

# Be a Rallyemaster

SKILL LEVEL: SENIOR-EXPERT

1. **Get Some Gimmicks.** To write a rallye, jot down ideas for gimmicks and concepts you would like to use.
2. **Pick a Location.** Find a neighborhood to run the rallye through. You'll need plenty of lamp posts and utility poles for a Coursemarker (CM) rallye and a quantity of signs for an A-B/QA event.
3. **Check for Checkpoints.** Search the neighborhood for a few good checkpoint locations. These places should have good visibility and lighting.
4. **Dig up the GIs.** Although you could write your own, it is better to start with a good set of General Instructions from a recent rallye and written by an experienced rallyemaster (RM).
5. **Maps Help.** At the very least, you should have a photocopy enlargement of the neighborhood you are using. You'll use this map to determine the route and spot the CMs and signs.
6. **Plot a Route.** Taking care to include the checkpoint, and any special signs and intersections, write out a rough route. List on paper all turns, including those at T-intersections (Ts) and forced turns (F-turns). It's helpful to include parenthetical information (Stop, Yield, T, F-turn, name change, etc.).
7. **Refine the Route.** Count up the Ls and Rs at the Ts and let the "T-rule" be for the larger. Re-number the turns eliminating those at F-turns and Ts based upon your chosen T-rule. Add or remove turns until you have between 20 and 25 course directing route instructions (RIs) for a CM rallye (see "Over Write").
8. **Hard Stuff First.** Address the more complex gimmicks first. These will usually be the expert gimmicks and those based upon special signs and intersection configurations.

**SI Sanctity.** There should never be any gimmicks on Special Instructions (SIs).

**Route Integrity.** The Route Instructions (RIs) and Traverses should direct you through the route from Start to Finish.

**Gimmick Equality.** All gimmicks should be evenly balanced in points.

**See-able Signs.** Coursemarkers should be posted within two blocks. Use signs that are visible and relatively easy to find.

**Progressive Difficulty.** Stack the hard gimmicks onto the easy ones. For example: easy entry gimmick, moderate follow-up, advanced twist.

**Giz Recovery.** All intended gimmicks should loop back on course. That is, a CM or off course loop should get you back on the route.

**Pre-Check Pride.** Nobody can adequately pre-check and proof their own event.

## Do:

**Get a Mentor.** Experienced RMs have a depth of knowledge to share.

**Re-Throw a Rallye.** Learn all the logistics necessary for putting on an event such as getting workers, arranging for awards, doing pre-checks, and posting CMs.

**Consider a Theme.** Work the theme into all aspects of the rallye; not just the title and flyer. Use street names, theme instructions, checkpoints, CMs, story, etc. to express a theme. For example, a James Bond rallye might do something special with CMs M, Q, and OO-7.

**Loop for Success.** If the route overlaps or crosses back on itself, take advantage of its gimmick potential.

9. **Easy Stuff Next.** Since these gimmicks can be placed just about anywhere, fill in the blank areas with beginner level gimmicks such as misspelled RIs, and on course CM gimmicks, etc.

10. **Multi-Task Critique, Supps, and Map.** As you plan out the gimmicks for steps 8 and 9, sketch in the CMs on the map, create the Supps and SIs necessary to get back on course, and draft an explanation for getting each CM. These will be refined later.

## Don't:

**Over Load.** Avoid trying to put all the gimmicks you know into your first rallye.

**Over Extend.** You don't have to do everything yourself. Ask the club for help and follow-up. Get assistance with awards, duplication, checkpoint workers, rallye school, posting CMs, and scoring.

**Over Write.** Don't write a rallye that is too long. A good rule of thumb for CM rallyes: 24 RIs and 45 total CMs; for A-B rallyes: 35 to 40 RIs; for Question A-B rallyes: 30 to 35 RIs and 10 to 15 questions.

11. **Drive and Revise.** Take your preliminary instructions (GIs, RIs, Supps/SIs), map, and critique and then drive the route. Make sure everything works as you intend and things are where they need to be (signs, opps, utility poles, etc.). Gimmicks may need to be rearranged or moved around.

12. **Pre-check.** Once everything is complete to your satisfaction, arrange for a thorough review by an experienced rallyeist. The best pre-checks are done under rallye conditions. Typically at night with the RM riding along only to describe the CMs. Expect to make several corrections and have additional pre-checks before the event is presentable. The pre-checkers always find problems but sometimes they'll discover great gimmicks to add.