick rallyes; very bad for timed rallyes.
- Parallel Sign: A sign that is physically parallel to the road you are driving on.
- Partial: A CM that is worth partial credit for figuring out part of a gimmick.
- Pre-check: A thorough proof-reading and trial run through.
- Protest: If your interpretation of a gimmick is valid but differs from the rallyemaster, you may protest. Be sure to include your car number, class, points requested. CMs. CPs, or RIs involved, and the reason for protesting.
- Rallye: The longest distance between two points.
- Rallyemaster: The person who wrote and directed the rallye.
- RI: Route Instructions
- Run Sheet: The participant's running journal of what was done during the rallye. It should include CMs or RI choices, CPs, and any other action that may be scored.
- SAP: Straight As Possible.
- T: An intersection shaped like the capital letter 'T' when approached up the stem.
- Traverse: A gimmick-free section that takes you from one part of the rallye to another.
- Turkey Route: The path you would take if you assumed all of the RIs to be valid. Following the turkey route should take you from Start to Finish of the Rallye.

The coursemarker gimmick rallye took a leap forward in 1963 when Dick Heinz invented the Supp/Sl Page. By numbering the coursemarker return instructions and putting them on their own page, Heinz saved himself the work of lettering up several paper plates for each marker and opened the door for an entirely new layer of gimmicks. Coursemarkers, previously a reward for deciphering a gimmick, would become a popular source of new gimmicks as would their associated Supplemental Instructions commonly called "Supps." With the addition of the Supp/Sl Page, all the components of the coursemarker gimmick rallye were in place and would vary little in format in future years.

Whether it was the format of the instructions, the times, the relative ease of writing a CM rallye, or a combination of all, CM rallyes experienced incredible popularity and enjoyed a golden age from 1961 until the gas crisis of 1974. Turnout of 80 to 200 cars was common for Olympic Sports Car Association (OSCA) and other clubs. The "Gold Bug" rallye by club Ratcher Fratchers drew 500 cars and didn't complete scoring until after breakfast the next morning. Rallyemasters adapted to the high turnout by preparing multiple routes for the same event. Upon registration, contestants would traverse to a "Sub-Start" based upon their class to pick up their route instructions, etc. OSCA events would often have two rallyemasters and two, sometimes three, routes: beginner-novice, senior-expert, and master expert for their events drawing 225 cars. All the cars from each route would converge at the finish.

During the mid 80s, the collaboration within The Rallye Club lead to many of the Trap T&D rallye concepts being used in gimmick rallyes. One such concept is the Aristotle, a situation where two consecutive RIs cannot be executed at the same intersection. (Referred to as an Aristotle, since according to legend, it was the first logic trap Aristotle had written into his chariot rallyes.) Various gimmicks based upon the location of the sign were introduced where the sign location would change as it was passed. Also introduced from Trap T&D rallyes was the idea of a redundant RI. Seemingly innocuous, the concept of denying an RI because it would take you in the same direction that you would have gone anyway, caught many an expert at a T-intersection.

Excluding Sacramento where CM events were held regularly in the early 70s, coursemarker gimmick rallyes have remained a San Francisco Bay Area phenomenon. Today, TRC is the only club consistently presenting CM rallyes.

Bob Schott, the author, wishes to thank Harriet Gittings (FTC), Frank DeSmidt (OSCA), and Al Blazick (OSCA) who generously shared their memories and recollections of the early rallye days. An extended version of this article can be found on the webpage at www.therallyeclub.org.

The preceding instructions never have any gimmicks based on them. The sets of instructions below will invariably include some tricks and deceptions...

- GIs** General Instructions are one or more pages which generally give you the ground rules for a particular rallye. They usually include a list of definitions and abbreviations, the order of precedence, and a story to help develop the theme of the rallye. The GIs should be read very literally since RMs like to liberally sprinkle clues and trick wordings in them.
- Supps** (Supplemental Instructions) are almost always found on the Supp/Sl page, and they are instructions which you follow once your team finds a coursemarker. They are designed to get you back on the route. For instance, if you were driving north on the route and had reason to turn left because of some gimmick, the Supps will typically tell you to make a U-turn and to turn left at the next street which would put you heading north and back on course.
- RIs** (Route Instructions) The RIs are found on the RI page of your instruction set. These instructions, if followed exactly, will get you from the Start to the Finish. This route is also known as the "turkey route." However, just following the turkey route won't get you many points.

In addition to the above instructions, the RM may decide to include other instructions which are defined as she or he sees fit. Below are some examples of what might be in a rallye and we refer to as "Variety Instructions."- These instructions may fit any place in the Order of Precedence of a particular rallye. Be sure you read your Order of Precedence carefully.

- Notes** A typical Note Instruction will be lettered (e.g. Note A) and will be part of the RIs. Usually, a Note Instruction may be done only after the preceding RI has been completed. Therefore, if **Note A** says to turn right at Main Street, and it follows **RI 5**, you could not ordinarily perform **Note A** before **RI 5**, even if you found Main Street earlier on the route. Note Instructions may also be found elsewhere in your packet of instructions.

RALLYE TIP #1 Join a Club

Besides TRC, there are other clubs including several car clubs that put on gimmick rallyes. By joining a club, you will be in contact with people with similar interests. In addition to running rallyes, you'll find it's also fun to work events and organize club activities.

The next three types of instruction, bonus, unique, and <name>, could also be found in a rallye. They are slightly different from one another and it would be unusual for all to be used in the same rallye but you never know.

8. **Bonus** These are generally clues that describe the name of a street, such as, "Turn Left when you see an angry fellow," where you would turn left on Crossman Street when you saw Crossman. The Bonus Instructions are included in the GIs, and are usually in effect during the entire route.
9. **Uniques** Also called a "scramble," a unique instruction may be an anagrammed street name, uniquely marked off in the GIs, and may be done only once during the route. An example would be the phrase *Grab it, Ral,* translated to Gibraltar. Thus, if you deciphered the phrase and found Gibraltar, you would turn on Gibraltar.
10. **<name>** Some RMs will have a variety instruction which mirrors the name of the rallye (i.e. a Max, or a Faber, or a Labyrinth Instruction). These will be defined by the RM in the GIs, and may be obscure or deep gimmicks. Be sure you read and understand how to recognize this instruction, when to do it, and how to perform it. The <name> Instruction may also be a nonsense word or a name unrelated to the event or personnel, simply as a convenience for the RM to include yet another bit of confusing instructions.
11. **Monster** For lack of a better name, we'll call these Monster Instructions after TRC's Monster Mash rallyes of the late 1980s where they were used to great effect. In the Monster Mash rallyes, a monster would ride in your car and while it was there, certain conditions would be in effect. These conditions would vary but typical examples were: words on signs will read backwards (MONSTER becomes RETSNOM), certain words can be split out of other words (GREENMONSTER becomes MONSTER), U-turn at all roads that begin with 'M,' etc. Monster instructions are a type of GI that usually comes into effect on the RI page when certain RIs are completed. Monsters remain in effect for a portion of the rallye, usually only a few RIs, and go out of effect in a number of ways such as the completion of an RI, after seeing a CM, or when a new monster comes into the car. Monster instructions, however, will vary from rallye to rallye, have different names, different ways to come into and go out of effect, and cause different things to happen. Monster-type instructions are a convenient method to introduce gimmicks into a portion of the rallye.

History and Evolution of the Coursemarker Gimmick Rallye



Even though each one is different, coursemarker gimmick rallyes have changed very little in forty years. Prior to 1963, rallyes would not have their familiar format of general instructions (GIs), route instructions (RIs), Supp/SI page, scoresheet, and namesake cardboard course markers. These elements, now common, have evolved into today's coursemarker gimmick rallyes and this is their story.

The tours and Sunday drives were popular with the early sports car clubs. Today, "follow-the-leader" for a drive in the country might not be considered much of an event, but it is a rallye in its most basic form; a route from start to finish. Often, you had to copy the route instructions by hand at the start since maps and detailed instructions were difficult to reproduce and personal computers were thirty years away.

By the late fifties, rallyemasters, as they were now called, discovered other ways, some devious, to make their rallyes more interesting. A trick or "gimmick" might be a misspelled route instruction and by driving past where you would have turned, you'd find a checkpoint. Since each checkpoint required one or more people to operate, rallyemasters were limited to the number of checkpoints by the number of people in their club. A heavily "gimmicked" rallye might have five checkpoints- a vast difference from the thirty gimmicks common to today's events.

The first rallye to use coursemarkers, and I use that term loosely, was written by Eric Laudenslager of the Fremont Touring Club (FTC). It ran from Oakland to Livermore in 1957 give or take a year. Cards with a single letter were spotted at various locations along the route on numerous objects including poles, signs, and even the curb. An observant rallyeist would see all the letters and unscramble them to get the road they should turn on. Alas, the checkpoint crew on "Little Valley Road" was very lonely as they only saw three cars.

The idea of using cards with letters, however, had merit and was utilized by industrious rallyemasters to add more gimmicks to a rallye without needing more checkpoint workers. By placing a letter, say "Q" on a paper plate and stapling it to a utility pole, a rallyemaster could add a gimmick without adding a checkpoint. To get the cars that caught the gimmick back on course, additional paper plates were added with the return instructions written out. To save on writing, the instructions became cryptic using abbreviations and defined terms such as U, L 1st Opp. Later, when the cars entered a manned checkpoint, they were asked if they had seen "Q" and other lettered markers to get credit.

RI	CM	PTS	REASON
7	L 34	10	(Forced Turn & Parallel Sign gimmicks) The meeting of 1 st & DATSUN was not an intersection since you could only proceed in one direction (also called a forced turn). Therefore RI 7 could not be done there, but it could be done at the next intersection where there was a parallel DATSUN street sign.
8	G 26	10	There are two ways to get this CM. First, RI 8 reads 'R at Third' but the sign reads '3RD'. An obvious misspelling so go Straight As Possible (SAP). Second, if you caught the above (forced turn) gimmick on RI 7 but did not realize RI 7 could have been done at the parallel street sign.
9	C 32	10	(Expert Onto gimmick). The Supp from CM G ends with CRI 9, this deletes all lower numbered RIs including RI 5, and completing RI 5 (executing or deleting) puts you Onto' JONES, and you should U at the next intersection when you discover the road ahead is 3RD not JONES.
9	X 27	10	Another On Course CM.
9	CP5X	10	(Scoresheet gimmick) You could also record a 27 next to the X you marked for CP5 (CP5X27).
9	Z 34	10	(Bonus). Did you remember to turn on BOSTON for the Bonus?
9	Q 34	10	(Order of Precedence gimmick #2 - Hanging Supp). At BOSTON & 3RD the Bonus could again be done since it stayed in effect and had a higher priority than part 2 of Supp 34, and part 2 of 34 should then be done at the next intersection.
9	W 29	10	Note A is still in effect so it could be done at the Stop sign at 3RD and Diane.
9	Y 24	10	The GIs said to avoid (U at) MERRITT so you should have made a U at MERRITT & 3RD.
10	E 33	10	(Early RI). CM Y deleted RI 9 which allowed you to do RI 10 early.
-	-	500	Finish. A few points just for making it into the finish.
			770 Checkpoints and Finish
			230 Coursemarkers
			1000 PERFECT SCORE

Tiebreaker Answers:

- 43.2 inches from Start to Finish including up to and back from CMs.
- None. All of the signs read 'Not a Thru Road.'
- Three Yield signs are seen. You see the back side of two others but they don't count.

Here is a table which illustrates the Order of Precedence of a typical rallye:

1.	CVC	California Vehicle Code
2.	RM	Rallyemaster
3.	SIs	Special Instructions
4.	GIs	General Instructions
5.	Notes	Note Instructions
6.	Faber	Faber Instruction (the <name> type)
7.	Supps	Supplemental Instructions
8.	RIs	Route Instructions

You may also see the following:

9.	R (or L) at T	Directions for uninstructed T intersections
10.	SAP	Continue as Straight as Possible

What are these gimmicks, anyway?

Among the brotherhood of magicians, anyone who explains, or "gives away" the trick is looked upon as the lowest of the low, lower than whalespit. However, rallyeists love to talk about the great gimmicks they have solved; RMs love to brag about their "super-grandmaster-stumper" that no one figured out! At the risk of giving away the shop, in the next part of the Guide we discuss in general terms some of the usual puzzles and deceptions and tricks designed to keep you from getting a perfect score.

This part of the Guide describes the various aspects of a Gimmick Rallye, and goes into greater detail about each type of instruction. Under each section we explain what tricks to look for and what the usual gimmicks are for the various kinds of instructions. We de-mystify such terms as "parallel sign" and "hanging supps," and show you some examples of the more common gimmicks used in CM rallyes. Please note, however, that these examples are purely generic and are meant only as a guide for the beginning rallye team. These explanations should help you understand the way rallyes typically are written.

RALLYE TIP #2 Ask Questions and Highlight the GIs

At the Start, while you read through your instruction packet, highlight important items and potential gimmicks with colored pens. As you mark your GIs, also jot down any questions you may have on a piece of binder paper or the back of the GIs. Phrase your questions for a yes or no answer but be prepared for a "will not occur." You can ask your questions of the rallye personnel at the Start and usually at the checkpoint along the route. Be sure to write down the answers.

The Start

Somehow you have found out about a particular rallye and you have arrived at the place known as the Start. This is usually a private parking lot loaned to the rallye club for the purpose of registration of entrants. Remember that it is your responsibility to treat the starting area as you would any other private property: Keep the area clean and keep the noise down.

Registration

At the Start you will find someone who is the Registrar and it is to this person that you pay your rallye fee. This entry fee is usually \$20 per car, but be sure you have enough money for drinks and pizza at the finish and gas for the car. Upon paying, you will need to sign a liability waiver, receive an envelope that you must address in order to get final results and announcements of future rallyes. Return the envelope to get your instruction packet which contains a scoresheet, and a set of instructions. Fulfill any necessary sign-up requirements, which may include entering your name on a board next to your car number. At this time you will also have to determine your class.

Classes

Since all cars run the same rallye, the classes are based on the level of rallye experience. The person with the most experience determines the class for the entire car. If you have past or out-of-area rallye experience or believe you would not be competitive in the class, please consult with the registration personnel. These are guidelines, however, if warranted, the TRC Board may advance contestants to the next class.

First Timer Choose this class if it's your first gimmick rallye ever. You may compete in this class only once.

Beginner Run if it's your second gimmick rallye. Remain in this class until you consistently finish within the top three places.

Novice Choose this class if you have run approximately 12 rallyes or 4 if you're really sharp. Remain in this class until you consistently finish in the top three places. Move up when you finish first.

Senior Remain in this class until you consistently finish within the top three places. Move up when your scores rival expert class.

Expert Choose if you have extensive rallye experience. If you still win nearly every time out, move on up to Master Expert.

Master Expert This class is reserved for those who are very good. It is considered an honor just to compete in this class. Master Experts have been competing for years, often run rallyes in other parts of the state and country, and can tell great stories.

"Coursemarker School Rallye"

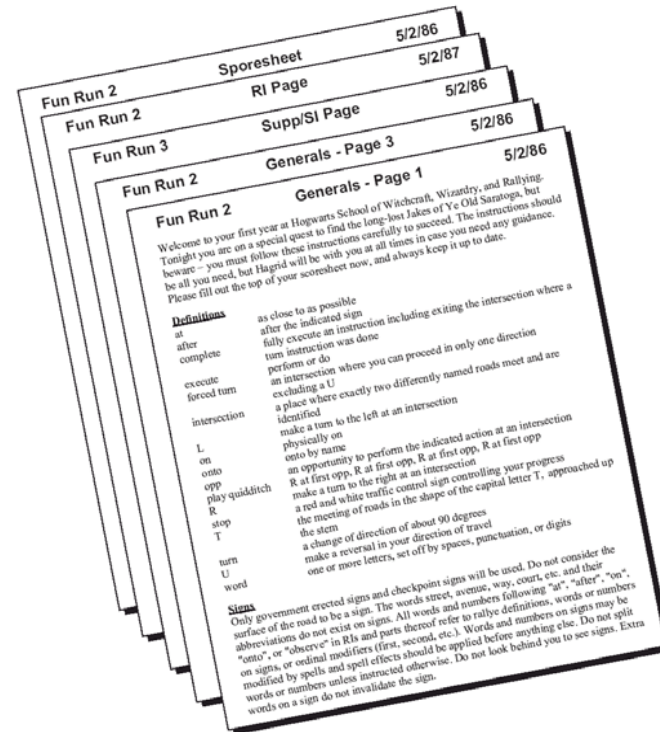
The Critique

RI	CM	PTS	REASON
-	CP1	130	The start was a Checkpoint and should have been entered. Sign your name next to CP1.
-	0	35 10	The start CM was good and should have been recorded.
-	A	30 10	An On course CM to get you started.
-	P	21 10	(Bad RI 1 gimmick). RI 1 had no preceding RI so it could not come into effect. This is a common gimmick for the first RI.
-	M	28 10	(Bad DRI 1 gimmick). The Supp from CM P tried to DRI (delete the RI in effect) but there was no RI in effect. This gimmick is almost always paired with the one above.
2	D	25 10	While Chance was defined in the GIs there was also a sentence that told you not to take any chances.
2	H	31 10	(Lettered Supps gimmick). The Supp for CM D had lettered (not numbered) parts thus you could not do them in numerical order.
3	N	21 10	(Misspelled RI gimmick). ZONK sounds like but is not the same as Zonc. Always check spelling. Notice that CM N was mounted parallel to the street and could be seen coming from both directions.
3	V	23 10	CM N was not valid because N, which is an abbreviation for North, could not exist on signs. A CM is a sign.
3	R	22 10	(Senior/Expert Stacked gimmick). On your way to CM V, you encountered OAK which allowed North, South, and their abbreviations to exist on signs. As CM N could be seen coming back from CM V and is now valid, it could be recorded. The remaining Supp parts from CM V are then taken out of effect and the Supp parts for CM N are executed which take you to CM R.
4	B	27 10	On Course CM which everyone should have recorded.
4	K	24 10	Tee was not defined so you denied RI 4 and went R at T.
6	J	24 -10	This is a bad CM commonly referred to as a 'fish' since the only way to get here is to 'fish around' for CMs.
6	CP5	140	Enter the On Course CP. Since you had just completed RI 5, mark an X in the space for CP5.
6	F	32 10	You are 'Onto' JONES so when it changes to SMITH you should U to stay 'Onto'.
6	T	24 10	(Order of Precedence gimmick #1) Note A and P16 could be done at the same place, but Note A should be done since it has higher precedence.

Gimmicks at the Start

At the Start there will most likely be examples or samples (understand the difference each rallye places on these words) of the coursemarkers (CMs) and checkpoints (CPs) you will find on the route. Unless there are specific instructions against it, generally you can record the CM at the Start. If there's a good Checkpoint at the Start, you will have to go to one of the rallye personnel and have them sign your scoresheet. Look around for any hidden CMs as they may have further instructions for you to follow.

"Coursemarker School Rallye"				Scoresheet	
		CAR # _____	CLASS _____		
DRIVER _____		NAVIGATOR _____			
COURSEMARKERS				CHECKPOINTS	
A _____	H _____	O _____	V _____	CP 1 _____	
B _____	I _____	P _____	W _____	CP 2 _____	
C _____	J _____	Q _____	X _____	CP 3 _____	
D _____	K _____	R _____	Y _____	CP 4 _____	
E _____	L _____	S _____	Z _____	CP 5 _____	
F _____	M _____	T _____		CP 6 _____	
G _____	N _____	U _____		CP 7 _____	
SCORING				TIEBREAKERS	
CMs _____		TB 1 _____			
CPs _____		TB 2 _____			
TOTAL _____		TB 3 _____			
PLACE _____					



Your packet of instructions. How many gimmicks can you spot in this picture?

Look carefully at all items given to you by rallye personnel. Check the back of each page. Look in the envelope. Anything given to you at the start is fair game and may contain gimmicks. Scan everything for inconsistencies.

There are four gimmicks - this is for the rallye "Fun Run 2 on 5/2/86:" 1) Scoresheet reads "Sporesheet," 2) RI page reads "5/2/87;" 3) Supp/SI page reads "Fun Run 3;" 4) The GIs have no page 2.

For instance, your GIs may have page numbers 1 and 3. Go ask for page 2. The scoresheet might be labeled "Sporesheet." Go ask for your "Scoresheet."

After you have scanned everything, read everything carefully, highlighting anything that looks odd or looks like a gimmick. Make a list of questions and go ask the RM to clarify anything you want explained.

There may be a rallye school billed for First Timers and Beginners. Even if you are a Master Expert you should go to this school, because the RM may give away some gimmicks that you might otherwise have overlooked - even the easy ones go unsolved sometimes because you are so intent on looking for the hard ones.

Coursemarkers

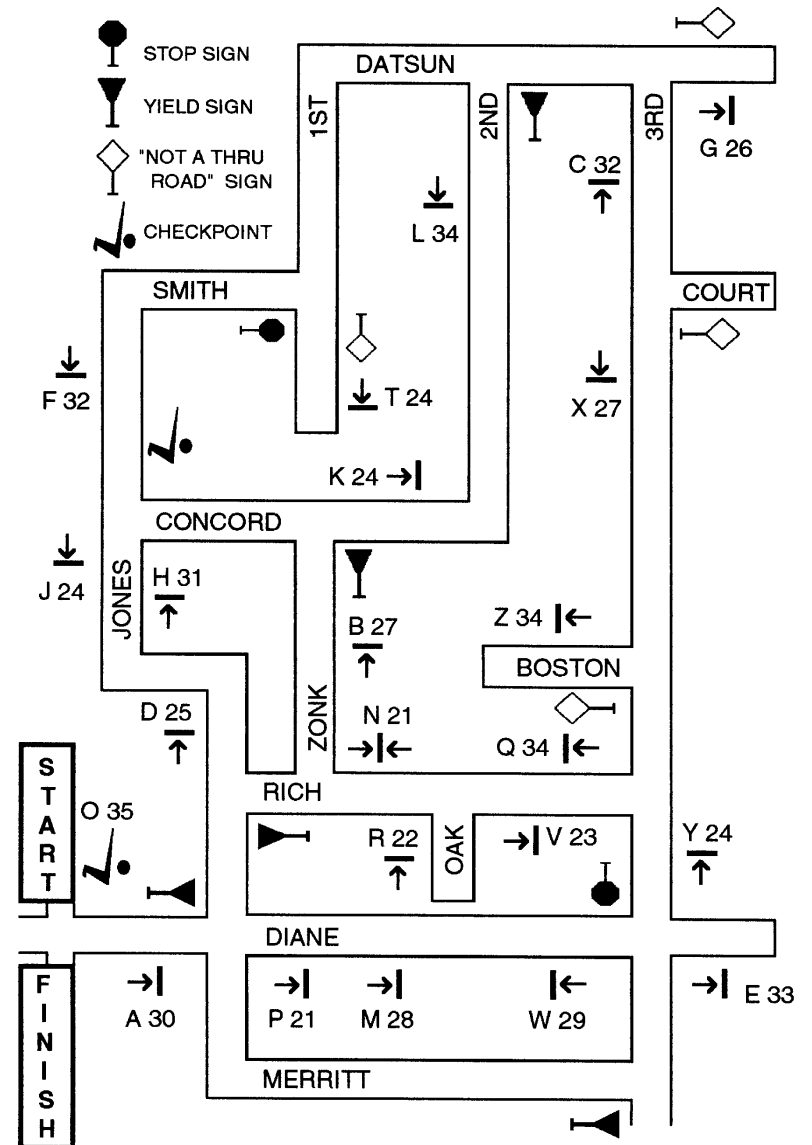
Coursemarkers (CMs) provide the means by which rallye teams earn points for figuring out a gimmick, and also by which the RM is able to direct the rallye teams back onto the route. They are usually paper plates or pieces of white cardboard. They will have a letter/number combination printed on them. If the rallye is being run at night, they should also have a strip of reflective tape on them to be easily spotted with a flashlight.

These CMs will be mounted so that they are facing you or are parallel to you. They will never be placed in such a manner that you will have to look behind you to see them. There may be times when you are travelling south and see a CM on the back side of a pole. Wait until you are traveling north and you see it as a legal CM, then you can decide if it's a good one or not.

CMs will be placed 8 to 15 feet above the ground on phone, utility, or light poles. If you are driving on a street without poles, check the "Speed Limit" and "Yellow Diamond Warning" signs. The back side of signs intended for on-coming traffic may also have CMs if poles are rare. In all cases, you should find the CM within the first or second block even if you must go around a forced turn or through an uninstructed T- intersection. You should never have to drive more than three blocks off course to find a CM.

RALLYE TIP #3 Mark up Your RI page

This tip will help you catch more gimmicks while out on the route. While reading through your instruction packet at the start, write messages to yourself on the RI page. List names of streets to look for (Turn at Maple), special CMs (...don't record CM XX...), and when certain conditions come into and go out of effect (...from RI 3 to RI 7, all signs read backwards...). Mark down anything else that maybe useful. Having these notes on the RI page where they'll be seen and not forgotten during the rallye will help you get a few more points.



1. Assume that all intersections on the map have signs that name each street.
2. The arrows indicate the direction from which each coursemarker can be read. Coursemarkers with two arrows are mounted parallel and can be read from both directions.

"Coursemarker School Rallye"		Supp/SI Page
21 Supp	27 SI	33 Supp
1. DRI	1. On Course	1. U
2. U		2. L First Opp
3. R First Opp	28 SI	3. L First Opp
	1. U	
22 Supp	2. R First Opp	34 Supp
1. L First Opp	3. CRI 2	1. U
2. R First Opp		2. R First Opp
	29 SI	
23 Supp	1. Delete Note A	35 SI
1. U	2. U	1. Happy Rallyeing!
2. R First Opp	3. R First Opp	
3. DRI		
	30 SI	
24 Supp	1. Good Luck	
1. DRI		
2. U	31 Supp	
	1. DRI	
25 Supp	2. U	
A. DRI	3. L First Opp	
B. U		
C. L First Opp	39. Supp	
	1. NLORBN	
26 Supp	2. U	
1. U		
2. L First Opp		
3. CRI 9		

"Coursemarker School Rallye"
Route Instruction Page
1. L at JONES
2. R First Chance
3. L at ZONC
Note A - R at STOP
4. L at Tee
5. R Onto JONES
6. L at 1st
7. R at DATSUN
8. R at THIRD
9. R on MERRITT
10. L at DIANE

When you see a valid coursemarker after you have figured out the gimmick, you should record it on your scoresheet. Your scoresheet will have a series of lettered spaces that correspond to the CMs along the route. These spaces are where you should write in the numbers of CMs. Thus, if you saw a CM that looked like this:



you would look for the "A" on your scoresheet and enter "13" next to it. Then you would look on the Supp/SI page and find the group of instructions numbered 13. If it's an SI, then do it. If it is a Supp, and you've determined that the Supp is valid, perform the instruction to get you back on course.

CMs are usually defined under their own heading in the GIs, but sometimes they are described under the section on 'Signs' in the GIs. In either case, be sure you can identify valid CMs. Take a look at the good CM at the start and the description in the GIs. Do you know if triple, as well as single or double letters are good? Can other signs qualify as CMs? Are CMs signs?

For example, the GIs say that "1" doesn't exist on signs, and if you encounter a CM that is labeled C-1, it is invalid as the "1" doesn't exist. It would, under that definition, be a bad CM, and you shouldn't enter it on your scoresheet. You should continue driving up the street, and you should find another CM which probably is good and will have instructions to get you back on the route.

RALLYE TIP #4 Keep A Run Sheet

At the finish, once you've handed in your scoresheet and begin to read the critique, sometimes it's hard to remember exactly what you did unless you have a run sheet. A "run sheet"- is a step by step (or CM by CM) log of how you ran the rallye. If you ran the rallye perfectly, your run sheet should have the same CMs as the rallye critique sheet,

To do a run sheet, take a sheet of binder paper and create a column for RI in effect, coursemarker letter and number, good or bad, coursemarker location, and the reason for finding the coursemarker. Begin by recording something like this:

1 A 13 good at the Start Start CM is good

Run sheets help at the finish but are also useful if you have to re-run a section of the rallye. In addition to CMs, record spaces signed at checkpoints. Some rallyeists will develop a "rallye shorthand" with cryptic abbreviations to save time keeping a run sheet.

Also, be careful of how a CM is handled if you encounter a situation where you might see it twice. For example, the GIs might state that if you are working on Supps from one CM and you encounter another CM, you must delete the remaining unfinished Supps from the first CM. The GIs may continue to tell you that each CM may be recorded only once.



Each of these have been valid coursemarkers on gimmick rallyes and yet they are different.



General Instructions

The GIs are the ground rules for the rallye. Often, they will contain a list of abbreviations and definitions, a description of the instructions, a section on route and signs, the order of precedence, and a story.

Beware of ambiguous or inconsistent definitions. For example, one rallye defined L as "a turn to your left" and R as a "Turn to your left." The first RI said "R at Main." As R was defined as a turn to the left, you should turn left at Main!

The story give theme to the rallye and is often laced with clues and gimmicks. The story will usually mention streets that you should turn on. For example, it may say that the rallye will go through commercial and residential areas. Be on the lookout for a street named "Commercial." You might be told not to cross any body of water, so on the route, if you encounter a street named "Atlantic," you should make a U-turn to avoid it.

Some GIs will be cluttered with a large volume of story gimmicks. It's a good idea to have some scratch paper or a few Post-its handy. As you encounter clues in the GIs (or anywhere else), write down the street name and what the required action is (i.e. turn left, do not cross, render nonexistent, etc.).

SIGNS

Signs are any governmental or rallye erected signs. CMs are signs. Don't split any word(s), Don't look behind you to see any sign(s). All word(s) following 'AT' in an RI or Note must appear on a sign where you are to execute that RI or Note. The exception to the preceding sentence is that an instruction using T must be executed at a T as defined. Until you see Oak, consider the words North and South and their abbreviations not to exist on signs.

CMs (Coursemarkers)

CMs will be similar to the good CM at the start. When you encounter a valid CM, record it by writing its number in all correspondingly lettered spaces on your scoresheet. Once you have recorded a CM, bring into effect any SUPP or SI that corresponds to the number on your scoresheet. If, while working on a SUPP from one CM you encounter a different CM, take out of effect the remaining SUPP part(s) from the first CM. Each CM may only be recorded once.

CPs (Checkpoints)

CPs will be identified by a checkpoint sign similar to one at the start. The start CP is good and should be entered by signing your name in the space for CP1 on your scoresheet. Once on the route, enter all CPs by marking an X on your scoresheet in the CP space that corresponds to the number of the RI that you have just completed.

TBs (Tiebreakers)

1. If you ran a perfect rallye, how far (in Inches) would you travel?
2. How many different 'Not a through Street' signs do you encounter along the route?
3. How many different yield signs do you encounter along the route?

Good Luck and Have Fun,
The TRC Rallyemasters

"Coursemarker School Rallye"

GIs

page 2 of 3

INSTRUCTIONS

If two or more instructions of different priority conflict or coincide, always do the instruction of higher priority first.

THE TYPES OF INSTRUCTIONS IN ORDER OF PRECEDENCE

1. California Motor Vehicle Code. Obey the law at all times.
2. Rallyemasters and Rallye Personnel. Do what they ask of you.
3. SIs (Special Instructions) - no gimmicks on any of them. Never consider other instructions while working on a SI!
4. BONUS - The Bonus is to go R at a street named for the site of a famous tea party.
5. GIs (General Instructions) - are the two pages labeled 'GIs', and are the ground rules of the rallye.
6. SUPPs (Supplemental Instructions) - are numbered instructions labeled SUPP on the SUPP/SI Page, with numbered part(s). Supp parts are to be completed in ascending numerical order. SUPPs come into effect as described under CMs, and go out of effect upon execution.
7. NOTES - are instructions labeled 'Note' which come into effect upon the completion of the most immediately preceding RI and remains in effect until deleted.
8. RIs (Route Instructions) - are numbered instructions on the RI Page. RIs come into effect upon the completion of the immediately preceding RI unless instructed otherwise. RIs go out of effect upon execution. An RI that has been executed can later be deleted.
9. R at Ts.
10. Go straight as possible.

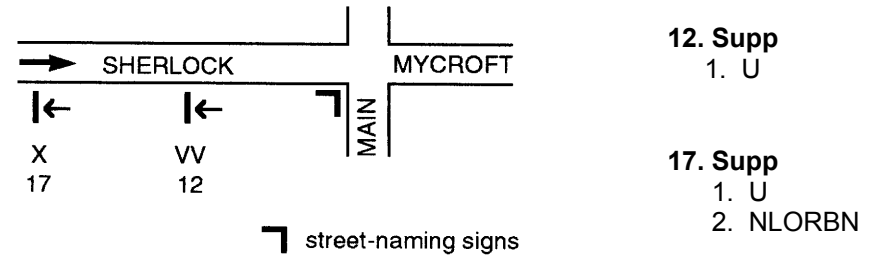
ROUTE

All roads will be paved and public. Make all Us at a safe and legal place, but consider them made where instructed. Completing an RI using 'Onto' places you Onto the road named in the RI. When 'Onto' a road, stay on that named road even if you must U to do so, until instructed 'NLOBRN'. Avoid Merritt until you record CM Y. Don't take any chances.

ONTO Gimmicks

Originally developed to keep contestants from straying off winding roads, the "onto" instruction is now found in many forms with many gimmicks. The most common form would be found in the route section of the GIs as "-when instructed onto a road by name, remain onto until instructed NLOBRN." The way this works is that an instruction, usually an RI, turns you on a street named in the instruction. For example, the RI "L onto Elm" would put you onto Elm. As "onto" is a GI even though initiated by an RI, you must stay on the street named "Elm"—if it turns; you must turn with it, if it ends; you you must U-turn to stay onto it. Often, you can not execute an RI or Supp if doing so would take you from the street that you are onto. When you get the instruction NLOBRN (No Longer Onto Road By Name), consider yourself not onto and things go back to normal.

Example A

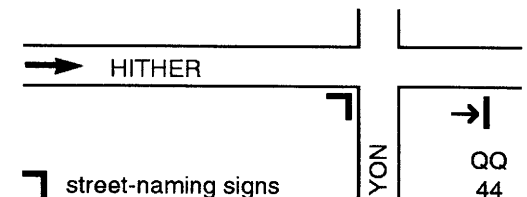


Now for some gimmicks. In example A, you have been put **onto** Sherlock and U-turn since you notice that its name changes to Mycroft at Main. This bags you CM VV and turns you around. However, when you get back to Main, you must U-turn again because you are still **onto**. You then get CM X which turns you around and instructs you **NLOBRN**.

Example B

RI: 4. R at Yon

44. Supp
 1. U
 2. NLOBRN
 3. L 1st Opp



In example B, you must deny executing the RI "R at Yon" since you are **onto** Hither. This gets you CM QQ which takes you off Hither and sends you down Yon.

Onto gimmicks can get complex. I've been on rallyes where you could be **onto** several roads at the same time and could turn from one **onto** street to another. On another rallye, deleting an RI using "onto" would put you **onto**. Know what to do with "onto" instructions before leaving the Start. If you don't know—ask the Rallyemaster!

Supps - General information about the Supp/Sl page

Included in most packets of rallye instructions is a page titled the Supp/Sl Page. It will generally have several columns which contain groups of instructions. Each group of instructions will be numbered and be labeled as a Supp or an Sl. Some RMs specify that the Supps are not labeled but the Sl's are; this can vary from rallye to rallye. When ever you are instructed with an Sl, you must do the Sl without question. Anything else on the Supp/Sl page is fair game!

As noted earlier, as you drive the rallye route, you will undoubtedly solve some of the puzzles. For instance, in the section above describing the GIs, one of the definitions was "R = a turn to the left" and the first RI said "R at Main." If you caught the gimmick, you would turn left at Main.

After turning left at Main, there must be some means of getting you back on course, which would be going back down Main to the right, relative to the street from which you turned left. Otherwise, your rallye team would drive down Main (to the left) forever!

To accomplish this (and to give you the credit for figuring out that particular gimmick), the RM will have tacked a coursemarker (CM) on a utility pole some distance from the intersection. This CM will resemble the example shown you at the Start.

Gimmicks on Supps

For example, the GIs may define Supps as being numbered instructions with numbered parts that must be executed in ascending numerical order. Thus, if a Supp had its parts lettered or the top-to-bottom sequence was not in strictly ascending numerical order, then you should question the validity of the Supp.

RALLYE TIP #5 Go for the Gimmick!

Sometimes the gimmick does not go as the rallyemaster intended. This may be very obvious out on the route when things seem to be falling apart. But instead of setting up your arguments for the protest, try to figure out what the rallyemaster had in mind. A few questions at the finish before turning in your scoresheet may get you the gimmick without needing to protest.

School Rallye

Originally intended as a practice rallye before a San Jose Saturday night rallye, this rallye was set up to be run in a backyard in the afternoon. String was used to define streets and the contestants walked the route on foot.

Rich Peterson wrote the rallye and presented it for the Z Owners of Northern California (ZONC). Bill Jonesi resurrected it from a pile of old notes and sent it along to be printed in the Critique. Give it a try and see how you do.

"Coursemarker School Rallye"

GIs

page 1 of 3

Hello and welcome to "Coursemarker School Rallye". There are no gimmicks based on Capitalization, punctuation, or spacing anywhere, or spelling in the GIs.

DEFINITIONS - (Undefined terms take on their standard English meaning).

- AT: As close to as possible.
- AVOID: U at.
- COMPLETE: Execute or delete.
- CHANCE: A chance to turn in the direction indicated.
- CR1: Continue or begin working on the RI indicated and then delete all lower numbered RIs, if any.
- DELETE: Render nonexistent.
- EXECUTE: Physically do.
- DRI: Delete the RI in effect.
- INTERSECTION: The meeting of two or more roads where you may proceed in more than one direction excluding a U.
- L: A turn to the left.
- NLORBN: No Longer Onto Road By Name.
- ON: Physically upon.
- OPP: An opportunity to turn in the direction indicated.
- ONTO: Onto the road by name.
- R: A turn to the right.
- STOP: A red and white octagonally shaped sign with the word Stop on it.
- T: An intersection shaped like the capital letter approached up the stem.
- TURN: A change of direction of approximately 90 degrees in an intersection.
- U: A complete reversal of your direction of travel.

Protests

While you are reading the Critique, you might find that you did something a little bit differently than the RM thought it should be done, and you missed a CM. You might indeed have a legitimate argument for your interpretation of the gimmick. If you do, then you have the means, generally, to appeal. This process is called a "protest." You merely write down the circumstances, the gimmick, how you solved it, and how many points you think you should be credited. Turn in this protest to the RM or his/her designate. The RM will read and pass judgment on it. If you've been especially clever, and didn't cast aspersions on the RM's ancestry, you just might be awarded some extra points. This, in turn, will boost your score.

Wrap up

After you have turned in your scoresheet and done any protesting, go to the counter and order up a beer or soft drink and a pizza. It will help you relax and calm down after this grueling experience. You will have a bit of a wait as all the scores have to be tabulated, all the protests have to be judged, any related changes to other teams' scores have to be made, and the scores have to be periodically posted on the scoreboard.

Once this is all finished, the winners will be announced by class. If you were fortunate enough to figure out enough of the gimmicks, you will be rewarded with a trophy or plaque of some sort. Now you can take it home and display it on your mantel.

The finish is more than just a place where the rallye ends, It's a spot where you can swap rallye stories and talk with other contestants. If you have problems with any of the gimmicks, the advanced rallyeists will be more than happy to help. Pick up flyers for upcoming events and check the championship points standings. Be sure to thank the Rallyemaster for putting on the rallye or, better yet, tell him which gimmicks you liked the best.

We hope you had fun and found this Guide useful. Come back and run a rallye again, soon!

RALLYE TIP #9 To get out of a rut...

If you seem to be stuck and not able to move up in the standings, try switching roles as Driver/Navigator, Try navigating if you usually drive, and vice versa, for one or two rallyes. The switch will sharpen your communication skills and allow you to work better as a team.

Other things to try include working a checkpoint, helping with a rallye precheck, helping to write a rallye, and running a rallye of a different style (A-B, Q/ A, etc.).

Example A

13. Supp
 - a. U
 - b. L at T
 - c. R 1st Opp

Example B

13. Supp
 1. U
 - .2 L at T
 3. R 1st Opp

Example C

13. Supp
 1. U
 3. L at T
 2. R 1st Opp

Example A above has lettered parts so you cannot perform them. Do not confuse invalid parts with an invalid CM. In this case, the CM is a good one; you just can't do the Supps since they are not valid. (A discussion of valid and invalid CMs was presented in the section on "Coursemarkers"). For Example A, record the number after the appropriate letter on your scoresheet, and then continue in the direction you were heading. You'll soon encounter another CM whose Supps most likely will get you heading in the proper direction. We say "most likely" as that is the usual thing, but RMs have been known to have gimmicks stacked on previous gimmicks, so you should be critical of every group of instructions under each Supp.

In Example B, if you look carefully you will see that the proper ascending numerical order is: **.2, 1**, then **3**. This is because **.2** (2/10) is less than **1**. To execute these valid Supps, you first go **L at T** (left at the next T intersection) rather than making a U-turn for part **1**. Chances are that you won't have to go very far to find the CM that will get you back on course again.

Example C is similar to B, but the actual numbers are out of order. You should see that rather than doing them **1 3 2** (as they are listed), you should do them **1 2 3**. Following these valid instructions, you should make a U-turn, then go right at your first opportunity, and start looking for a T at which you can turn left. There is a good chance that you'll find a CM soon after you go right whose Supps or SIs will direct you back to the turkey route.

We might mention here that sometimes Supp parts are to be completed in descending order rather than ascending numerical order. In which case, the gimmicks you spotted in examples B and C would not matter as you would do the parts top to bottom in descending order.

RALLYE TIP #6 Scribble on the Supp/Sl page

To help resolve any run sheet errors, it's helpful to mark the letters of the coursemarker on the Supp/Sl page next to the particular Supp or Sl. By doing this, it's easy to see if you've used a certain Supp or seen a particular CM. It also helps, but does not eliminate mistakes on your run sheet do to poor hand writing.

While we're on the subject of Opp, let's clarify a few other words or abbreviations that might appear on the Supp/SI page. Several words that are used not only as parts of Supps or SIs, but also may be found on the Route Instruction page, are "CH," "PL," and "OPP." These usually stand for chance, place, and opportunity (to turn right or left somewhere), but are they actually defined in the GIs? Is Opp defined but not Ch? Do you have an Supp that says L 1st Ch? What's a Ch? You might also find the word itself as part of a Supp, that is, L 1st Chance. Again, is Chance defined? If not, that part of the Supp is usually invalid.

Fun Run 2	Supp/SI Page	5/2/86
1. Supp 1. DRI 2. U 3. R 1st Opp	17. Supp a. DRI b. U c. L 1st Opp	39. Supp 1. U 2. CRI 5
2. Supp 1. U 2. DRI 3. L at Stopp	25. SI 1. U 2. DG 3. CRI 17	42. SI 1. DRI 2. U 3. R 1st Opp
4. SI 1. DRI 2. U 3. L 1st Ch	26. Supp DRI U L 1st Ch	43. Supp 1. U 2. U
6. Supp 1. U .2 R 1st Opp 3. R 1st Opp	27. Supp 1. U 2. DRI 3. CS at Stopp	44. Supp 1. DN 2. R at Stopp
9. Supp 1. DRI 2. L at Stopp	30. Supp 1. L 1st Opp 2. L 1st Opp 3. L 1st Opp 4. L 1st Opp	48. Supp 1. L 1st CH 2. R 1st Opp
14. Supp 1. On Course		50. Supp 1. Fish!

An example of a Supp/SI page. Can you spot four gimmicks? *

Thus, when studying the Supp/SI page, be sure that every inconsistency is either explained in the GIs or can be interpreted as a gimmick. Be sure to scan the whole page for gimmicks - there may be something staring you in the face. Is this rallye billed as the 8th Annual Fun Run? Does the Supp/SI page say that it's for the 7th Annual Fun Run? Better get an up-to-date Supp/SI page, guys.

* There are actually five, based on the text that follows: 1) Supp 6 is out of order, .2 comes before 1; 2) Supp 9 says L at Stopp (is Stopp a street name or is a stop sign?); 3) Supp 17 has lettered parts rather than numbered parts; 4) Supp 26 has no numbered parts; 5) Of course, Supp 50 is nonsense!

Finish

OK, you've finished the route and the last section on your RI page is an SI which tells you where to go for the Finish. This is usually at some hamburger or pizza restaurant that has a semi-private area where the rallye personnel can collect and score your scoresheet. There will most likely be a time limit after which you cannot turn in your scoresheet. Be sure you give yourself enough time to get to the finish and turn in your scoresheet. Heaven help the RM who has one last gimmick inside the restaurant!

When you get to the finish, again go over all the CMs you have found since the last CP and decide which are good. Then enter the good ones on the scoresheet and take the scoresheet to the scoring table. At this table you will be given an answer sheet for all the gimmicks. This is called the Critique. On it are listed all the gimmicks written into the rallye by the RM. The listing gives the RI you were working on at the time, the CM number, and the reason you found it. It will also show you the point value for each CM, so you can check your own score.

RALLYE TIP #8 Avoid Fishing Trips...

Now that you've gotten through the route (for the most part), we need to touch on one subject before getting to the Finish. That is, why you should avoid fishing trips.

Fishing? That's the term used to describe the actions of inexperienced rallyeists who drive around recording any and all CMs they see. Since most CMs are good, why is fishing discouraged? One reason is because rallyemasters are diabolical and devious- they will post "fish," negative value CMs, just to catch a few cars "fishing."

Fishing is not recommended since it does not develop good rallye skills. For best results, always have a reason for each CM you record on your scoresheet. In the long run, your scores will be better. Also, you will more than likely get the "partials" and avoid "impossible combinations."

Some rallyemasters, in addition to posting fish, will try to give partial credit for getting part of a gimmick. RMs will post a partial credit CM worth some of the points and a full credit CM worth all of the points. Together these CMs are considered an "impossible combination" and you will be penalized if you have both.



A Fish.



A Fish?

The Scoresheet

Don't look now, but there may be a gimmick or two on your scoresheet! How is the scoresheet formatted? Currently, many RMs use a scoresheet which lists all the letters of the alphabet, as well as double letters, with usually only one number associated with each letter on CMs.

Fun Run 2		Scoresheet		5/2/86
CAR # _____	CLASS _____			
DRIVER _____	NAVIGATOR _____			
PASSENGERS _____				
COURSEMARKERS		CHECKPOINTS		
A _____	N _____	AA _____	NN _____	CP 1 _____
B _____	O _____	BB _____	QQ _____	CP 2 _____
C _____	P _____	CC _____	PP _____	CP 3 _____
D _____	Q _____	DD _____	OO _____	CP 4 _____
E _____	R _____	EE _____	RR _____	CP 5 _____
F _____	S _____	FF _____	SS _____	CP 6 _____
G _____	T _____	GG _____	TT _____	CP 7 _____
H _____	U _____	HH _____	UU _____	
I _____	V _____	II _____	VV _____	
J _____	W _____	JJ _____	WW _____	
K _____	X _____	KK _____	XX _____	
L _____	Y _____	LL _____	YY _____	
M _____	Z _____	MM _____	ZZ _____	
				SCORE
				CMs _____
				CPs _____
				TOTAL _____
TB 1 _____	TB 2 _____			

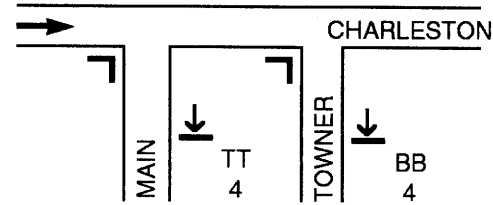
An example of a Gimmick Rallye scoresheet. Can you spot the scoresheet gimmicks?*

This leads into another subject regarding the scoresheet. Quite often CP personnel will cross out some spaces next to a letter on the scoresheet, meaning that the coursemarker for that space wasn't found and it shouldn't be entered later. With respect to the crossing out of spaces, don't worry. Oftentimes the RM will have CP personnel do it to certain ones anyway, to make you think you've goofed! Don't let this bit of misdirection distract you from the remainder of the rallye. Don't worry about any spaces that are crossed out. Who knows, they might have been "fishes" (more on this subject later).

* There are two gimmicks here. There is a space to record passengers so make sure you do if you have any—check the story. Notice that QQ and 00 are switched.

Hanging Supps

One area of gimmick rallying which causes some confusion not only to beginner, but also sometimes to experts (who are only human and therefore sometimes forget) is known as a "hanging Supp." A hanging Supp is caused by the execution in quick succession of several different types of instructions, one of which is done while doing the different parts of a Supp.



4. Supp
 1. U
 2. R 1st Opp

Suppose you are driving east on Charleston. A Note is in effect: **Note A: R at Main.** You see Main Street to the right, and you turn down Main for your CM (TT). The Supps for that CM say "U, R 1st Opp" (Opp is defined as a place to turn). OK? Fine, but the Note has not been deleted. So, you make your U-turn at a safe and legal place, then you come to the intersection of Main and Charleston. You see the street-naming sign of "Main" again! (See the paragraph about *Parallel Signs* under the section on SIGNS.) So you execute the Note again by going "R at Main." However, you will notice that the second part of the Supp (R 1st Opp) hasn't yet been done. This means you can (must!) turn right at Towner Street, the next opportunity to turn right. This is where you clean up the hanging Supp and get another CM (BB).

Hanging Supps are nothing more than parts of a Supplemental Instruction that are unfinished when another instruction of higher precedence can be executed. These unfinished parts must eventually be done.

Route Instructions

RIs are the basic instructions which will get you from the start to the finish, if followed exactly. That's the theory, anyway. Most RMs write a rallye which will appeal not only to novices, but also to experts, and therefore, the actual route may be somewhat different from the Route Instructions. For example, the GIs may tell you that when you encounter a T-intersection for which there is no instruction (known as an uninstructed T), you should always turn either to the right or to the left. Thus, while your RIs may start off with some very precise instructions (e.g. **L at Main, R at Signal, L 1st Opp, R at Boysen**), there may be some interpreted instructions between these RIs. Main Street, for instance,

might end as a T-intersection with Charleston while you are still looking for a signal at which you can turn left. If the GIs told you to go right at any otherwise uninstructed T-intersection, you would turn right at Main and Charleston.

Therefore, if your RI says **R at Maine**, you should look for a streetnaming sign that says "Maine" on it. If you happen to see one that says "Main," you haven't found the right street, and you should continue looking for Maine. This is known as a misspelled RI gimmick. Once past the street in question, you most likely will find a CM which will delete the RI with the misspelling in it, and have you do a U-turn, then a left at the first opportunity.

If the GIs tell you that everything, except other definitions in the GIs (such as Signal or T) following the word "at" in a RI must appear on a sign, beware of potential gimmicks with undefined (albeit commonly used) terms. Does the RI say **L at Tee**? Is Tee defined? If not, and if the GIs tell you to go right at uninstructed T intersections, then go right to find your good CM.

What do the GIs say about such additional words (and/or their abbreviations) on signs such as Street, Road, Lane, East? Some GIs will state that these words/abbreviations don't exist. If they don't exist, how do you resolve an RI that says **L at Main St**? Or **R at East** (East Road, for example)? Occasionally the RM will add other words in the list in the GIs, such as Upper. Then, if your RI says **R at Upper Volta**, and Upper does not exist, the RI is invalid.

Also, the GIs will be very specific about the care and treatment of RIs. That is, there are going to be specific instructions on signs which name streets while you are on the route. Even though "Signs" is a separate topic covered below, we caution you with respect to RIs vis-a-vis signs. The GIs usually will tell you that words following the word "at" in a Route Instruction *must* appear on the sign, exactly as spelled or otherwise indicated.

An acquaintance related to me that he once ran a rallye where the non-existent abbreviation of "street" was a gimmick. One of the RIs said, "L at St. Francis." Is it a valid RI? Since "St" doesn't exist on signs, and everything following the word "at" must appear on the sign, you would deny the RI and continue straight ahead to get the CM that disposes of this gimmick.

Besides telling you to turn at a certain street, the RIs might tell you to turn after something (like a signal or a stop sign) without naming the road itself. Be sure you are clear about what action is valid when other words are used.



have decided on all the CMs you've seen, mark the **good** ones on your scoresheet in their proper places. That is, if **A-13** is good, you would put **13** next to or below the **A** on the scoresheet. Do this for all good CMs. Then review the procedures for entering a CP.

Entering a Checkpoint

What are you supposed to do or say when you stop at a valid CP? What do the GIs tell you to do or say? They might tell you to hand your scoresheet to the man at the CP and ask him to sign his name. What do you do when there are only ladies at the CP? Do you ask them to sign their names or to sign "his name"?

We recall one Halloween rallye years ago where teams were told to be sure to have their scoresheets signed in blood at the CP. At the first CP, all was well, as they all signed with red ink. However, at the second CP, they signed with blue ink. If you asked if blue ink was also good, they would tell you that it was - ever hear of "blue-bloods"? You would lose points, however, if you didn't accept blue ink as blood.

Leaving the Checkpoint

Once you have gotten back your scoresheet, check it over for anything that might have been written on it. Check the back side, too, as CP personnel have been know to rubber-stamp a new Note or Bonus instruction on the back. Check to see if there are any instructions to be carried out at that point. When satisfied, continue to work on the instruction of highest precedence that brought you to the CP. Also, check to see if anything special comes into effect after the first (or the second, etc.) CP, such as which way to turn at an uninstructed T-intersection. Some RMs have you go left before the first CP and right after the first CP. These things are important!

Not all CPs are good. On one Sunday day rallye, the route took us through a new development where the streets were paved, but no houses were built. You could see for miles. On one street off to the left of the route you could see an obvious CP. But there was absolutely no way you could get there; no valid instructions got you there. They even had a couple of cars there with what appeared to be rallye participants getting their scoresheets signed! It was all a fake to lure unsuspecting beginners and novices to a trap! Beware - the RM will do anything to trick you.



There may be other types of signs defined or allowed per the GIs. Common among these are "Not a Through Street" and "Stop." Be sure that these are defined or resolved if these words appear as part of the RIs or Supps. "L at Not A Through" might be a perfectly valid RI, if the GIs allow it. Stop signs may have unusual definitions. One rallye defined a Stop as a red and white hexagon with the word "stop," printed on it. The RM made a hexagonal sign that matched that description, and used it as a gimmick. But of course, regulation stop signs are octagonal, and thus didn't fit the definition, so when teams came to a regulation stop sign, it was invalid according to the rules of that rallye.

Checkpoint signs may be gimmicked, also. Be sure you remember what the sample CP sign at the Start looked like.

Coursemarkers may also be defined under Signs. Check out the earlier section on Coursemarkers!

Checkpoints

Most, if not all, CM-Gimmick Rallyes include at least one checkpoint (CP) along the route. CPs are written into the rallye for a variety of reasons, any of which might apply. Some of these are: 1) To relieve boredom, 2) To give beginners confidence that they are at least on the route, 3) As an excuse to give each rallye team 500 points, 4) As a place where additional instructions might be given to rallyeists, 5) As a place where more gimmicks are encountered, and 6) To give the RM a way to end a series of gimmicks.



At the Start there should be an example of a CP sign. It is this sign you will be looking out for during the route. Of course, the CP at the Start may be a good one, too, so always ask.

With regard to CP instructions, read your GIs very carefully, and take them very literally. Do they tell you to put your name in the space for CP 6? What did you write? Dick Dork or "your name"? If you put your own name, you might get 10 points; if you put the words "your name," you got full credit and racked up 20 points.

You will probably see the CP from a reasonable distance. This is a good time to stop and review your progress so far. Hopefully you've been keeping a run sheet with the CMs you've found thus far, and their disposition (good or bad) and why. All members of the rallye team should check their notes with respect to those CMs which are doubtful, and make a decision. Once you

RIs are generally numbered instructions that are to be done in ascending numerical order. Because of this format, you should watch out for the same sort of gimmicks as were explained under the section on Supps. For example, RI 2 might read "RI .2" rather than "RI 2." and should be done before RI 1.

Does the definition of RI tell you when you should begin working on an RI? Is it after the preceding RI has been completed? If so, how does one resolve the paradox of RI 1 when no RI precedes it? Most good RMs will resolve this either with a gimmick or by having an SI above RI 1 which simply states, "RI 1 is in effect once you leave the Start" or "Continue with RI 1."

Fun Run 2 Route Instruction Page 5/2/86

1. L out of parking lot
- Note A: R at Washington
2. R at Tee
3. L 1st Opp
4. L at Charlston
5. R at T
6. L after Signal
7. R onto Main
- Faber: CS at Main
8. L 1st Opp

- SI: Begin Traverse- L at Signal,
R at West, CS Across US 101,
L at Fremont. End SI.

10. L at Donna
9. R at Lemmon
- Note B: U at Caspian
11. R at Space Park
12. L at King George
13. CS at Gail

- SI: End rallye at Moose Pie Pizza Place.
Hand in scoresheet. End SI.

An example of a Route Instruction page. Look for examples of what might be gimmicks? *

How are RIs rendered no longer valid? Must the preceding RI be merely *completed* (by performing all the action indicated), or must it be *deleted* by another instruction? Are RIs executed when you perform the action indicated? Are such common abbreviations as DRI and CRI defined? They commonly are abbreviations for "Delete Route Instruction" and "Continue with Route Instruction" (CRI). If not, are they in one or another of the Supps? All of these questions must be resolved in order to follow the route.

* RI 2: is Tee defined? RI 4: Is it Charlston or Charleston? RI 8: Can you do the Faber (Continue Straight at Main) at a parallel sign rather than turning left for RI 8? RI 10 and RI 9 are out of order, RI 11: Is the word "park" allowed?

Once again, look at the Order of Precedence. You will notice that the Route Instructions usually are the lowest instructions in the Order of Precedence. That is, every other sort of instruction should be done before RIs if there is a conflict.

For instance, Notes and Supps being higher than the RIs in the Order of Precedence, are done before or instead of doing the RI (see the example for parallel signs). But when you've found the CM, done the Supps, and got yourself back on course, always go back to the RI page and begin looking for the next RI to complete (sometimes look before you get back on course). If gimmicks are like plays in football, the RIs are like the line of scrimmage.

Variety Instructions

You must be sure that you have read the GIs very carefully to catch gimmicks based on the different types of variety instructions. The definition of each must be thoroughly understood. Look for any deviation from the definition, Look for other GIs which contradict the definition or change the definition under certain circumstances.

Gimmicks on Note Instructions

Note Instructions are usually lettered instructions which are inserted between two Route Instructions. They generally come into effect after the previous RI has been executed. What do the GIs say? Executed or deleted or completed? Each of these may have a different meaning. If a Note comes into effect after the preceding RI has been deleted, does this mean that a Supp or an SI must specifically delete it, or does the act of completing the RI (actually doing it) also delete it? If not, the Note may not be valid and you shouldn't try to do it until you know for sure that the previous RI has been deleted.

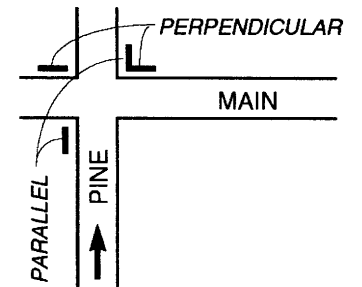
Here's an example for lettered Notes: The GIs tell you not to accept any money. Notes are in this format: **A Note: L at Main**, **B Note: R at Poplar**,

RALLYE TIP #7 The Infamous First RI

Most rallyes have a gimmick based upon completing the first Route Instruction. To avoid repeatedly falling for these gimmicks, determine what would bring the first RI into effect (RI, GI, SI). If the GIs do not say something like "... the lowest numbered, uncompleted RI is the RI in effect..." or "... RI I is in effect when you leave the Start-," or "...RI I comes into effect after the Traverse-" and if the Traverse SI does not CRI or explicitly say that RI I is in effect, expect a gimmick. Look for a CM beyond where you would have turned. It figures that if you cannot execute RI 1, you probably cannot delete (DRI) it either. A second CM with an SI is often used to finish the gimmick (DRI I or CRI 2). Knowing this may get you a few extra points.

Parallel Signs

However, there are occasions which you will have to look for a street-naming sign that is *parallel* to your direction of travel. These parallel signs will face the street you are driving on. If you are driving down Pine Street, you should see several "Pine" street (*parallel*) signs.



For instance, consider the Note Instruction—**Note Z: R at Main**. If you are traveling north on Washington working on RI 12 which says **L at Main**, and you find an east-west cross-street with its *perpendicular* street naming sign indicating "Main," you would turn right, per the Note, which has a higher Order of Precedence than the RI. Now you are traveling east on Main. You encounter a CM R whose Supps direct you to delete the Note and to make a U-turn, but doesn't necessarily tell you to delete the RI or to continue with the next RI. Thus, you are still working on the RI which says **L at Main**.



- RI: 12. L at Main
- 18. Supp
 - 1. U
 - 2. Delete Note Z
- 27. Supp
 - 1. U
 - 2. L 1st Opp

OK. You do your U-turn, delete the Note, and are now driving west on Main, trying to do the RI **L at Main**. You come to the intersection of Washington and Main, and though the "Washington" street-naming sign is the one facing your direction of travel, you can also see the *parallel* streetnaming sign "Main." Even though you are physically on Main, you can now execute the RI **L at Main** because you have found a sign which says "Main." Doing this brings you to CM S.

Other Signs

Some rallyes take you on a sign hunt... that is, you look for signs in addition to street-naming signs. For instance, you might have to do this: **L after a girl about to get wet**. This means that you probably will see a motel with a neon sign of a swimming pool with a female diving into it. When you see this sign, go left at the next opportunity.

Signs

Among the subjects covered in your GIs is usually a description of what constitutes a sign. At times the RM will use the definition of "sign" in one or a number of gimmicks. As noted above under the section on "Gimmicks on <name> Instructions," the RM can pull some winners at times with certain definitions. Be sure that your rallye team understands any deviations in the normal definition of "Sign."

Street-naming Signs

Most often rallyeists will encounter signs which indicate the name of a particular street. They are usually grouped insets of two: One which indicates the street on which you're traveling, the other which indicates the street which intersects the one on which you're driving. These signs are called, appropriately enough, "street-naming signs."

W. MAIN STREET

200

ST. FRANCIS

← BOARDWALK
PARK PLACE →

Generally, a street-naming sign can be either parallel or perpendicular to your direction of travel. This means that if you are looking for a particular street at which some action is indicated (L at Main), you will be looking most often for a street-naming sign which faces (is perpendicular to) your direction of travel.

* *Compass directions such as North, South, East, and West along with their abbreviations can rarely be seen on signs. Block numbers as indicated on the second sign (200) often do not exist. Also, road designations such as avenue, street, way, etc. and their abbreviations won't be seen. As "saint" and "street" have the same abbreviation, expect to see only FRANCIS'. Arrows commonly won't be seen either. This would allow you to turn left at PARK PLACE or right onto BOARDWALK.*

the rallye club



the rallye club

C Note: L at Lincoln. Look at the third one, **C Note**. Isn't "C-note" a slang expression for a \$100 bill? That would mean that you shouldn't do C Note. If you do, and you find a CM, it probably will be scored as bad, which would deduct points from your score.

What about this series: **A Note: L at Main, B Note: R at Poplar, Note C: L at Lincoln.** Unless the GIs specified the exact format (with the letter either preceding or following the word Note), they are all valid.

It is also not uncommon for the RM to insert Notes whose referred street doesn't exist on the rallye route. The streets might be *near* the route, and thus fool those who might be looking at a map of the area. We have known rallye teams who wandered all over looking for a CM on a street that could never be reached no matter how they interpreted the various instructions.

The Order of Precedence figures in Note gimmicks, too. Consider that you have a valid Note that reads, **Note A: L at Main**. It is in effect when you find that you have a Route Instruction that tells you to **R at Main**. What do you do? What can you do? What you can do and should do is to follow the Order of Precedence, which generally has RIs as the lowest on the list. Thus, a Note would have precedence over the RI. So, you go left at Main, for **Note A**, to find your CM.

Now, do the GIs tell you what happens after you've executed a Note? Can it be done only once? Is it in effect throughout the entire rallye? Did your Supp or SI tell you to delete the Note or delete the sign that brought you to the point where you found the CM? Does the Supp or SI instruct you to work on a new RI other than the one on which you were working before you executed the Note? These are all important things to consider. You will have to know the answers to these questions after you execute a valid Note instruction.

If, for example, the GIs don't specify how a Note is taken out of effect, here is how you can execute it a second time: **Note A** is in effect (**Note A: L at Main**) and you're working on the RI which says **R at Main**. When you come to Main, you turn left to execute the Note. You find the CM and record its letter/number combination. Under the corresponding numbered Supps you find that you are to: **1. U, 2. DRI, 3. CS**. This means that you do a U-turn, delete the RI you were working on (**R at Main**), and continue straight at the next intersection (the one from which you turned left to get this CM). The Note is still in effect because the GIs say that it must be deleted with a **DN** (Delete Note instruction). So, at the next intersection, you turn left again, because you once again see the sign that says "Main," even though it is now parallel to your direction of travel. After turning left, you will find yet another CM. You find that its instructions read, "**1. DN, 2. L 1st Opp.**" This means that you can now delete

the Note, then turn left at the next opportunity, and you are now back on the turkey route. (A more detailed discussion of "parallel sign" gimmicks can be found under "Signs.")

Gimmicks on Bonus Instructions

For the most part, Bonus Instructions are pretty straightforward. They are generally clue- or definition-type instructions where you are to solve the puzzle posed by the wording, which takes the form of a definition. Bonus Instructions are usually found in the GIs, and are in effect from the start until deleted. However, some RMs will tell you (in the GIs) not to execute a bonus until after a certain RI has been completed.

Examples of Bonus Instructions are: "Turn right when you encounter an animal with antlers." This would be possible at a street named "Deer." Another example would be to "make a U-turn at the first US President." You could execute this Bonus Instruction when you saw "Washington" Street. However, some experts might interpret this to mean that they should turn at the first street they encounter that is named for a US President which may be Jackson or Taft rather than Washington.

As in all gimmicks, you perform the indicated action (in the examples above, a right turn at Deer and a U-turn at Washington) and begin to look for the CM associated with the gimmick. Again, record the letter/number combination and follow the Supps or SIs given for that CM, if they are valid. Then decide how the GIs render the Bonus Instructions no longer valid. If you are told that the Bonus can be done only once, and is considered deleted once you complete it, then you are home free (usually! We make no guarantees!) If, as explained in the section above on Note Instruction gimmicks, there are other, more involved General Instructions on how to deal with a Bonus, then you must figure them out and follow the GIs.

Gimmicks on a Unique Instruction

Unique Instructions are tricky, in that they are supposed to be unique in their wording in the GIs (or wherever they appear), and there should be only one for each rallye. Additionally, they are an anagram of a particular street name.

However, the RM may have a particularly long street name that can be anagrammed in more than one way. Ordinarily this does not mean that the Unique Instruction can be done more than once. Ordinarily! You may also be given a Unique Instruction on the Supp/Sl page as well as one mentioned in the GIs. Given the rules of precedence, where the GIs are highest in the Order of Precedence (excepting, of course, those instructions which never have any

gimmicks: The CVC, the RM and SIs), then the Unique Instruction in the GIs would take precedence over any Uniques anywhere else.

An example of a Unique could be to "turn left at a street you could *Grab it, Ral*." And "turn right at a *trail garb*." These two Uniques are anagrams of Gibraltar. They are called Unique Instructions as they are uniquely marked in the GIs (surrounded by asterisks) and they are anagrams.

Gimmicks on <name> Instructions

Most rallyes are given a name other than "Fun Run 6." The names of the rallyes usually have the name of some topical character included, such as Max Headroom or Rambo or Dick Dork. When this is the case, quite often the RM will include among the usual collection of cluttered instructions an instruction based on the name of the character in the rallye name. Thus, from the above, you might encounter Max Instructions, Rambo Instructions, or Dork Instructions in your list of types of instructions in the GIs.

The <name> Instructions give the RM a bit of leeway and can be quite creative in their definition and effect. Because they are so varied and different from event to event, there is simply no way to demonstrate by example what you should expect. Our only advice here is that you should read and understand the definition of the instruction, where you will find the instruction, its correct format, how and when it is to be executed, how it is rendered completed, and how scored. You should also be aware of its position in the Order of Precedence, in case of conflict with other types of instructions. All members of the rallye team should compare notes on this type of instruction.

We can think of one example where the RM worked his name into the set of instructions rather than a name of a character. His name was AL, so there was an AL Instruction. However, part of the GIs informed rallyeists that the words "east, north, south, west, street, road, lane, alley, boulevard, etc, and their abbreviations," did not exist on signs. The teams were also told in the GIs that the RI page was to be considered a sign. In the middle of the RIs was an AL Instruction: **AL: L at Ross**. Since AL is the abbreviation of alley, and since it appeared on a 'sign" (the RI page), you couldn't do it since AL didn't exist.

