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TSD Novice Rally Workshop #4 (Night Rally)

October 2, 2004

Chilliwack, BC

Road is 70% - 75% gravel

All evening (18:00h – 02:00h)

This course is an introduction to the auto sport of TSD (Time-Speed-Distance) Rallying. During this workshop, we will review the fundamentals of navigation and it will also be an introduction to driving in the night.

(Some aimless ramblings from our president's experience about night rallies)

Night TSD rally is a whole different beast when it comes to TSD rallying in general. During the night, the simple factor of little or no daylight can change how everything looks on the route. Never expect what you expect and always expect what you don't expect – lost you yet?

Let's start with the route book – there is always just enough information to keep you on-route, however, that's assuming you can see down the road in broad daylight. In the dark, instructions that require you to change direction of travel will almost always spring up at you while you are travelling at average speed and you will inevitably drive right past it. The concentration level required to drive at night is exponentially higher for this reason. Route precedence is a good rule to become familiar with. While rally masters try to include as much information as possible, you are, in the end, responsible for keeping accurate tracking of your distances covered or you will end up driving on a road leading to some farm or worst yet – a road that will lead you to the next town.

Navigators are also exponentially stressed at night. Working with a flashlight swinging from the sun visor or clamping a tiny 5W light to your clipboard only provides enough light to see a few instructions at a time. The peripheral vision is limited in the dark and the eyes are continually adjusting its focus while staring from glaring white paper to pitch dark windows. These are just the basics for creating an environment ideal for regurgitating your last meal all over the dash or towards a window that couldn't be opened in time because the damn switch is next to the gear shifter and not on the door where it should have been. Yes – a good navigator is one who has a strong stomach or a good stash of gravel handy. (Gravel has also been known to knock out navigators in the middle of the route, so only take what is recommended on the box).

The road – as yes, the road... that is what rallying is really about, battling the road. In the dark, your lights (stock or auxiliary) will cast shadows everywhere. Potholes look like deep pits and crests look like hills. Blind corners are even blinder and exposures seem to have no bottom. In the night, humidity and temperature also play a key factor on the road conditions. Mist and fog seem to descend without warning and suddenly you can't even see more than 2 feet in front of you or worst, the edge of the road.

These factors are what make night rallies a true challenge and a pure adrenaline rush. Don't forget the gravel.

Have Fun and shiny side up!

Ken Kwong
2004 WCRA President

Supplementary Regulations:

October 2nd, 2004

- Are you interested in learning how to participate in rallying?
- Have you ever wondered what it would be like to drive your car on gravel roads?
- Do you need to polish up on your TSD skills?

If you don't know where to start, well ... do we have the workshop for you!

WCRA Novice Rally Workshop will introduce you to the sport of TSD auto rallying. TSD = Time / Speed / Distance - three factors that are used to create a challenging auto event. This workshop will consist of both "on-road" and "off-road" instructions. We will provide off-road classroom instructions and theory about the sport. Experienced TSD rallyists will coach you on the finer skills of driving techniques and navigational calculations. Tricks and tips will be shared from the experts. We will provide instructions on what to expect at an event - everything from car inspection to route instructions. Then, we will answer all your questions.

We have also prepared an on-road TSD event for you to apply your new skills. You will be provided with feedback and your scores will be analyzed with you. Experts will be there to provide you with tips and explain what should and could have been done to better your scores.

This is part one of the 2004 TSD Novice Rally workshops presented by the West Coast Rally Association. This event will follow the 2004 BC Rally Regulations, which are available from Rally Pacific Motorsports. The rally runs on straight-forward instructions, and will be approximately 300 km in length with roads about 75 % gravel and 25% paved. Maximum distance between gas stops is 250 km.

Each leg of the rally will end with a gas or rest stop, and is divided into Transit stages and Regularity stages. Transit stages give a stage time, which is adequate for completing the stage well within posted speed limits. Your time will not be recorded in Transit stages. Regularity stages list specific average speeds, which are below posted speed limits, and which you must maintain in each part of the stage. Timing controls will be in Regularity stages only, and will not be placed within 200 metres of the Regularity starts, finishes, stop signs or busy intersections. Procedure when approaching a control is simply to drive straight past without stopping.

The control official will record your time. For double-checking the results, you may wish to note the time and mileage at each control but this is not required. Your timing in these stages determines your score. Timing is to the second, with one point per second early or late from absolute rally time. The lowest score wins. The maximum penalty at a control is 300 points (5 minutes) to a maximum of 600 points (10 minutes) in any one regularity section. Control officials will remain in place at least until all remaining cars are beyond 10 minutes late. Ties will be broken by the most zero scores, then the most 1 second penalties, etc.

Exceptions to scoring: a competitor coming upon an accident is required to stop and render aid if possible. In such cases, the competitor should record the time and mileage in the stage, and the times lost as a result and give a written declaration of this to a rally official. Unless it is determined that the incident did not occur as declared, the declaration will be accepted and the remainder of the leg scored as if delayed by the time lost. Hence, lost time must not be made up until the next end of the leg. Declarations of time lost will also be considered for organizers' errors, which make official time unattainable, and other discretionary safety concerns.

Entry limit is 30 cars.

Equipment Required:

- Calculator-battery powered, not solar
- Clipboard
- Pens or pencils
- Stop watch or digital watch
- Notepad or paper for notes
- Flashlight or maplight (if on a night rally)
- Highlighter

Equipment Recommended:

- Safety Triangle*
- First Aid Kit*
- Fire extinguisher rated 5BC or 10BC*
- Tow Rope*
- Gravol or Motion Sickness Medicine (optional)
- Toilet Paper (trust me on this one!)
- BCAA Card (if you have one)
- Additional Headlights (if on a Night rally)

* = *These items are required for most full TSD events*

All competitors will compete within the following class definitions:

- **Novice:** Neither team member having entered more than 3 TSD rallies prior to the current year, and equipment limited to calculator class or paper class.
 - **Paper:** No calculators rally tables or accessory odometers.
 - **Calculator:** Accessory odometers, non-programmable calculating devices which are not driven by a wheel

DETAILS:

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Cost:

Per car - CAN\$40 (US\$30) - Up to 1 week prior to the event

Per car - CAN\$50 (US\$40) - within the week leading up to the event

Tentative Schedule:

18:00 - 18:30 Registration

18:30 – 21:00 Workshop & Tech

21:00 – 01:00 On-Road TSD

01:00 - 02:00 Wrap up and scores

Upon receipt of paid entry form - an information package will be sent to you with details of the course and how to get to the registration. ONLY PAID ENTRIES WILL BE CONSIDERED AS COMPLETE.

This is the fourth Workshop of the year. If you would like to read any of the workshop materials from earlier this year and previous years you can download the material from the following link: http://www.rallybc.com/html/getting_started.html. (Please note this material is from the 2002 Novice Series, and not all will be applicable this workshop.)

For more information, contact:

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Novice Coordinator

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Visit us at:

www.RALLYBC.com