



Cascade Classic Rally Rules

Please review the following rules carefully.

UNIFORM GENERAL INSTRUCTIONS FOR COMPETITORS

These rules follow those generally accepted for vintage rallying, however it is essential for all competitors to read these instructions in detail as they are specific to this rally in particular.

- I. **Eligibility:** Sporting motorcars manufactured before 1975 are eligible to participate in the 'Classic' division while cars built 1975 or later will participate in the 'Contemporary' division. Both Classic and Contemporary divisions will run the same route but will compete for separate awards. Both divisions may be combined into one, if fewer than 10 teams are signed up in either division. Cars must be in road-worthy condition and pass inspection, particularly focused on brakes, suspension, steering and safety equipment. At registration, each driver must confirm that they have a valid driver's license, vehicle registration and valid proof of liability insurance. Cars must be licensed for road use in their country of registration. All participants must sign liability waiver forms.
- II. **Equipment:** Rallyists are restricted to the use of the car's original equipment odometer or any mechanically driven vintage odometer appropriate to the period. Commercially printed rally tables and slide rules (straight or circular) are allowed, as are non-programmable electronic calculators. Other calculators or computers of any kind are not allowed and their appearance in the possession of any rallyist at any time during the event will result in immediate assessment of five minutes penalty applied to each previously completed rally section. Contemporary division cars with stock on-board computers are not allowed to use these devices during the rally and must tape-over the display.
- III. **General Procedures:** Cars will be started at whole minute intervals. Cars may be started in other sections at a reasonable spacing by the organizers. All starting and restarting times will be based on the stated starting and restarting times for theoretical Car "0".
- IV. **Checkpoint Procedures:** The event is run under a "perfect time" format: cars will not stop at the timing controls, though they may be required to stop at clearly marked information controls, passage controls, end of section controls, main time controls, and so on, procedures for which will be clearly provided in the route instructions.
- V. **Off-Course Controls:** "Off-Course controls" may be located in areas most likely to be visited by "lost" competitors. These controls are plainly marked and rallyists approaching a sign reading "O.C.", legible from the direction of travel, are required to stop to receive instructions on how to regain the route. An Off Course visit will gain you five penalty points. Turning around and not stopping at the control will also gain you five penalty points.
- VI. **On-Course Controls:** "On-Course controls" have been located to ensure that you do not take shortcuts. Stopping at an On-Course control is zero penalty points. Not stopping at an On-Course control is five penalty points. You may not know if you are stopping at an On-Course or an Off-Course until you stop, but knowing which you are is necessary to getting back or staying on course.
- VII. **Scoring (timing to the nearest minute using "whole minute" points):** Penalty points at timing controls will be assessed at one point per minute off the perfect calculated minute, using the thirty second mark of the minute as absolute perfect time. A car will be considered to "zero" the timing control (checkpoint) if it passes at any time within the perfect minute. Checkpoints may be located at any point falling within the bottom third of the minute (i.e., 20 seconds to 40 seconds after the minute). The maximum penalty at any timing control will be five points. The maximum penalty for missing the timing control altogether will also be five points. Controls will be open at least five

minutes after the last car is due. Penalty for being caught by an off-course control will be five points. Entering a checkpoint from the wrong direction will be considered off-course. Stopping within sight of a checkpoint for the purpose of 'killing time' will result in the car being timed at the point which the car stops and be assessed an additional five points. Route instruction times are expressed in minutes and seconds. Creeping up to a checkpoint is allowed.

- VIII. **Spelling errors:** There are no intentional spelling errors in the route instructions.
- IX. **Tie breaking to determine overall positions:** The first procedure when breaking a tie will be to award the higher place to the car with the greater number of zeros. Then if necessary, ones, twos, etc., will be compared.
- X. **Tie breaking (whole minute penalty point scoring):** If the tie cannot be broken by comparing whole minute points, then it will be broken by comparing total seconds, early or late, from the perfect time at every timing control as if competitors had been running to the second instead of the whole minute.
- XI. **Speeds:** Average speeds are assigned as appropriately as possible to the section of the rally. Every attempt has been made to keep the average speed AT OR BELOW THE LEGAL SPEED LIMIT. The passage time allowed for Monte Carlo and transit sections allows an overall average speed no greater than the cumulative speeds required to traverse the section in a legal manner. In most cases, far more time than necessary is allowed due to twisty roads and limited passing opportunity. We ask you to drive with common sense and caution, especially if you find yourself falling behind. Regardless of prima facie speed limits, courteous driving is the expected standard of every competitor; driving in any flagrantly irresponsible manner is grounds for exclusion from the event.
- XII. **Kilometer conversions:** Kilometer measurements are computed from the rounded mileages at 1.61 times the measured mile.
- XIII. **Time Allowances:** Time allowances for circumstances over which you have no control, such as trains, accidents, construction delays, or rally master error will generally be approved. The written request must be presented to the rallymaster at the first opportunity. The request must state car number and reason for the delay. Time allowances must be requested in whole minutes.
- XIV. **Route instruction continuity:** All possible care has been taken to ensure that your route instructions have been accurately printed and assembled. However, it is the responsibility of the rallyist to check the instructions as soon as possible after issue and before that car's start. Protests due to missing or misprinted pages after each day's start will not be entertained.
- XV. **Uniform descending order of precedence ("forced turn" or "main road" rules):** When rallyists encounter an intersection for which there is no given specific instruction in the route instructions, the following descending order of priorities for proceeding should be applied:

Competitors are to proceed via:

1. The road they have been directed ONTO, TOWARD or directed to follow by name, route number, or other specific road identification
2. The most protected route (i.e., the through road, as defined by stop signs, yield signs, etc.)
3. The route indicated by highway arrows
4. The route indicated by the painted centerline
5. The paved route (There are no gravel roads on this rally.)
6. The straightest route

The rallyist finding themselves with a choice of routes on any level should descend to the next level until only one route remains.