


# Nor'Wester 2017

updated 07/30/2017



## Supplemental General Instructions

For the **2017 Nor'Wester Auto Rally**, these Supplemental General Instructions will serve to modify, amend, or clarify the Rainier Auto Sports General Instructions for Touring Rallies and where a conflict may exist, these take precedence over the General Instructions. **"Supps" can, and will, be amended at any time up to the start of the rally.** Any questions regarding the general instructions or Supplemental General Instructions must be directed to the Rallymaster.

1. **Classes** are exactly as stated in the RASC General Instructions, Section D with, the following amendment:
  - Vintage class will allow Unlimited equipment, no restrictions or limitations. Vehicle registration of 1992 or older will qualify.
  - Preprinted timetables and/or calculating tables will only be allowed in the Unlimited, Equipped, and Vintage classes.
2. **MTC:** A Main Time Control will be set up at the end of each day. **You must check in** at or before your calculated arrival time (car zero plus your car number). We need to know you arrived safely. Car Zero Time will be shown in the routebook. Failure to check in at MTC will constitute a missed control penalty (300 points).
3. There will be no technical inspection prior to the event. **All entrants are responsible for ensuring that the vehicle they are driving is licensed, insured, and otherwise meets all Washington state laws and regulations.** Each vehicle will be provided car numbers that shall be attached to both sides of the vehicle.
4. **"Comes quickly"** arrows: In the route instructions, arrows will be used vertically between instructions that are less than 20 seconds apart. This is for your convenience. 
5. **Signs** in quotes within the route instructions indicate the mileage was taken at the sign.
6. **Time Allowance** Requests:

To encourage safe and legal driving in the face of unforeseen circumstances, each team may use up to three (3) Time Allowance Requests for each day of the rally, with a maximum of nine minutes and thirty seconds per allowance (not cumulative - 9:30 is the maximum amount). Time Allowance Request forms are provided in the route book and must contain the following information: Car number, section, mileage, and amount of time requested. A Time Allowance Request must be one of the following ten (10) choices (in minutes:seconds): 0:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, or 9:30. No other times will be granted except at the discretion of the rallymaster, and there must be a compelling written reason, including similar TAs submitted by other cars, in order to have a Time Allowance greater than 9:30 accepted.

Thirty-second increments help to ensure that you do not “drive on the same minute” as a fellow competitor; see below in the event that more than one car is on the same half-minute. Time Allowances will be applied only to the TSD Section in which the Time Allowance Request was submitted. For example, a Time Allowance submitted for lateness in TSD Section #2 shall only apply to that section and will not be carried over into subsequent sections. Competitors are encouraged to make up lost time using slack time in subsequent Transit (TRN) sections. If lost time cannot be made up before the next TSD section and you start the TSD late, you must submit another Time Allowance Request for that section. In the event that two or more cars find themselves on the same minute due to use of a Time Allowance, the car with the lower number will have priority and the higher numbered car(s) must choose a different Time Allowance amount. Incomplete or illegible requests will not be honored. Time Allowance requests must be submitted when you arrive at the final MTC for each day.

7. **Tied Scores:** In the event of tied scores for trophy positions, the following approaches will be used in the listed order to break ties: Total number of zeros (greatest number of zeros wins), the sum of squared checkpoint scores (smallest sum wins), and then least number of Time Allowances used. If the previous three approaches still do not resolve a tied score, then the earliest entry, as recorded on the RASC web site, will prevail.

8. All **speed changes** associated with "SPEED LIMIT" will be done at the official Speed Limit sign and NOT at the Speed Limit Ahead (or Reduce Speed Ahead) sign, unless specifically noted in a route instruction. *(Likely appears only in Washington and Idaho)*

**Correct sign for CAST**



**Incorrect sign for CAST**



9. **Course Measurement:** Measurement was performed in an all-wheel drive vehicle, using the left front wheel and a Timewise 797A.

10. **Calculations:** All measurements were taken in thousandths of a mile and then rounded to hundredths. All routebook mileages and checkpoint timing calculations are based on these hundredths. Time calculations are carried through each section with at least four decimal places but truncated to whole seconds for checkpoints and key times.

11. **CZT:** Car Zero Time, the time car zero left the instruction. As with other time calculations, this is truncated to a whole second. CZT may be provided in instructions to clarify rally time.

12. **Legal speeds** are indicated in gray text in TRANSIT sections and are there for your reference. They are not to imply that there are timed sections or controls within a Transit.

**Pacific Coast Challenge International Rally Series:** 2017 Nor'Wester Auto Rally is proud to serve as Round 2 of the PCC series this year. Your participation and finish position in Nor'Wester earns points in the series. We encourage you to contest all four PCC events. Complete information on the series is available at the [Pacific Coast Challenge Website](#).

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We're an authorized service provider and parts distributor for Epson America, and we really like car rallies

Thanks to Robert Gobright for his generous donation

Thanks to RASC member Andy Newell for trophy donation



Special THANKS to dammralliers for their continued support of the sport of rally in the PNW and North America