

SUGAR VALLEY RALLY, INC.  
EVENT REGULATIONS

ADMINISTRATION

I. A. Definition

1. The Sugar Valley Rally, Inc., herein referred to as SVR, is a regional (generally three day) automotive competition events that are based on precision driving and navigational skills in classic, antique and vintage automobiles. These events are timed, controlled speed, endurance rallies, and not top speed events.
2. SVR is a not for profit Corporation created to help spur tourism and old car events in Western Nebraska/Eastern Wyoming.
3. These regulations are applicable to the SVR event.
4. Any rules additions, changes or special conditions for any event will be posted on that events "Official Entry Form" and/or in an event supplement.

B. Communication

1. All inquiries should be directed to :  
Sugar Valley Rally, Inc.  
115 Railway St. Suite A-114  
Scottsbluff, NE 69361 or [www.sugarvalleyrally.com](http://www.sugarvalleyrally.com)
2. A mandatory meeting of all competitors, sponsors and staff will be held prior to all SVR events at a time and location designated in the "Official Event Schedule".
3. All official notices, including daily results, will be posted at the evening event venue and/or at the morning start location.
4. Entrants, sponsors and support crews are responsible for observing all official posted notices.
5. Supplemental regulations, emergency instructions and/or other event information may be issued with the course instructions.
6. Written event regulations, supplements and other materials take precedence over any verbal information or interpretation.

C. Official Schedule of Events

1. A schedule of events will be issued at event registration and posted on the official web site.

D. Divisions

The Vintage Car Rally Association (VCRA) is our sanctioning body and the divisions through sub section d is for their classifications. 1. On any VCRA National event, each team will compete in either the Gold Cup, Silver Cup, Tin Cup or Touring Class. On any VCRA Regional event, the class divisions, if any, will be designated on all entry form(s) and event supplement(s).

- a. Gold Cup: The following persons are required to compete in the Gold Cup class:
  1. Any person on a team that has finished in the top ten positions in past VCRA National events or any other like event.
  2. Any person who has finished in the top three positions for "stage winners" three or more times in past VCRA National events or any other like event.
  3. Any team that participates in the VCRA "National Championship Points Race"
  4. Any competitor who, in the opinion of the VCRA committee, is ineligible to compete in any other class due to his or her qualifications as a rallyist.

- b. Silver Cup: The following persons are allowed to compete in the Silver Cup class:
  - 1. Any person who is not required to compete in the Gold Cup class may compete in this division.
- c. Tin Cup: This division is designated for high school or other qualified youth groups subject to the following:
  - 1. Driver(s) must be at least 18 years old or an adult member of the team who would not be required to compete in the Gold Cup class.
  - 2. Navigator(s) must be a member of the youth group and be less than 25 years of age.
- d. Touring: This may be also be designated as “Run For Fun or “Greenhorn” and is a time only class for those wishing to gain rally experience.

#### SVR CLASSES

- e. Limited Class is for vehicles built before 1943 and ¾ Ton trucks or larger with a maximum rally speed of 30MPH.
- f. Unlimited Class is for any vehicle built before 1960 and has a maximum rally speed of 45MPH.
- g. Pro Limited Class is for vehicles built before 1943 where either the driver or navigator has won a 1<sup>st</sup> Place overall in any previous Sugar Valley Rally or considered Gold Cup classification by VCRA.
- h. Pro Unlimited Class is for vehicles built before 1960 where either the driver or navigator has won a 1<sup>st</sup> Place overall in any previous Sugar Valley Rally or considered Gold Cup classification by VCRA.
- i. Tour Class is run with Unlimited Instructions for fun and no prize money and can be run in any year vehicle considered appropriate for the spirit of the event.

#### ENTRY REQUIREMENTS

- II. A. Eligibility For Entry
  - 1. All contestants, vehicles and crew members entry must be approved by SVR rules and technical committee.
- B. Entries
  - 1. All entrants must submit a completed “Official Entry” form accompanied by proof of insurance (each vehicle must carry a minimum of \$250,000/\$500,000/\$100,000 limits of liability, or \$500,000 combined single limited liability), a copy of their valid drivers license, proof of ownership (or release from owner) and total entry fee to be eligible.
  - 2. No one under the age of 18 may participate without a properly executed minors release on file.
  - 3. All entrants, crew members, contestants, workers, event officials and any and all persons connected in any way with the event must sign an Indemnification Agreement, Release and Agreement Not To Sue prior to the event.
  - 4. Any entry may be rejected without stated cause. If the entry is rejected, the entry fee or deposit will be refunded. All entries subject to a final technical inspection prior to final acceptance. Disqualification is not cause for refund.

5. Once an entry is accepted, any refunds are at the discretion of SVR. .
  6. A different vehicle from the one entered may be substituted with the notification and approval of SVR before the close of registration and inspections.
- C. Eligibility For Awards
1. To be eligible for any cash prizes or awards a team must meet the following requirements:
    - a. The competing vehicle must pass all technical and other required inspections.
    - b. The competing team must start stage one.
    - c. The team must not be disqualified.
    - d. Each team must comply with all rules, regulations and supplement regulations governing the event(s)
- D. Awards
1. Awards and prizes are generally, but not always, based on cumulative scores for all divisions and/or classes.
  2. Exact scoring methods will be posted prior to each event and will be reviewed at the events mandatory meeting.
  3. Winners will receive a check and/ or prizes in the amount of their winnings after certification of the results by SVR event officials.
  4. In the event that unexpected circumstances prevent the completion of the event, SVR may terminate or alter the event and award prizes deemed appropriate, equitable and fair.
- E. Crews – Competition & Support
1. Each competing vehicle is allowed a crew of two persons (generally described as a navigator and a driver).
  2. All occupants of a competing vehicle must display SVR identification badges/tags during all competition and event functions.
  3. A penalty of 5 seconds will be added to the stage score of a competing vehicle for each additional occupant(s) of age 13 years or older present in the vehicle during any portion of that day’s competition unless previously approved by SVR staff. This does not apply to SVR staff, media members or other approved VIP members.
  4. Each entry is allowed one support vehicle as part of the entry fee. During any stage of competition, a competing vehicle must not receive any service, assistance or communication from anyone associated with any support crew, family member or friends.
  5. During any stage of competition, a competing vehicle may receive assistance only from official SVR course vehicles and personnel, from other competitors and from businesses and individuals not in any way associated with the event.
  6. If a competing vehicle or support vehicle is involved in any accident the entrant must report this to SVR officials at the first opportunity.
- F. Signage – Official / Sponsor
1. All vehicles entered are required to display the official SVR/Sponsor signage and identifying number on front door(s) or prominent space nearest to that location.
  2. Official signage takes precedence over any and all other competitor’s sponsor signage.

3. All event sponsor signage must be in good taste and is regulated in size and location by the sponsorship agreements. (copies available by request)
4. Competing vehicles must not display any signage, advertising or promotional material that conflicts in any way with the official event sponsors and/or products of the event.
5. Entry's personal sponsor signage as well as driver / navigator name(s) is allowed subject to SVR approval.

G. Equipment

1. The following equipment is allowed in the competing vehicle during competition:
  - a. Pens, pencils, scratch pads, vehicle performance and speedometer notes, race tables, instructions and maps furnished by SVR.
  - b. Timepieces:
    1. One mechanical or quartz-crystal analog time-of-day clock which may have one each hour, minute and second hand. It must not be electronically connected to the vehicle and must not have stopwatch, compensating, calculating or split action functions of any kind. The maximum diameter allowed is 9 inches. Temporary markings are allowed on the face.
    2. One digital or analog stopwatch with split action, time of day, date and alarm function is allowed.
    3. Driver and navigator may each wear one analog wristwatch without stop watch function(s).
  - c. One analog speedometer (electric or mechanical) approved by SVR with a face diameter of no more than 6 inches. Calibration divisions must read no closer than one MPH increments. Electronic speedometers must have only one magnetic pickup installed during competition. Mechanical speedometers may have one in-line correction box installed. Original speedometer must be covered during competition, or if used, have the odometer function removed or blocked. Tachometers are not allowed and if original equipped, they must be blocked from view during competition. No digital speedometers allowed.
  - d. One intercom system that will allow only driver / navigator communication.
  - e. One analog tire gauge, one analog compass, one analog thermometer and one analog altimeter.
  - f. Driver and navigator may carry cell phones, however, use other than in an emergency is not considered in the Spirit of the Event.
  - g. The following equipment is prohibited in vehicles during competition:
    1. Any maps, charts, instructions, notes or course materials from prior SVR events
    2. Any device, electronic or otherwise, that has calculating, timing, measuring, digital display (such as GPS) or communications capabilities, other than cell phones.

## ORDER OF START

### III. A. Starting Positions

1. Starting Positions for SVR events are determined by The SVR committee. SVR may exercise the option to assign certain entrants starting positions at their discretion.
2. Tour entries will start after all other Unlimited Class vehicles.
3. Competitors who have withdrawn from competition due to DNFs or FNSs, or have been disqualified and wish to continue on the course will receive starting positions after all other competing vehicles in their class.
4. Any competitor who has left the competition for any reason must notify SVR officials so their starting positions may be released.

## VEHICLES

### IV. A. Definition

1. Year models as described in II.A.2 and II.A.3. as originally produced and/or modified in its year of manufacture are eligible for entry.
2. Custom, one off, limited production, historic, and re-creations of same, may be allowed provided the vehicle is constructed as per its era, using materials and procedures of that era.
3. Vehicles must be in excellent road-worthy condition and present a good appearance.
4. Fiberglass bodies and/or components not allowed in National events except in Tour Class. They may be allowed in certain classes in Regional events as stipulated in the event entry form(s).

### B. Vehicle Requirements

1. All mechanical components must be of the same make, model and year as originally produced by the manufacturer unless otherwise noted in these regulations.
2. All vehicles must have the equipment required for lawful operation in their state.
3. In addition to the legally required equipment, each vehicle must have:
  - a. Electrical lighting legally acceptable for night driving
  - b. Two working stop and tail lights unless vehicle was not originally equipped as such.
  - c. One operational fire extinguisher, dry chemical, at least 2 ½ pounds A/B/C.
  - d. Shock absorbers at each wheel if originally equipped, other wise it is recommended that shock absorbers be added for safety, but not mandatory if vehicle deemed roadworthy.

4. The following is optional, but highly recommended for the safety:
  - a. One first aid kit.
  - b. One tow rope.
  - c. Emergency flares or reflectors.
  - d. Flashlight.
  - e. One gallon drinking water
  - f. Electric turn signals – front and rear.
  - g. Lap seat belts for both driver and passenger.

C. Allowed Modifications

1. All modifications listed are allowed in the interest of safety, reliability and durability and must be done in good taste and not detract from the original appearance of the vehicle.
  - a. Engines:
    1. Any internal engine modification may be done to improve reliability and /or performance.
    2. An engine of vintage other than the original may be used if it is considered a factory replacement. (example: 1937 Ford 21 stud engine in 1932 thru 1937 model Fords) Original cylinder head(s) and manifold(s) must be used.
    3. An engine other than original year model may be used on an individual review basis. (example: 1940 Ford 24 stud engine in a 1929 Ford . In this case the car shall be scored as a 1940) If there is documentation of a recreation, then the car will be scored as the year of the engine OR the car, whichever is newer.
    4. Any type auxiliary oiling, filtering and/or pressurizing system.
    5. High performance “speed” equipment such as cylinder head(s), multi-carb intake Manifold(s) providing they were available during the period of manufacture of the Vehicle and approved by SVR technical committee.
    6. For class described in II.A.2.a. carburetor(s) must be manufactured in 1948 and prior. All other classes shall use carburetor(s) manufactured in 1969 and prior with the exception of “Run For Fun” open class that allows any year model to compete.
    7. Electric fuel pump(s) and pressure regulators.
    8. Header(s) and/or dual pipes / cutouts
  - b. Electrical
    1. Electrical charging systems ( 6 or 12 volt) to include generators, alternators and battery.
    2. Addition of self starter.
    3. Point-coil, electronic and/or magneto ignition
  - c. Cooling
    1. Auxiliary water pump(s) and/or radiators may be utilized providing they are remotely mounted and hidden from view.
    2. Auxiliary electric fan(s) if located under hood.
    3. Pressurized radiator and/or overflow tanks.
  - d. Drivetrain
    1. Transmission must be “original type” and year model and may be modified internally to improve reliability and performance.
    2. Any type friction clutch/flywheel assembly.

3. Any add-on overdrive unit as well as necessary drive shaft, u-joint and frame alterations needed to install properly.
  4. Rear axle housing assembly shall be as original OR a replacement that has the appearance and function as close to the original as possible and cleared by SVR Technical committee.
  5. Any gear ratio.
- e. Brakes
1. Conversion from mechanical to hydraulic operated brake system is encouraged, as well as power assist units. Disc brakes not allowed unless original equipment.
  2. Modifications or replacement of axle(s), front and rear, required to convert to hydraulic system as long as the appearance of the axle(s) resemble the original.
- f. Wheels / Tires
1. If wheels other than original are used they must be of the era of the vehicle in appearance and function and cleared by SVR technical committee.
  2. Entries described in II.A.2.a.b.c. may use bias ply Or radial ply tube type “Nostalgia” tires (as defined by suppliers such as Coker Tire) with no adjustment to age factor.
  3. Any entry, 1948 and older, as described in II.A.2.a.b.c., using tires other than described in IV.C.1.f.2. will receive a five (5) year adjustment to the age factor.
  4. Vehicles 1949 and newer may utilize any type tire with no adjustment to age factor.
- g. Miscellaneous
1. Any steering gear assembly that appears in likeness to the original, mounts in the same location and performs the same function.
  2. Auxiliary fuel tanks or increased size fuel tank(s) mounted under car or in trunk area, properly secured and ventilated. A fuel range of 200 miles is recommended.
  3. Windshield wipers, either vacuum or electric.

### TIMING, SCORING & CHECKPOINTS

- V. A. Timing
1. Official time is referenced to radio station WWV available by radio or telephone Number 303-499-7111.
  2. Times are in hours, minutes and seconds.
  3. The “Time Zone” you begin a stage in will be the time used for scoring throughout the complete stage. Time zone information will be given in the instructions when applicable.
  4. Times recorded at Timing Controls will be to nearest second.
  5. Time of arrival at the checkpoint will be recorded when the front tires cross the timing line.
- B. Scoring
1. Each team will receive a score based on each second their leg time differs from the computed perfect time for that leg.

2. If a leg is discarded from scoring for unforeseen conditions (ie, road closings, accidents, etc) then all penalties incurred on that leg will be dropped from scoring, except those listed in V.D. 13., 14.
3. No legs will be discarded solely because of weather conditions unless it forces conditions described in V. B. 2. or is otherwise determined by the SVR scoring committee. The rally master's decision to discard a leg is not subject to claims by contestants.
4. The Model Year plus or minus adjustments for such things as Equipment Modifications, Stock as Produced or Tires will determine the "Scoring Year" and corresponding "Age Factor" and shall be used for all scoring and tie breaker calculations. After the completion of each stage, each team's score is totaled and multiplied by the applicable "Age Factor" and the result is rounded to the nearest .01 second. The lowest score determines the winner for that stage. All other positions are determined in the same manner.
5. Scoring review requests for timing discrepancies of 2 seconds or less will not be considered.
6. Cumulative score winners are determined in the following manner:
  - a. Regional Events (Sugar Valley Rally):
    1. Each event will use a cumulative scoring system to determine winner(s). The exact method will be outlined in the "Official Entry Form" for each event.
7. Ties are broken by the following procedure:
  - a. The older vehicle by scoring year wins and the later model is awarded the next position.
  - b. If a tie still exists, the team with the higher placed finish in the Stage 0 or practice rally, if any, is declared the winner.
  - c. If a Stage Score tie still exists, the raw scores (without factors) for all legs, except those that may have been discarded per V. B. 2. are compared. The team having the greater number of winning legs is determined to be the Stage winner.
  - d. If an Event Score tie still exists, the raw scores for all Stages are compared. The team having the greater number of winning Stages is determined to be the winner.
  - e. If a tie still exists, the raw scores are compared for each leg of the stage(s) in inverse order. The team having the lowest score at the first leg where the scores differ wins the tie.
8. Scores will be posted in the following manner:
  - a. Scores will be posted in the event area following the end of each stage and the end of the event. Individual scores may be given to teams upon arrival or otherwise before they are posted.
  - b. Stage scores are declared final 30 minutes after being posted unless there is a scoring review or problem resolution, in which case the scores will become final based on the conclusion of the review or request.
  - c. Event scores will be posted after any Technical Inspection requests and the Resolution of any Formal Problem Resolution requests. These scores are subject to change only for computational errors, and are final one hour after posting.
9. Age Factors for scoring purposes are as follows:
 

1901	0.32	1924	0.55	1947	0.78
1902	0.33	1925	0.56	1948	0.79

1903	0.34	1926	0.57	1949	0.80
1904	0.35	1927	0.58	1950	0.81
1905	0.36	1928	0.59	1951	0.82
1906	0.37	1929	0.60	1952	0.83
1907	0.38	1930	0.61	1953	0.84
1908	0.39	1931	0.62	1954	0.85
1909	0.40	1932	0.63	1955	0.86
1910	0.41	1933	0.64	1956	0.87
1911	0.42	1934	0.65	1957	0.88
1912	0.43	1935	0.66	1958	0.89
1913	0.44	1936	0.67	1959	0.90
1914	0.45	1937	0.68	1960	0.91
1915	0.46	1938	0.69	1961	0.92
1916	0.47	1939	0.70	1962	0.93
1917	0.48	1940	0.71	1963	0.94
1918	0.49	1941	0.72	1964	0.95
1919	0.50	1942	0.73	1965	0.96
1920	0.51	1943	0.74	1966	0.97
1921	0.52	1944	0.75	1967	0.98
1922	0.53	1945	0.76	1968	0.99
1923	0.54	1946	0.77	1969	1.00

Any vehicle that is entered as STOCK AS PRODUCED (SAP) , and inspected and passed as such by the SVR Technical Committee, will be given an additional .080 factor. The ONLY acceptable changes to the otherwise SAP vehicle will be: (1) May utilize any internal engine modifications that do not alter the exterior appearance in any way. (2) Addition of stop, tail, head lights for legal night operation (3) Addition of turn signals front & rear (4) Addition of windshield wipers (5) Addition of auxiliary gauge(s) (6) Utilize any style overdrive unit provided it was originally a factory installed or dealer installed option for that year, make and model and can be documented as such. No other changes or modifications will be allowed for this additional factor allowance.

**Contestants have the right to arbitrate their factor, as determined by the Tech Committee, until 12 noon on Friday. No changes will be allowed after competition begins.**

C. Checkpoints

1. Timing Checkpoints:

- a. Timing Checkpoints (TC) may be located anywhere along the race route and on either side of the road.
- b. The TC will be located at a timing line and be identified by a Green Background sign with the SVR wings logo.

- c. Your arrival time is recorded when the vehicles front wheels cross the timing line from the correct direction.
  - d. Do Not Stop at a TC. As you cross the timing line, a new leg begins and the previous leg ends.
  - e. If you believe an error has been made in your scoring, you must submit your request within 30 minutes of receiving your score OR the scores have been posted. The request must include the checkpoint time(s) you recorded or the request will be denied.
  - f. A vehicle must not stop or travel less than 5 MPH within sight of a TC or a penalty will be assessed.
2. Observation Checkpoints:
- a. Observation Checkpoints (OC) may be located anywhere along the race route and on either side of the road.
  - b. The OC is identified by a Red Background sign with the SVR wings logo.
  - c. You must STOP at an OC, hand in any time allowed requests and have your instructions endorsed.
  - d. Failure to stop will result in a penalty or disqualification.
  - e. There are several reasons for OC, primarily they are for collection of time allowance requests, emergency instructions, rules compliance enforcement, lunch stop and finish gate information or any other purpose deemed appropriate by SVR.
3. Checkpoints will remain open for thirty minutes after the last car is scheduled to arrive. If you arrive after that time you will receive a penalty as described in V.D.4. , 5. After the last checkpoint there is a published transit time to the finish. If you arrive more than thirty minutes after that time you receive a penalty as described in V. D. 7.
4. Any vehicle that misses (fails to pass) a checkpoint will receive a penalty as describes in V. D. 4. , 5.

D. Penalties

- |   |         |       |
|---|---------|-------|
| 1. Each second early or late at a TC  |         | 1 sec |
| 2. Maximum late penalty   |         | 2 min |
| 3. Maximum early penalty  |         | 5 min |
| 4. Missing a TC, except the last TC of a stage  |         | 3 min |
| 5. Missing the final TC of a stage  |         | DNF   |
| 6. Missing an OC, except the final OC of a stage  |         | 3 min |
| 7. Missing the final OC of a stage  |         | DNF   |
| 8. Stopping or traveling less than 5 MPH in site of TC  |         | 3 min |
| 9. Crew member violation  | Maximum | DNF   |
|   | Minimum | 5 min |
| 10. Any vehicle that is assisted other than in II. E. 5   |         | DNF   |
| 11. Failure to stop at a stop sign  |         | DNF   |
| 12. Teams that receive a DNF for missing a final TC or OC but still finishes the stage under their own power will be scored   |         | FNS   |
| 13. Teams that fail to start a stage will be scored   |         | DNS   |
| 14. If a contestant is cited by any law enforcement agency for driving while intoxicated or under the influence or dangerous or reckless driving, that team will be disqualified and will not be eligible for any prizes or awards. |         |       |

E. Course Operations

1. A SVR team lead car will precede the race route each day prior to the start to insure that the course is clear and correct and the TCs are in place and accurately located. It will also post any emergency signs if needed.
2. A sweep vehicle will follow the race course to verify route integrity, close check points and provide assistance to competitors when possible.

F. Time Allowance Requests

1. If you are delayed on the route by circumstances beyond your control (accidents, train crossings, etc) you may request a Time Allowance using the forms provided each day with your course instructions. Your request must include a description of the circumstance causing the delay, the stage number, the leg number and the instruction numbers at which the delay occurred.
2. Mechanical (flat tire or other vehicle failures) or personal failures are not grounds for a time allowance request.
3. The time allowance requests must be made in 10 second increments not to exceed 29 minutes 30 seconds.
4. If you are so delayed, you are expected to attempt to make up the lost time IF the conditions are safe to do so. It is in your best interest to attempt to make up the lost time as your request may or may not be allowed after reviewing the request. Consideration will be given to the distance from the delay to the checkpoint and whether the time or part of the time could have been made up safely.
5. Requests must be handed in at the first observation checkpoint after the delay occurs, BEFORE you receive a score sheet.
6. If you encounter conditions that would make the assigned speeds hazardous, you may elect to use reduced speeds for safety reasons. If this is the case, your leg times will be greater than the official leg times, therefore you may determine that amount of time and request a time allowance based on these conditions.

COURSE INTRUCTIONS

VI. A. Description

1. The course instructions are a series of instructions which are used to follow the race route. The instructions used by SVR are Tulip Diagrams. A Tulip is a visual picture taken from overhead that depicts your vehicle as a large black dot, always at the bottom, and the direction of travel indicated by a bold line ending in an arrowhead. If and when signs are available they will be depicted using a sign locator symbol, either on the left side of the road, the right side of the road or overhead (center).
2. The instructions consist of five (5) columns:
  - a. The first column contains the instruction numbers which run consecutively through the last instruction of the day. The instructions are to be executed in order and one instruction must be completed before the next instruction is executed. An instruction is completed when the last speed change specified has been completed. If there is no speed change indicated, then the instruction is completed when the sign, reference diagram, or intersection has been passed.

- b. The second column is labeled “A” and, if used, contains the sign at which the instruction is to be executed. After executing the previous instruction, the first sign that matches the sign depicted in column A is used to execute this instruction. Every attempt will be made to duplicate the sign OR the principal text of the sign for ease of identifying at road speeds.
- c. The third column is labeled “B” and always contains a Tulip. It will also contain a sign locator with the location of the sign depicted in column “A”. If there is no sign in column “A” then the Tulip must be at an intersection or reference diagram and the instruction is executed at the center of the intersection or reference diagram. If the direction of travel indicates a turn, the instruction is executed at the apex, or center, of the turn.
- d. The fourth column is labeled “C” and is the command function for speeds and timing. A clear reference point will be given for each speed change. If there is a sign referenced, the speed change will be executed at the sign. If there is no sign referenced, the speed change will be executed at the center, or apex, of the corner or reference diagram. Speeds are indicated by CAS xx MPH ( Change Average Speed or Continue Average Speed at xx miles per hour). If speeds are preceded by a time, continue at the previously assigned speed for the specified time, then change to the new assigned speed. There may be multiple CAS commands separated by times in a single instruction. Time of day starts and restarts are referenced as Hour, Minutes, Seconds (example 8h30m00s). Interval times for speedometer calibrations, transits, pauses, timed speed changes, etc are designated either by hour, minute, second (example 1h30m30s) or minute, second (example 1m30s). In addition to time, an approximate distance in miles may be provided in a transit instruction to aid in the calculation of speed for the transit.
- e. The fifth column is labeled “D” and may have additional information to assist you in following the course. It may have information such as “Comes Quick”, “Look Sharp”, “First Paved Road” or other helpful information.

#### B. Signs and Landmarks

1. A referenced sign may contain words, letters, numbers, or symbols enclosed in a rectangle, diamond, circle, etc from the text on a sign.
2. Referenced text from a sign may be in full or part. If in part it will be the principal part of the sign. If a portion of the sign has letters or numbers that are significantly smaller than the rest, that portion may be omitted in the interest of readability at road speed.
3. Occasionally signs painted on road surfaces may be used for safety reasons. There will not be a speed change associated in this circumstance.
4. Spelling is intended to be correct and there will be no “traps” based on spelling.
5. There may be multiple signs on one support. If one is predominate it may be used in lieu of using all signs. However, if all signs are the same size and significance, all signs will be depicted.
6. In the case a landmark is referenced, it will be obvious from their unusual appearance and/or location , and will be further described in column ‘D’.
7. Emergency Signs may be erected on the Race Route in the case of missing or incorrect signs, road construction, traffic or other unsafe conditions. The signs will be Day-Glo orange, yellow or pink with the letters VCRA and information such as:
  - a. The instruction number; to be executed at that point.

- b. An arrow indicating the direction to follow
- c. The letter “I” meaning to ignore the sign on which it is placed.
- d. A speed change, start of transit or pause.
- e. “End Leg” The leg has been canceled. It may contain information as to where (instruction number) and/ or what time a restart will begin. Continue on course until you reach that point or observe a time-of-day restart or end of timed portion sign.
- f. Sample “Emergency Signs” , “Timing Control Signs” and “Observation Control Signs” will be displayed at registration.

C. Following The Race Course

- 1. The race route uses the Main Road Rule (MRR) for proceeding through intersections that are not covered by the active instruction (the instruction you are presently working on). The principal of the MRR is to continue on the principal road you are on by observing the painted center stripe or edge line road markings or curve warning signs to stay on course. If no instruction applies at an intersection, you will continue on the obvious principal road.
- 2. The race route will never enter a private road, unpaved road, dead ends, no outlet or driveway unless it is for a specific purpose such as lunch stop or other venue. The instruction will be specific and there is never an intention to “trick” the competitor.
- 3. Free Zones are a portion of the course where no checkpoints will be encountered, and may be designated in the course instructions. There will be a two minute free zone at the beginning of each timed portion of the rally.
- 4. A Transit is a specific travel time between two points in lieu of a required average speed. It is used for pit stops, passing through congested areas, lunch stops, etc.

D. Official Times

- 1. At the beginning of each stage there will be an assigned “Tire Warm-up” segment and an assigned “Speedometer Calibration” segment. During the “Speedometer Calibration Run” there will be two “official” times in column “C” stated to the nearest 1/10 of a second. The first time will be the interval time between signs and the second time will be the cumulative official speedometer calibration time to that point. By comparing your times to the official time, you will be able to determine your speedometer error for correction.
- 2. The route instructions will provide sufficient time at the end of the Speedometer Calibration Run to perform the necessary calculations.

E. Speed Changes

- 1. Speed changes at an intersection will occur at a sign (if a sign is referenced in column “A”). Otherwise, the speed change will occur at the center of the intersection or the Apex of the turn.
- 2. When a speed change references only a sign, landmark or referenced diagram it is executed when the vehicle passes (is even with) the sign, landmark or referenced diagram.

F. Availability

1. One set of course instructions for each stage (with possible exception of a Stage 0, Trophy Run or Practice Rally) will be available to each team each day near the stage start exactly 45 minutes before the official start time for that team. The time and location for each stage start (after Stage One) will be found at the end of the course instructions for the previous stage. Each team's official start time is determined by adding their starting position in minutes to the official stage start time.
2. In order for a team member to receive Course Instructions, he/she must show their official identification tag with the vehicle number. At that time they may be required to "draw" for the next stage starting position.

EXECUTIVE COMMITTEE

- VII. A. The staff of SVR will do everything possible to make our events both an enjoyable and error free experience. There may be an occasion where a question or a problem will arise. The staff will attempt to answer questions and resolve any issues as quickly as possible. You must submit your problem request in written form to the scoring headquarters within 30 minutes after you receive your score indicating the nature of the problem (route, scoring, regulations, instructions, etc). The committee may consult with other contestants, staff members and the party submitting the request as deemed necessary. The decision will be conveyed informally or in writing within 3 hours after scores have been posted.
- B. By entering this event, each contestant and their associates agree that the decisions of the SVR officials are conclusive, final and binding on all parties, and are not subject to appeal. Each further agrees not to initiate or maintain litigation of any kind against SVR, the SVR committee, employees, sponsors, agents, or any staff members in connection with the resolution of any problem.

SUMMARY

Sugar Valley Rally, Inc. (SVR) presents rally events that are time/controlled speed/endurance rallies, not top speed events. You will be scored on the accuracy with which you follow the instructions. The instructions will tell you what direction to go, what speed to maintain, where to turn and when to change speed. The accuracy of your speedometer, your vehicles performance notes and the ability of the team to execute the instructions correctly to stay on time are the keys to success in this kind of event.

The rules set forth are meant to be simple and fair for all competitors. Since there are many variables in rules interpretation, SVR retains the right to approve or disapprove any entry or modification request.

It is our goal to make your rally experience a pleasant and enjoyable one. Keep in mind there are certain things you can do to assure this. A good understanding of the performance of your vehicle, and your speedometer calibrations, will certainly make things easier. Preparation, Practice and Perseverance are the keys to a successful rally adventure.

During the event, keep in mind the three S's...if you do so, you will undoubtedly have good success. Start On Time ..or you will end up accumulating minutes of penalty points. Make sure your clock is set correctly each day and always double check yourself when reading the time.

Stay On Course ..or again it will cost you in minutes worth of penalty points. Always be aware of the instruction you are working on as well as the next instruction. Communication between the driver and navigator is crucial to staying on course.

Stay On Time..always check to assure you are on the right speed. Traveling at the correct speed and knowing how to make up lost time at stops and turns accurately is key to staying on time.

One of our prime concerns is your safety...we hope it is your prime concern too. You will be asked during the event to make abrupt changes in speed and direction. Those around you, not in the rally, will not be expecting these changes, so please signal your intentions well in advance.

The entire staff at SVR wishes you well and we thank you for attending our events and helping in the fight against autism. We welcome your comments, questions or suggestions. We can be reached at:

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## GLOSSARY

Blinker	A warning light consisting of red or yellow lights operating in an on-off sequence. May or may not be operational.
Bear	Turn in the indicated direction at an angle
Cattle Guard	A wooden or metal grate across a road or entrance to prevent the passage of cattle
DNF	Did Not Finish
DNS	Did Not Start
Control	The timing line of a control as identified by a checkpoint sign or an observation control sign
Free Zone	A portion of the course in which there are no timing checkpoints
I	Ignore on an emergency instruction or Interstate
Leg	The part of a rally route from one timing control to the next
Merge	Move in the direction indicated into another traffic lane
Pause	To delay a specified time at a named point. The pause is added to the time for the leg.
Paved	A road having a paved surface such as blacktop, concrete, brick, etc.
Stage	One days competition
Stop	An official octagon stop sign that requires traffic to stop.
Traffic Light	A fixed signal light alternating between red, green and yellow controlling traffic at an intersection. It may operate as a blinker or not operating
Transit	A part of the rally course in which there are no timing controls and in which no specific speed need be maintained. A time for passage or a restart time from the end of the transit will be given.
Unpaved	A road having a non-hard surface such as gravel, dirt, etc
Yield	An official triangular yield sign at which the vehicle is obliged to yield.