



EVENT REGULATIONS

January 1, 2017

GREAT RACE
EVENT REGULATIONS



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GREAT RACE
EVENT REGULATIONS



ADMINISTRATION

- I. A. Definition
1. The Great Race National Event (HEMMINGS MOTOR NEWS GREAT RACE presented by Hagerty) and Great Race Regional Rallies (including Coker Tire Challenge) are automotive competitions based on precision driving and navigational skills in classic, antique, and vintage automobiles. The Events are timed, controlled-speed, endurance rallies—not top-speed races. Each vehicle must follow a prescribed common route while attempting to maintain assigned average speeds.
 2. These Event Regulations apply to the 2017 HEMMINGS MOTOR NEWS GREAT RACE presented by Hagerty (hereafter GREAT RACE) and also to Regional Rallies presented by Great Race (generally three-day Events), unless a Regulation is marked [GREAT RACE only] or [Regional Rallies only].
 3. [GREAT RACE only] GREAT RACE is June 24 to July 2, 2017, from Jacksonville, Florida, to Traverse City, Michigan, at times traveling along historic Dixie Highway. The competition is the optional Trophy Run (Warm-up Rally) on June 23, followed by 9 Stages. The exact format of those Stages will be given in an Event Supplement. Those Stages will include the following:
 - a. Stages 1 through 7 are qualifying Stages.
 - b. Stages 8 and 9 are a two-Stage Championship Run.
 4. [Regional Rallies only] The competition is usually three Stages.
 5. As used herein, the term “Team” refers to one vehicle entry, along with its Competition Crew (driver(s) and navigator(s)) and Support Crew.

- I. B. Organization
1. GREAT RACE and each Great Race Regional Rally are conducted by Great Race, Chattanooga, Tennessee (hereafter Great Race), and shall be under the control of officials designated by the Great Race organization.

STAFF

- | | |
|---------------------------------------|-----------------------------|
| Director | Jeff Stumb |
| Director of Competition | John Classen |
| Coordinator | Michelle Rigling |
| Course Graphics | Jeanne English |
| Chief of Scoring, GREAT RACE | John Schmidt |
| Chief of Sweep Operations, GREAT RACE | Stephen and Vickie Atkinson |
2. GREAT RACE and each Great Race Regional Rally are governed by these regulations, and any Supplements issued thereto. Any rules additions, changes, or special conditions for any Event will be posted in that Event’s “Official Entry Form” and/or in an Event Supplement.
 3. Submission of a completed and signed Entry Form and a paid entry fee, and starting the first Stage of GREAT RACE or a Great Race Regional Rally, constitute acceptance by each Team member of these and any other rules or regulations governing the Event.

- I. C. Communications
1. All inquiries for entry, press information, or sponsorship for GREAT RACE and Great Race Regional Rallies should be directed to www.Greatrace.com or info@Greatrace.com or 800-989-7223.
 2. Official notices (including daily results) will be posted in the evening Event Venue and/or at the morning start location. Results posted on www.Greatrace.com are not official.
 - a. Competition Crew members, Entrants, Sponsors, and Support Crew members are responsible for observing all official notices posted in the evening Event Venue or at the morning start location.
 - b. Great Race officials will make all attempts to post official notices during the Event no later than 30 minutes prior to the official Stage start each day.
 3. [GREAT RACE only] A meeting of all participants, Support Crews, sponsors, and staff will be held prior to the start at a time and location to be announced in the Schedule of Events. Attendance by each entrant and all official Competition Crew members and Support Crew members is mandatory.
 4. Course Instructions for each Stage are available to each Team as specified in VII.B.2.

5. Supplemental Regulations, Emergency Instructions, official notices, Event information, and other written instructions may also be issued. Such information may be handed out with Course Instructions, posted in the evening Event Venue, at the morning start location, at an Observation Checkpoint at any given place or time on the course, or made available after notice of availability is posted in the evening Event Venue or at the morning start location.
6. Information which may be helpful, but not necessary to the competition, may be given orally. Oral information is always on an informal basis, and is not official. The Event Regulations, Event Supplements, and other written materials govern the Event and take precedence over any oral information or interpretation.

I. D. Schedule of Events (Preliminary)

A complete Schedule of Events will be given in an Event Supplement and posted on www.greatrace.com.

1. [GREAT RACE only] Preliminary Schedule of Events

Thursday, June 22, 2017	Registration and Technical Inspection
Friday, June 23	Rally School; Trophy Run (Warm-up Rally)
Saturday, June 24	Official Start, Jacksonville, Florida; Stage 1
Sunday, June 25, through Friday, June 30	Stages 2-7 (Qualifying Stages)
Saturday, July 1	Stage 8 (Championship Run)
Sunday, July 2	Stage 9 (Championship Run); Grand Finish, Traverse City, Michigan

I. E. [GREAT RACE only] Divisions: Each Team will compete in Grand Championship Division or Expert Division or Sportsman Division or X-Cup Division. In addition, eligible Sportsman Division Teams may compete in Rookie Class (see I.F).

1. Grand Championship Division: The following persons must compete in Grand Championship Division: Any member of a Team which has finished in first place in the final championship standings (all classes/divisions combined) on any previous GREAT RACE.
2. Expert Division: Except for those Teams required to compete in the Grand Championship Division as specified in I.E.1 above, the following persons must compete in Expert Division:
 - a. Any member of a Team which has won Sportsman Division on any previous GREAT RACE
 - b. Any member of a Team which has finished in the top ten positions in the final championship standings (all classes/divisions combined) on any previous GREAT RACE
 - c. Any person who has three times finished in the top five positions on any GREAT RACE Stage (all classes/divisions combined) from 1986 through the present
 - d. Any Competition Crew member who, in the opinion of the Event Director or Director of Competition, is ineligible for Sportsman Division due to his or her qualifications as a rallyist
3. Sportsman Division: All other Teams may compete in Sportsman Division.
4. X-Cup Teams are qualified high-school/college/youth-group Teams. X-Cup Teams are eligible for X-Cup awards only. The following persons may compete in the X-Cup:
 - a. X-Cup drivers: Each X-Cup driver must be a member of the Team who is eligible for Sportsman Division in GREAT RACE Competition (as defined in I.E.3) and must be at least 21 years old as of Stage 1.
 - b. X-Cup navigators: Each X-Cup navigator must be a member of the high-school/college/youth-group Team, and be younger than 22 years old as of Stage 1. [GREAT RACE only]: Each X-Cup Team must have 2 or more different navigators, each navigating a maximum of five Stages.

I. F. [GREAT RACE only] Rookie Class: In addition, any eligible Sportsman Division Team may compete in Rookie Class. In order to qualify for Rookie Class and be eligible for Rookie Awards, no vehicle occupant on any Stage may have been a Competition Crew member in any previous GREAT RACE or any previous Hemmings Challenge. No vehicle occupant on any Stage may have been a Competition Crew member on more than six Stages on any Great Race Regional Rallies and/or similar Events such as VCRA Regional Rallies or Northeast Rally Club Regional Rallies, with the following exception: A person who has never run a Great Race Event or similar Event may run all the Regional Rallies in the current competition year (from the previous July through the current GREAT RACE) and still be eligible for Rookie Class. Also, any Competition Crew member may be determined to be ineligible for Rookie Class due to his or her qualifications as a rallyist by the opinion of the Event Director or Director of Competition.

I. G. [Regional Rallies only] Divisions and Classes: The classes and divisions, if any, will be designated on the entry form(s) and Event Supplement(s). X-Cup Teams are subject to I.E.4.

I. H. Eligibility for Awards

1. [GREAT RACE only] To be eligible for any Championship Award a Team must complete the 9-Stage competition in accordance with the following requirements:
 - a. The competing vehicle must pass all required Technical Inspections.
 - b. The competing vehicle must start Stage 1.
 - c. The competing vehicle must start and finish both Stages of the Championship Run (Stages 8 and 9).
 - d. The Team must not be disqualified.
2. [Regional Rallies only] To be eligible for any Award a Team must complete the competition in accordance with the following requirements:

- a. The competing vehicle must pass all required Technical Inspections.
 - b. The competing vehicle must start Stage 1.
 - c. The competing vehicle must start and finish the final Stage.
 - d. The Team must not be disqualified.
3. [GREAT RACE only] The Championship Standings are determined based on each Team's Cumulative Score. A Cumulative Score for the Event (Grand Championship Score) is determined for each Team in the following manner:
 - a. Grand Championship Division Teams: the total scores for all but the 3 worst of each Team's Legs on any of the Qualifying Stages (Stages 1-7), plus the total scores for the Championship Run (Stages 8 and 9). (Grand Championship Division Teams' cumulative standings during the Event will show one Leg discarded after Stage 3, another after Stage 4, and a third after Stage 5.)
 - b. Expert Division Teams: the total scores for all but the 4 worst of each Team's Legs on any of the Qualifying Stages (Stages 1-7), plus the total scores for the Championship Run (Stages 8 and 9). (Expert Division Teams' cumulative standings during the Event will show one Leg discarded after Stage 2, another after Stage 3, a third after Stage 4, and a fourth after Stage 5.)
 - c. Sportsman Division Teams: the total scores for all but the 5 worst of each Team's Legs on any of the Qualifying Stages (Stages 1-7), plus the total scores for the Championship Run (Stages 8 and 9). (Sportsman Division Teams' cumulative standings during the Event will show one Leg discarded after Stage 1, another after Stage 2, a third after Stage 3, a fourth after Stage 4, and a fifth after Stage 5.)
 - d. X-Cup Teams: the total scores for all but the 5 worst of each Team's Legs on any of the Qualifying Stages (Stages 1-7), plus the total scores for the Championship Run (Stages 8 and 9). (X-Cup Division Teams' cumulative standings during the Event will show one Leg discarded after Stage 1, another after Stage 2, a third after Stage 3, a fourth after Stage 4, and a fifth after Stage 5.)
 - e. An additional penalty, such as a DNF/FNS or others specified in V.E.3, can be one of the "legs" discarded on Qualifying Stages (Stages 1-7).
4. [GREAT RACE only] Basis for Awards
 - a. Grand Championship Division Awards, Expert Division Awards, Sportsman Division Awards, and X-Cup Division Awards are based on Cumulative Score, as defined in I.H.3.
 - b. Rookie Class Awards are based on Cumulative Score, as defined in I.H.3.
 - c. Stage Awards (daily winners) are based on the day's score with no legs discarded.
 - d. Ace Awards are given for each Ace (perfect leg score of zero).
5. [Regional Rallies only] Awards and prizes are generally, but not always, based on cumulative scores for all divisions and/or classes. Exact scoring methods will be posted prior to each Event and will be reviewed at the Event's mandatory meeting.
6. All competing vehicles and Competition Crew members are subject to search by Great Race officials at any time during the competition. Refusal to allow a search is cause for disqualification. A Team found with illegal equipment is subject to the penalties specified in VI.B.3.
7. Each entrant and his/her Team members must comply with all rules, regulations, and supplemental regulations governing GREAT RACE and Regional Rallies.
8. The winners of awards posted for other than timed competition are determined by an Awards Committee selected by Great Race.
9. If unexpected circumstances should prevent the completion of the Event as planned (i.e., major storms, natural disasters, etc.), Great Race may alter or terminate the competition and award the posted prizes in a manner which, at its sole discretion, Great Race feels is appropriate, equitable, and fair.

I. Prizes and Awards

1. Winners will receive prizes and awards after certification of the results by Event officials.
2. Amounts, types, and distribution of prizes and awards will be announced.

II. ENTRY REQUIREMENTS

II. A. Eligibility for Entry

1. All Competition Crew members, vehicles, and Team members must be approved by Great Race Entry Committee and the Event Director.
2. [GREAT RACE only] Vehicle entries must have been manufactured in 1972 or earlier and shall be as defined in Part IX. A vehicle that because of its power train, suspension, equipment, or other modifications would be considered a post-1972 vehicle for purposes of applying an Age Factor may be accepted for entry on an individual review basis based on Great Race's determination that it complies with the spirit of encouraging the participation of vehicles whose body styles are 1972 and earlier.
3. [Regional Rallies only] Vehicle entries may be any Model Year and shall be as defined in Part IX.

- II. B. Entries
1. [GREAT RACE only] Entry Fees
 - a. Corporate Entry: \$7,500 per car. A Corporate Entry is defined as a for-profit business which requires signage on the competing vehicle and/or stands to gain from publicity resulting from participating in GREAT RACE. Corporate Entries receive priority in start position (see III.A.1.c) and are allowed sponsor signage on their race vehicles (see II.G.2.b).
 - b. Private Entry: \$5,500 per car
 - c. X-Cup Entry: \$1,500 per car
 - d. The entry fee is for a Team of up to four persons (typically a driver, a navigator, and two Support Crew members). A Team may include additional persons for an additional \$250 per person.
 2. [GREAT RACE only] An entry application, accompanied by the full entry fee and digital photos of the proposed entry vehicle, the driver, and the navigator, must be submitted to the GREAT RACE Entry Committee.
 3. [Regional Rallies only] An entry application, accompanied by the full entry fee, must be submitted to the Great Race Entry Committee.
 4. All drivers will be required to show a valid operator's permit/license for the state/province/country in which they reside. A learner's permit is not a valid license for this Event. Each entrant will be required to provide proof of ownership (see IV.A), proof of vehicle registration, proof of insurance (see IV.B,C), and a copy of a valid driver license for each driver. These may be submitted with the entry application or presented at Registration.
 5. All entrants must designate the name and social security number of the person or business to whom any cash award checks and/or cash will be paid.
 6. Date of Entry
 - a. The date of receipt of your entry fee establishes your date of entry.
 - b. The date of entry may be used to establish the Team's Stage 1 starting position within each group (see III.A.3, III.B), and also to establish the Team's scheduled times for pre-race registration and Technical Inspection.
 7. After receipt of an application for entry along with the full entry fee, Great Race will notify the applicant of acceptance or rejection of the entry.
 8. Once accepted, vehicle entries must not be changed or transferred without written permission of Great Race. In case an entered vehicle is deemed unable to compete prior to the official start, a substitute vehicle will be allowed only with the approval of Great Race, which includes all vehicle requirements, such as Technical Inspection, insurance verification, registration, and required signage in place. Once the Event competition has started, no vehicle substitution is permitted.
 9. The Committee may reject any entry application without stated cause. If the entry is not accepted, the deposit and/or entry fee will be refunded. All entries are subject to Technical Inspection (see VIII.A) prior to final acceptance.
- II. C. Refunds
1. Upon acceptance of an entry by Great Race, any refunds are at the discretion of Great Race. No refund is available if requested later than 30 days before Stage 1. Generally, refunds requested under a hardship situation will be made at 50% of the entry fee or deposit made, or, if the entrant chooses, 75% of the entry fee or deposit made applied as a deposit for the next year's Event.
 2. Neither inability to complete the Event nor disqualification is cause for refund of entry fees.
- II. D. Team Composition (Competition and Support)
1. A Competition Crew of two persons (generally described as a driver and a navigator) is required in each competing vehicle. A single-seat vehicle (motorcycle, single-seat racer, etc.) may have a Competition Crew of only one person with specific permission of Great Race.
 2. A competing vehicle must have a seat and seat belt for each occupant.
 3. ALL OCCUPANTS OF A COMPETING VEHICLE DURING COMPETITION MUST DISPLAY OFFICIAL GREAT RACE IDENTIFICATION TAGS during all competition and Event functions.
 4. Additional Occupants
 - a. A Team which will have more than two occupants in their vehicle on any portion of a Stage must notify Race Headquarters, in writing, stating the number of occupants and their status (Media or Team Member), prior to the start of that Stage.
 - b. A penalty of 5 seconds will be added to the Stage score of any competing vehicle having additional occupant(s) of age 13 years or older present in the vehicle during any portion of that day's competition, other than an Official Great Race Staff Person or a person (such as a VIP or media representative) authorized in writing by Great Race.
 - c. [GREAT RACE only] There is no penalty for additional occupant(s) on the Trophy Run (Warm-up Rally).
 5. Competition Crew substitutions
 - a. Competition Crews beginning any single Stage (day) must run the entire Stage with no substitutions allowed. Competition Crew substitution is permitted between Stages. Competition Crew substitutions must be noted in writing to Race Headquarters before the start of each Stage.

- b. Driver and navigator may trade positions with each other at any time.
 - c. After the start of the Event, a person must not compete in a vehicle other than his or her official entry vehicle without specific permission from the Event Director.
6. Entrants, Competition Crew members, Support Crew members, workers, Event officials, and all other personnel connected with the Event must sign an INDEMNIFICATION AGREEMENT, RELEASE, AND AGREEMENT NOT TO SUE, a STANDARD TALENT RELEASE, and a Photographic/Videography Image Release prior to their participation in the Event. Minors under the age of 19 must have a properly executed minor's release on file with Great Race.

II. E. Support Vehicles

1. Each official entry is allowed one official Support Vehicle at no additional charge. Any vehicle accompanying the race is considered an official Support Vehicle. Additional official Support Vehicles may accompany the race for an additional charge. Any additional Team members accompanying the race are considered official Support Crew members and must receive Great Race credentials.
 - a. [GREAT RACE only] Official Support Vehicles must carry the official GREAT RACE signage. Each entry will be issued a pair of Support Vehicle decals.
 - (1) One decal is to be placed on each side of the entry's Support Vehicle.
 - (2) Decal pairs must not be separated to be used on more than one vehicle.
2. A Support Vehicle may be designated as the official Support Vehicle for more than one entry.
3. During a Stage, a competing vehicle may receive service and/or assistance from official Great Race Course Vehicles and personnel, from another Competition Crew member, and from a business or individual not otherwise directly associated with any Team. During a Stage, a competing vehicle must not receive service, assistance, or communications from anyone else associated with any Team including, but not limited to, a Support Vehicle, a Support Crew member, a family member, or a friend.
4. Support Vehicles must follow Support Crew Instructions.
5. A Support Vehicle must not travel near its competing vehicle. On some Stages, Support Vehicles must not be in the field of competing vehicles during the competition. On those Stages the Director of Competition will make notice of proximity issues in the Support Crew Instructions; it is recommended that Support Vehicles depart at least 30 minutes prior to the official start of the Stage.
6. A Support Vehicle which, for any reason, finds itself in the field of competing vehicles when instructed not to must take the following steps to avoid receiving the penalty stipulated in II.E.8:
 - a. Immediately pull to the side of the road and park in a safe location, to await passage of the official sweep vehicle.
 - b. After the official sweep vehicle has passed, the Support Vehicle may proceed, but must remain behind the sweep vehicle (or take a route other than the Race Route).
7. Display Areas
 - a. At overnight cities, one area may be designated for entry vehicle parking and sponsor displays (the Display Area), and another for Support Vehicle parking. Support Vehicles must park in the designated Support Vehicle parking area. Support Vehicles must not enter or park in the Display Area before the Finish Gate and final Observation Checkpoint have closed.
 - b. If a common area is designated for entry vehicle and Support Vehicle parking and for sponsor displays, Support Vehicles must not park where sponsor displays are indicated.
 - c. A Team whose Support Vehicle parks in violation of the above requirements, without prior written permission from Great Race, will receive a Support Vehicle penalty.
8. Support Vehicle Penalties: If a Team's Support Vehicle is observed violating Support Crew Instructions (such as moving in the field of competing vehicles when instructed not to; traveling near its competing vehicle; or violating parking instructions) the Team will receive a penalty of 1 minute for the first occurrence, 5 minutes for the second occurrence, and disqualification for the third occurrence.
9. If a Support Vehicle is designated the official Support Vehicle for more than one Team, each of the Teams will receive the penalties assessed because of that Support Vehicle.
10. [GREAT RACE only] Corporate Entries
 - a. A Corporate Entry may have, in addition to one Support Vehicle, one promotional vehicle which will be used solely to promote and publicize the sponsor's participation in the Event.
 - b. The Corporate Entry promotional vehicle must not be used as a Support Vehicle.
 - c. Each Corporate Entry will receive a set of two "Entry Sponsor" decals to be applied to the Corporate Entry promotional vehicle.
 - d. This vehicle and Corporate Entry representatives will be allowed to travel to promoted lunch stops for promotion and publicity purposes. The Corporate Entry will receive special Course Instructions for the promotional vehicle to reach these stops, and the promotional vehicle must follow this route. The instructions may at times direct travel over portions of the competition route. Except when so directed, the Corporate Entry promotional vehicle must not follow

the competition route. It must not travel near its competing vehicle. Except as noted here, the Corporate Entry promotional vehicle is subject to the same restrictions and penalties as a Support Vehicle.

II. F. Official Signage

1. All competing vehicles are required to display the official Great Race signage and identifying numbers. Different numbers must be removed or covered before Technical Inspection.
2. The front doors of the competing vehicle (or the prominent space nearest to that location) are to carry Great Race official signage only.
3. Teams must allow Great Race to install/apply other official signage as designated by Great Race. THE OFFICIAL SIGNAGE TAKES PRECEDENCE OVER THE TEAM'S SPONSOR SIGNAGE.

II. G. Sponsor Signage

1. All sponsor signage displayed on a competing vehicle must be in good taste, is subject to approval of Great Race, and must not conflict with Great Race Official Signage. Competing vehicles and official Support Vehicles must not display signage, advertising, or promotional material of any type that conflicts with the official sponsors and products of the Event. Any use of the GREAT RACE Name, Logo, or Trademark must have permission from Great Race. Race Teams must have permission from Great Race to incorporate the names and/or graphic artwork GREAT RACE, Great American Race, or derivatives thereof for their own purposes (including, but not limited to, uniforms, T-shirts, patches, Team signage, trading cards, postcards, and/or web sites). Because of laws governing intellectual property rights and sponsor agreements we must enforce this rule.
2. Sponsor signage is limited to the following. Great Race official signage takes precedence over the Team's sponsor signage (see II.F).
 - a. [GREAT RACE only] Corporate Entry: Either one decal up to 200 square inches on each side of the competing vehicle (up to 400 square inches total); or one decal up to 300 square inches on either the front or rear of the competing vehicle
 - b. [GREAT RACE only] Private Entry: NO SPONSOR SIGNAGE.
 - c. [Regional Rallies only] All Event sponsor signage must be in good taste and is regulated in size and location by the sponsorship agreements (copies available on request).
3. Personal Signage is limited to the following:
 - a. [GREAT RACE only] A vehicle/competitor/Team name on one 10-inch by 4-inch decal on each side of the competing vehicle: These Team name decals cannot refer to a Corporate Sponsor and must be approved by Great Race.
 - b. [GREAT RACE only] Driver and navigator names and hometowns, not to exceed 12 square inches on each side of the competing vehicle
 - c. [Regional Rallies only] Each entry's personal sponsor signage and driver/navigator name(s) are allowed subject to Great Race approval.

II. H. Equipment

1. The following equipment is allowed in competing vehicles:
 - a. Pencils, pens, and scratch pads
 - b. Vehicle performance notes and speedometer performance notes
 - c. Race tables, instructions, and maps furnished by Great Race.
 - d. Timepieces
 - (1) **One mechanical or quartz-crystal analog time-of-day watch or clock:** This is the primary timepiece and is the responsibility of the Competition Crew. The watch/clock may have (one each) analog hour, minute, and second hand. The clock must not have stopwatch, compensating, calculating, or split-action functions, or digital readout. The clock must not be electrically connected to the vehicle (i.e., it must have its own internal battery, rather than using the vehicle's). A clock with forbidden functions (such as stopwatch, split-action, etc.) that has been modified to disable those functions is not allowed. Temporary marks are allowed on the glass face. The maximum clock dimension (height, width, diameter, etc.) is 10 inches measured on the face of the clock.
 - (2) **Wristwatches:** In addition, the driver and navigator may each wear one approved analog wristwatch without stopwatch function.
 - (3) **Stopwatch:** Each Team may have one approved digital or analog stopwatch; the stopwatch may also have split-action, time-of-day, date, and alarm functions.
 - (4) No other timekeeping devices are allowed in the vehicle.
 - e. One radio receiving the standard broadcast AM-FM frequencies only
 - f. One analog tire pressure gauge, one analog compass, one analog thermometer, and one analog altimeter
 - g. One non-radio intercom system allowing communication only between driver and navigator which requires a wired or tube connection to function; i.e., helmets with microphones and earphones

- h. One operating analog speedometer approved by Great Race as defined here is allowed in each entry vehicle. Any type of measuring device other than as defined here is prohibited.
 - (1) The one operational speedometer may be an aftermarket unit; if so, THE VEHICLE'S ORIGINAL SPEEDOMETER MUST BE COVERED.
 - (2) Digital speedometers are prohibited.
 - (3) An in-line speedometer correction gear box is allowed.
 - (4) Maximum face diameter is 4 inches; maximum overall housing diameter is 4-3/4 inches.
 - (5) Calibration divisions on the face must read no closer than one MPH increments.
 - (6) ALL COMPETING VEHICLE ODOMETERS MUST BE COVERED OR COMPLETELY REMOVED PRIOR TO THE START OF THE EVENT. The cover must be applied in such a way that the odometer will be rendered unreadable. (The speedometer can remain readable.) Teams may remove the odometer wheels from their speedometer or cover the odometer face prior to Technical Inspection in lieu of having the cover applied to the face of the speedometer at Technical Inspection.
 - (7) Great Race officials may require the modification or removal of any odometer or other device to assure that it cannot be used to measure distance.
 - (8) Speedometer drives for electronic speedometers: Only one magnetic pickup unit is allowed on the vehicle; it should be located in an unobtrusive location.
- i. Cellular telephone(s) to be used only in case of emergency: The use of a cellular telephone other than in an emergency may result in a penalty for unsportsmanlike conduct as specified in VI.B.3. The use of a cellular telephone's clock is prohibited at all times.
- j. Digital cameras and video cameras which have a digital clock are permissible, but use of the digital clock is unsportsmanlike conduct.
- 2. The following equipment is prohibited in competing vehicles:
 - a. Any maps, charts, tables, pace notes, or course materials from prior Great Race Events, except as specifically allowed above
 - b. Any calculating device, timing device, measuring device, recording device, or radio (including one that receives WWV or CHU), except as specifically allowed above
 - c. Telescopes, binoculars, cameras with telephoto lenses, and similar optical devices (cameras with zoom lenses are permissible)
 - d. Any positioning or communication device which uses radio, cellular, or satellite technology (such as Global Positioning System), other than the cellular telephone allowed by II.H.1.i
 - e. Any laptop or tablet computer (such as an iPad)
 - f. Any other electronic device which has a digital clock or digital display
- 3. Prohibited equipment must not be carried or stored anywhere in the competing vehicle.
- 4. A Team found with illegal equipment is subject to the penalties specified in VI.B.3.

III. ORDER OF START

- III. A. [GREAT RACE only] Starting Positions are determined by Great Race.
 - 1. The vehicles are divided into three groups:
 - a. Group I: hometown and home state entries (depending upon our geographic location, we often start hometown and home state Teams up front)
 - b. Group II: Corporate Entries (Corporate Entries, paying the higher entry fee, receive priority due to promotional commitments)
 - c. Group III: Private Entries and X-Cup entries
 - 2. Great Race at its discretion may exercise the option to assign starting positions to certain entrants.
 - 3. On Stage 1, the order of start is the 2016 GREAT RACE Grand Champion, followed by Group II, Group I, Group III. The starting order within Groups II and III is determined by the date of entry (see II.B.6).
 - 4. On Stages 2 through 8, the order of start will be Group I, Group II, Group III. Teams will draw for start positions within Group II and within Group III.
 - 5. On Stage 9 the order of start will be determined by Great Race officials.
- III. B. [Regional Rallies only] Starting Positions are determined by date of entry (see II.B.6) for Stage 1 and then by draw for each subsequent Stage. Great Race at its discretion may exercise the option to assign starting positions to certain entrants.
- III. C. Non-Competing Vehicles: Teams who have left the competition must notify Race Headquarters so their starting position may be released. Teams are also responsible for canceling their hotel reservations.

IV.

INSURANCE

IV. A. Ownership

Each entrant must certify that the vehicle entered is properly licensed, insured, and fully legal for use on public roads, and either is owned by the entrant, or present proof the vehicle is being used by the entrant with the owner's knowledge and permission.

IV. B. Limits of Liability

Each competing vehicle must be covered by liability insurance provided by the participants and must carry at least US\$250,000 per Person/US\$500,000 per Accident/US\$100,000 Property Damage limits of liability, or US\$500,000 combined single limit of liability.

IV. C. Proof of Insurance

Each entrant must provide a copy of the declarations page of his or her insurance policy or a certificate of insurance naming the entry vehicle and showing coverage dates and limits of liability. Insurance must cover the entire period of the Event.

IV. D. Accident Reports

If an entrant's competing or Support Vehicle is involved in an accident or incident at any time during the Event (whether or not during competition), the entrant must provide written details of the accident and witnesses to Race Headquarters at the first opportunity to do so. Participants must handle their own claims with their respective Insurance providers or agents; the organizer may provide relevant assistance and coordination should it be requested.

V.

TIMING, SCORING, AND CHECKPOINTS

V. A. Checkpoints

1. Two types of Checkpoints are used: Timing Checkpoints and Observation Checkpoints. You will usually not be told in advance the location of Checkpoints.

a. Timing Checkpoints may be located anywhere along the Race Route, and may be on either side of the Race Route.

(1) Each Timing Checkpoint has a timing line which is identified by a green Day-Glo Timing Checkpoint sign (an example of the sign will be displayed at Registration and/or Rally School). Your arrival time at the Checkpoint is recorded when your vehicle's front wheels cross the timing line from the correct direction.

(2) Do not stop at a Timing Checkpoint. As you cross the timing line, the previous leg ends and the next leg begins. Your time to start the next leg at the timing line is the same as the time you arrived at the timing line.

(3) An entry vehicle must not stop or travel at 5 MPH or less within sight of a Timing Checkpoint. An entry vehicle which stops or slows to 5 MPH or less within sight of a Timing Checkpoint will receive the penalty specified in V.E.3.a.

b. Observation Checkpoints may be located anywhere along the Race Route, and may be on either side of the Race Route.

(1) Each Observation Checkpoint is identified by a red Day-Glo Observation Checkpoint sign (an example of the sign will be displayed at Registration and/or Rally School). You must stop at an Observation Checkpoint, submit any Time Allowance Request Forms to the official, and have your Course Instructions endorsed; failure to stop may result in a penalty or disqualification.

(2) An Observation Checkpoint may be used to verify that Teams are following the correct route, operating their vehicles safely and legally, and complying with the rules of the Event; to collect Time Allowance Request Forms; or for other purposes deemed appropriate by the organizers. It may issue emergency instructions when necessary.

(3) Observation Checkpoints are located so that Teams have adequate time to make up the stopping time before the next Timing Checkpoint; or where timing is not critical, such as within a transit; or additional time may be allotted at the Observation Checkpoint.

(4) There may be an official Great Race Lunch Gate at the lunch stops. The Gate is on the route directed by the Course Instructions. There may be an Observation Checkpoint located near the Lunch Gate, in which case each Team must pass through the Gate, stop at the Checkpoint, submit any Time Allowance Request Forms to the official, and have their Course Instructions endorsed by the official. Do not stop in the Gate unless asked to do so by a Great Race official.

(5) There is an official Great Race Finish Gate or Finish Line at the destination each day; it is on the route directed by the Course Instructions. There may be an Observation Checkpoint located near the Finish Gate or Finish Line. If so, the official will collect any Time Allowance Request Forms and may also give Teams their times or scores for the Stage. This Observation Checkpoint is the final Checkpoint for that Stage.

2. A Team who interferes with Checkpoint operations, whether deliberately or otherwise, may be penalized in accordance with V.E.3.b.

3. Checkpoints remain open consistent with V.C.2.b for all vehicles except those known to have dropped out or who have been disqualified.

V. B. Official Time and Mileage

1. Measurement
 - a. Official mileages (from which official times are computed) are measured by vehicles using radial tires and having equipment which measures to a resolution of .01 mile; the Speedometer Calibration Runs may be measured to a resolution of .001 mile. Since competing vehicles have no odometer, official mileages are not used in the Course Instructions.
 - b. Official mileage will approximate statute miles. However, day-to-day variations may occur because of changes in weather, equipment, etc.
2. Calibration
 - a. Each Stage includes a Tire Warm-up at the beginning, followed by a Speedometer Calibration Run. The Tire Warm-up and Speedometer Calibration Run are free zones (see VII.C.5). Teams may also receive a Measured Mile at Registration.
 - b. The calibration instructions include references to signs and landmarks, and average speeds to be maintained between those signs and landmarks. In Column C of the Course Instructions are the interval times which are required to travel between the signs and landmarks at the assigned speeds, and the cumulative times to those points. Several signs and landmarks are referenced during the calibration run; different speeds may be given between different sets of signs and landmarks. You will be able to "calibrate" your vehicle's speedometer against the official mileage by driving at the stipulated speed and comparing the time you require to travel between the signs and landmarks to the official time. You may attempt to adjust your indicated speeds to match the official times.
 - c. Transit times are assigned for the Tire Warm-up and Speedometer Calibration Run. The transit time given for the calibration run is usually slightly longer than the official time given for calibration, to allow adequate time to recover from variations you may encounter. The transit times are included as part of the scoring time.

V. C. Timing and Scoring

1. Timing
 - a. Times are in hours, minutes, and seconds.
 - b. Official time is Coordinated Universal Time (UTC) referenced to radio station WWV of the National Institute of Standards and Technology or CHU of the National Research Council of Canada. WWV time is available by radio or by telephone: 303-499-7111.
 - c. Time Zones: The time of the time zone at the start of each Stage is used for scoring throughout that Stage, regardless of time zone changes (don't forget, however, to reset your time before the next Stage start if the time zone changes). Time zone information will be given in an Event Supplement and in the Course Instructions.
 - d. Times recorded at Timing Checkpoints are resolved to the nearest second.
2. Scoring
 - a. Each Team will receive a penalty score based on each second their leg time differs from the perfect time computed for that leg.
 - b. Missed Checkpoints
 - (1) A vehicle which misses (fails to pass) a Checkpoint or passes a Checkpoint not under its own power will receive the penalty stipulated in V.E.2.
 - (2) A vehicle which arrives at any Checkpoint more than 30 minutes after the computed cumulative perfect time from the most recent Stage Start or Restart, including the final Observation Checkpoint of the Stage at the Finish Line, will be scored as having missed the Checkpoint, and will receive the penalty stipulated in V.E.2.
 - c. A Team which does not receive a starting time at one or more Timing Checkpoints (if, for example, a Timing Checkpoint is missed) will be scored at the next Timing Checkpoint where they are timed, based on that in-time and their previous assigned starting time compared to the combined perfect times for those legs in between.
 - d. If a leg is discarded from scoring for unforeseen conditions, any penalties incurred on that leg will be dropped from scoring, except those listed in V.E.3.e, V.F, and VIII.D.
 - e. After completion of each Stage, each Team's score for that Stage received under V.E is multiplied by the applicable "Age Factor" and the result rounded to the nearest 0.01 second. The Team with the lowest total score is declared the winner of the Stage. Subsequent positions are determined in the same manner. A Cumulative (Championship) Score for the Event is determined for each Team in the same manner, using the total scores adjusted as specified in I.H.3 and I.H.5.
 - f. Ties are broken by the following procedure:
 - (1) Ties for the Trophy Run (Warm-up Rally) are broken by the following procedure:
 - (a) The older vehicle by Scoring Year wins the tie and the newer Scoring Year vehicle takes the next position.
 - (b) If a tie still exists, the scores for each leg of the Run, except legs discarded per paragraph V.G.3, are compared. The Team having the lower score on a leg wins that leg; the Team winning the greater number of legs wins the tie.

- (c) If a tie still exists, the scores of the tied Teams are compared for each leg of the Run, in inverse order. The Team having the lower score at the first leg where their scores differ wins the tie.
- (2) Ties for each Stage after the Trophy Run (Warm-up Rally) and for Cumulative (Championship) Event Score are broken by the following procedure:
 - (a) The older vehicle by Scoring Year wins the tie and the newer Scoring Year vehicle takes the next position.
 - (b) If a tie still exists, the Team having the higher finishing position on the Trophy Run (Warm-up Rally) wins the tie.

3. Posting of scores

- a. Scores will be posted in the Event Venue following the end of each Stage and following the end of the Event. Also, individual scores may be given to Teams as they arrive at the finish, or otherwise before they have been posted. When posted scores are complete, this will be noted in the Event Venue.
- b. Scores for each Stage are final 30 minutes after complete scores have been posted unless scoring review or Problem Resolution Requests are pending, in which case scores will be final subject to change only based on the resolution of those requests. (See also VI.A.1.c and VI.A.2.a(3).)
- c. Final Event scores will be posted in the Event Venue following Final Technical Inspection and the resolution of any Formal Problem Resolution Requests. These scores are subject to change only for computational errors, and are final 30 minutes after posting.

V. D. Age Factor

To make older vehicles more competitive with the mechanically improved vehicles of newer years, the factors listed below will be used to adjust the scores as described in V.C.2.e.

<u>Scoring Year</u>	<u>Factor</u>	<u>Scoring Year</u>	<u>Factor</u>	<u>Scoring Year</u>	<u>Factor</u>	<u>Scoring Year</u>	<u>Factor</u>
1970+	1.000	1952	0.910	1934	0.820	1916	0.660
1969	0.995	1951	0.905	1933	0.815	1915	0.650
1968	0.990	1950	0.900	1932	0.810	1914	0.640
1967	0.985	1949	0.895	1931	0.805	1913	0.630
1966	0.980	1948	0.890	1930	0.800	1912	0.620
1965	0.975	1947	0.885	1929	0.790	1911	0.610
1964	0.970	1946	0.880	1928	0.780	1910	0.600
1963	0.965	1945	0.875	1927	0.770	1909	0.590
1962	0.960	1944	0.870	1926	0.760	1908	0.580
1961	0.955	1943	0.865	1925	0.750	1907	0.570
1960	0.950	1942	0.860	1924	0.740	1906	0.560
1959	0.945	1941	0.855	1923	0.730	1905	0.550
1958	0.940	1940	0.850	1922	0.720	1904	0.540
1957	0.935	1939	0.845	1921	0.710	1903	0.530
1956	0.930	1938	0.840	1920	0.700	1902	0.520
1955	0.925	1937	0.835	1919	0.690	1901	0.510
1954	0.920	1936	0.830	1918	0.680	1900	0.500
1953	0.915	1935	0.825	1917	0.670		

V. E. Penalties

- 1. Timing penalties
 - a. Each second early or late at a Timing Checkpoint compared to the computed perfect time..... 1 Second
 - b. Maximum late penalty under V.E.1.a (unless V.C.2.b applies)2 Minutes
 - c. Maximum early penalty under V.E.1.a.....5 Minutes
- 2. Penalties for missing Checkpoints (or being more than 30 minutes late) (see V.C.2.b)
 - a. Missing a Timing Checkpoint, except the final Timing Checkpoint of a Stage3 Minutes
 - b. Missing the final Timing Checkpoint of a Stage.....DNF or FNS
 - c. Missing an Observation Checkpoint, except the final Observation Checkpoint of a Stage3 Minutes
 - d. Missing the final Observation Checkpoint of a StageDNF or FNS
- 3. Other penalties
 - a. Stopping or traveling 5 MPH or slower within sight of a Timing Checkpoint3 Minutes
 - b. Blocking a Checkpoint in-line (intentionally or not) or interfering with Checkpoint operations
.....5 Minutes, DNF, or disqualification
 - c. More than two persons in a vehicle see II.D.4
 - d. Support Vehicle violation see II.E.8

- e. Failure to stop at a Stop Sign DNF
 - f. Being carried on any trailer for any part of a Stage DNF
 - g. A vehicle which is towed or pushed by another vehicle on any part of a Stage, except to receive assistance in starting, getting back on the road, or leaving a dangerous location, will receive a 2 minute penalty.
 - h. A vehicle that leaves a promoted Lunch Stop or Pit Stop earlier than 5 minutes before its scheduled departure time, or a Display Area (see VIII.C.1,2) before the specified time, will receive a warning made public to other Teams for the first offense, and penalties of 10 seconds for the second offense, 1 minute for the third offense, and referral to section VI.B.3 of the Event Regulations (unsportsmanlike conduct) for the fourth and subsequent offenses.
 - 4. [GREAT RACE only] Teams receiving a DNF (Did Not Finish) under V.E.2.b or V.E.2.d but finishing the Stage under their own power will be scored as FNS (Finished No Score). FNS and DNF are equivalent for scoring purposes.
- V. F. Disqualification from Event: Ineligibility for Posted Awards
- 1. If a Competition Crew member or Support Crew member is judged by the Executive Committee to be guilty, or cited or given written warning by a law enforcement agency, of any of the following offenses, that Team shall be automatically disqualified:
 - a. Driving while intoxicated or under the influence
 - b. Consuming alcoholic beverages or illegal controlled substances while participating
 - c. Dangerous or reckless driving, which may include speeding
 - 2. If a Competition Crew member or Support Crew member is judged by the Executive Committee to be guilty of detrimental, dangerous, or unsportsmanlike conduct, that Team shall be disqualified or otherwise penalized as specified in VI.B.3.
 - 3. DNS Stage 1
 - 4. For causes stipulated in I.H.6, II.E.8, V.A.1.b(1), V.E.3.b, VI.B.3, VIII.B.1, VIII.B.2, and VIII.D.
 - 5. [GREAT RACE only] The following will make a Team ineligible for Championship (cumulative) awards: DNF or FNS on either Stage of the Championship Run. They are still eligible for Stage Awards and Ace Awards.
 - 6. [Regional Rallies only] The following will make a Team ineligible for Championship (cumulative) awards: DNF or FNS on the final Stage of the Event. They are still eligible for Stage Awards and Ace Awards.
- V. G. Course Operations
- 1. A lead car will precede the race to ensure that the Race Route is clear and correct, Timing Checkpoints are in place and accurately located, and to post emergency signs if needed.
 - 2. Sweep vehicles will follow the race to verify route integrity, close Checkpoints, check watches, and provide assistance to Competition Crews when possible.
 - 3. The Executive Committee at their sole discretion may discard a leg from scoring if it feels that conditions or problems on that leg rendered it unsuitable for competition. Such a decision will be posted in the evening Event Venue and at the morning start location. The Executive Committee's decision to discard a leg is not subject to claim.
- V. H. Time Allowance Requests
- 1. Delays on the route: If you are delayed on the instructed route by circumstances beyond your control, such as blockage of the route by a train or need to assist at the scene of an accident, you may request a time allowance using the procedure described in V.H.3. Mechanical failure (flat tire or other vehicle failures), lack of vehicle capability (inability to maintain assigned speed), and personal failure are not grounds for Time Allowance Requests.
 - 2. Emergency Reduced Speeds
 - a. If you should encounter conditions described in VII.E.3 which make travel at the assigned speeds hazardous, you may elect to use reduced speeds which will allow you to travel safely. You may resume the assigned speeds at your discretion.
 - b. Teams competing in vehicles with two-wheel brakes may elect to use emergency reduced speeds when they believe that conditions, such as mountain grades, make travel at assigned speeds hazardous. Such requests must include the phrase "two-wheel brakes".
 - c. Such reduced speeds will result in your leg time being greater than the official leg time; you must determine (or estimate) the amount of additional time you used because of the reduced speeds and request an allowance using the procedure described in V.H.3. If the delay occurs during more than one leg, a separate Time Allowance Request must be submitted for each leg.
 - d. This provision is for the purpose of improved safety in case of unusual or changed conditions which were not anticipated in the Course Instructions. Each request will be considered on its merits. The Time Allowance Committee may reduce or refuse a request if the claimed conditions are not verified by another Competition Crew member or Great Race official; if the time requested exceeds that which appears reasonable based upon the emergency conditions; or if the Committee feels the allowance requested is not justified by the conditions encountered or has not been made in good faith (see VI.B.3).
 - 3. Your request must be in writing. It must include your car number, a description of the circumstances causing the delay, the location, the leg and instruction numbers on which the delay occurred, and the vehicle numbers or names of Competition

- Crew members or Great Race officials who also witnessed the situation. The time allowance requested may be any amount of time in multiples of 10 seconds (e.g., 0m10s, 0m20s, 4m50s), not to exceed 29 minutes 30 seconds. It must be handed in immediately when you arrive at the first Observation Checkpoint after the delay occurs, before you receive a score sheet.
4. The Time Allowance Committee will review your request and, if allowed, the time allowance will be subtracted from your time for the leg in which the delay occurred. The Time Allowance Committee consists of the Director of Competition and others he may designate. The Committee may consult with other staff members, other Competition Crew members, and the party submitting the request, as they deem appropriate or necessary.
 5. If you are delayed by conditions beyond your control, we expect you to attempt to make up the time. In considering whether to allow a Time Allowance Request, the Time Allowance Committee will consider the distance from the delay to the Timing Checkpoint and whether some or all of the lost time could have been made up. Give information such as: "Delayed 0m45s by a farm tractor. Made up 0m25s. Request 0m20s." As always, witnesses should be listed when possible, especially for delays over 1m00s. If you are attempting to make up time and encounter a Timing Checkpoint, you may lose time at 5 MPH (or faster) to bring your delay request to a multiple of 0m10s. Remember, your Time Allowance Request may or may not be allowed; it is in your interest to attempt to make up lost time safely.
 6. Abuse of these procedures will be subject to penalty under VI.B.3.

VI. QUESTIONS AND PROBLEMS

VI. A. Problem Resolution—Executive Committee

1. INFORMAL CONSIDERATION
 - a. The Great Race staff strives to make this an enjoyable and error-free Event. However, unanticipated questions and problems can arise. We will attempt to answer questions and resolve problems as quickly, accurately, and fairly as possible.
 - b. The staff encourages discussion with them of any questions or problems on an informal basis. Usually, this will result in a prompt answer or resolution; often, the officials will already be aware of a problem and will have taken appropriate actions.
 - c. If you believe an error has been made in your score, you should submit a written request for review to the Executive Committee. The request must be submitted no later than 30 minutes after (a) you are given your individual score or (b) complete scores have been posted, whichever is earlier. The request must include the Checkpoint times you recorded and your calculations of your score. However, scoring review requests for timing discrepancies of 2 seconds or less will not be considered.
2. FORMAL PROBLEM RESOLUTION: If you encounter a question or problem which is important to your performance on the Event, you may submit a written request to the Executive Committee, to assure that it will receive formal consideration.
 - a. Formal Problem Resolution Requests
 - (1) The request must be submitted on an official Problem Resolution Request Form supplied by Great Race. Only one question or problem may be submitted on each Problem Resolution Request Form.
 - (2) Indicate the nature of the problem, such as errors in the route, Course Instructions, Event Regulations, scoring, etc. Describe fully and carefully the question or problem. Provide information which will be necessary for understanding the problem; e.g., instruction numbers, Event Regulations, leg numbers, names of persons, route locations, scoring, etc.
 - (3) Questions concerning scoring of a Stage must be submitted no later than 30 minutes after (a) you have been given your individual score or (b) complete scores have been posted, whichever is earlier. However, scoring review requests for timing discrepancies of 2 seconds or less will not be considered.
 - (4) Any other problems occurring on a Stage must be submitted within 30 minutes after you arrive at the final Checkpoint of that Stage, or within 30 minutes after the final Checkpoint has closed, or within 30 minutes after complete scores have been posted, whichever is earlier.
 - (5) In filing a Problem Resolution Request, the Team agrees to the addition of 30 seconds to its total Stage score.
 - b. Problem Resolution Requests will be reviewed by the Executive Committee. The Executive Committee consists of the Event Director and the Director of Competition, and others they may designate. The Committee may consult with other staff members, other Competition Crew members, and the party submitting the request, as they deem appropriate or necessary.
 - c. At their sole discretion, the Event Director or Director of Competition may remove the 30 seconds which was added to the Team's score if the Committee considers the Problem Resolution Request to be sufficiently meritorious.
 - d. The decision of the Executive Committee may be conveyed informally or in writing to the party submitting the request.

VI. B. Executive Committee Decisions

1. By entering this Event, each Team member, entrant, and their associates agree that the decisions of the Executive

- Committee and the Time Allowance Committee are conclusive, final, and binding on all parties, and are not subject to appeal. Each further agrees not to pursue any legal action against the Event Director, Director of Competition, or the Executive Committee collectively; the Time Allowance Committee; Great Race Company; or their principals, employees, volunteers, sponsors, agents, or staff members in connection with the resolution of any problem.
2. If, in the opinion of the Executive Committee, a Team has submitted a Problem Resolution Request without a valid basis, or in bad faith, or which is not in the Spirit of the Event, the Committee may penalize that Team for unsportsmanlike conduct as specified in VI.B.3.
 3. If a Competition Crew member or Support Crew member is judged by the Executive Committee to be guilty of detrimental, dangerous, or unsportsmanlike conduct, one of the following penalties will be assessed:
 - a. The addition of up to 2 minutes to the Team's rally score for the Stage
 - b. DNF for the Stage
 - c. Disqualification

VII. INSTRUCTIONS

VII. A. Event Regulations

1. [GREAT RACE only] These Regulations will be posted at www.greatrace.com not later than January 31.
2. [Regional Rallies only] These Regulations will be posted at www.greatrace.com not later than 30 days before the Event.
3. Questions concerning these Event Regulations may be addressed to: info@greatrace.com or 800-989-7223

VII. B. Course Instructions

1. Description
 - a. The Course Instructions are a series of instructions which are used to follow the Race Route. They are numbered in ascending numerical order, and are to be executed in that order.
 - b. Some Course Instructions might be letter/numbered (3a, 3b, etc.) or a number might be marked "omitted". This may be done to facilitate last-minute changes; the order of execution will always be obvious.
2. Availability
 - a. With the possible exception of the Trophy Run (Warm-up Rally) and Stage 1, one set of Course Instructions for each Stage will be available to each competing Team each day near the Stage start, exactly 30 minutes before the official time for the Team to start the Stage. The time and location for each Stage start (after Stage 1) will be found at the end of the Course Instructions for the previous Stage. Each Team's official starting time is determined by adding their starting position (see III.A,B,C) in minutes to the official Stage start time.
 - b. For Trophy Run (Warm-up Rally) and Stage 1, special provisions may be made for issuing Course Instructions; if so, this will be noted in an Event Supplement.
 - c. The Competition Crew member must show his/her identification tag with the vehicle number in order to receive the Course Instructions. At this time the Competition Crew member may be required to draw for the next Stage starting position.
3. Using the instructions
 - a. In general, each instruction will direct an action to be taken, such as a turn or a speed change, or a reference point to be observed such as a sign or landmark. You are to execute each instruction at the first opportunity to do so. You must complete each instruction before you can consider the next instruction for execution. 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, landmark, or intersection has been passed.
 - b. It is recommended that you always be aware of at least the next two instructions so that you won't pass an execution point while trying to read the next instruction. If you don't know your next instruction, stop and read it before proceeding.
 - c. The GRIID™ (Great Race International Instruction Design) format will be used. Each instruction will consist of five columns.
 - (1) The first column contains the instruction numbers.
 - (2) The second column (labeled "A") contains CAMEO™ images or diagrams of signs, landmarks, and road and intersection configurations. The CAMEO diagram of an intersection will indicate the road on which you are approaching the intersection with a dot, and the road on which you are to leave the intersection with an arrow. The route that you are to follow through the intersection is represented by a bold line from the dot to the arrow. Thin line(s) in the CAMEO diagram of the intersection represent road(s) not taken.
 - (3) The third column (labeled "B") contains symbols specifying the tire warm-up, the speedometer calibration run, transits, free zones, lunch stops, refueling stops, pit stops, etc.
 - (4) The fourth column (labeled "C") contains assigned average speeds and timing information. Time of day for Starts and Restarts is represented with colons separating hours, minutes, and seconds (e.g., 7:30:00 indicates

a time of day). Interval times for the tire warm-up, the speedometer calibration run, transits, pauses, timed speed changes, etc., are represented as follows: 3h15m00s indicates an interval time of 3 hours 15 minutes; 0m45s indicates an interval time of 45 seconds. Interval times in parentheses are advisory, but not official, e.g., (35m00s). Other numbers in this column represent assigned average speeds in miles per hour, e.g., 45 MPH.

(5) The fifth column (labeled "D") may contain additional information as part of the Course Instruction to assist you in following the course. It may have information such as "Comes quick", "Look sharp", "First paved road", or other helpful information.

d. Examples of the GRIID instruction format are given in the attached Example Rally.

e. Information contained in parentheses is helpful or informative but not essential.

VII. C. Following the Race Route

1. In general, the Race Route will follow principal roads and interstate highways. At each intersection, you will execute the active instruction if it applies. If no instruction applies at an intersection, you will continue on the obvious principal road. Do not take an exit from an interstate highway or limited-access highway without an instruction. At some intersections you may have to follow the principal road as indicated by curve warning signs, painted center stripes or edge-line road markings, stop sign or yield sign placement, straight as possible, etc. These situations will be obvious, and should cause no confusion. If you are to leave the obvious principal road, or if there might be any doubt about which way you are to go, you will be given an instruction.
2. The Course Instructions will frequently direct actions which are redundant with the obvious principal road. If you are to turn at an intersection, for example, you may be given an instruction even if it is redundant with the route you would have followed without the instruction. This is to ensure that all Teams will remain on course.
3. You must, of course, remain alert to the reference and execution points for the instructions. Since there may be extensive distances not requiring route-following instructions, some instructions will reference signs or landmarks only to provide confirmation points.
4. The Race Route will never enter a private road, driveway, parking lot, unpaved road, or dead-end road without an instruction, and such roads will sometimes be omitted from CAMEO Diagrams or shown as a dashed line (a dead-end road is identified by a sign reading DEAD END, NO OUTLET, NOT A THROUGH STREET, etc.). The route will not make illegal turns or illegal entries (such as against one-way traffic). If you find yourself at an intersection where you cannot proceed without an instruction and none seems to apply, you may be off-course.
5. Free Zones
 - a. A free zone is a portion of the timed course where no Timing Checkpoints will be encountered. This allows the Team to proceed on that portion of the Race Route without concern about encountering a Timing Checkpoint.
 - b. A free zone may be instructed in the Course Instructions.
 - c. There will be a 2-minute free zone after the end of each transit. Parking is sometimes limited at the end of a transit; this will allow vehicles to park along the Race Route after the end of transit.

VII. D. Signs and Landmarks

1. Signs
 - a. When a CAMEO Diagram contains words, letters, numbers, or symbols enclosed in a rectangle, diamond, circle, etc., the referenced matter is from the text on a sign. While spelling is supposed to be exact, there are no "traps" based on spelling. (For example, if the instruction references 'Thibideaux' and you find a sign reading 'Thibedeaux', that is probably the execution point for the instruction.)
 - b. Signs will be found on the right or left of your route or overhead. The CAMEO Diagram referencing the sign will show its position relative to the Race Route.
 - c. Signs painted on road surfaces, vehicles, or other temporary surfaces will not be used. You will not have to look back to read a sign.
 - d. Referenced text from a sign may be in full or in part; if in part, it will be a principal part of the sign. Referenced text will be continuous, without omitting intervening words, letters, or numbers. For example, a sign reading "Quick Stop—5 Miles Ahead" would not be referenced as "Stop Ahead". However, if a portion of the text of a referenced sign is significantly smaller than the rest, that portion may be omitted in the interest of readability at road speed. For example, we might omit "Indiana" when referencing the number on an Indiana highway sign; but we will usually reference the "Interstate" (abbreviated "I-") from the familiar blue Interstate Highway shield.
 - e. There may be multiple signs on one support. Multiple signs on a single support may be depicted as one sign. Also, one or more of the signs may be depicted; in this case the most prominent sign(s) will be used in a way that unambiguously identifies the sign(s) to be used.
 - f. Referenced Speed Limit signs are those which apply to the Race Route.
2. Landmarks: Landmark locations will be shown in the CAMEO Diagram. Landmarks will either be obvious from their usual meaning, or will be identified by a sign, or will be defined in the Glossary.

3. Emergency Signs may be erected on the Race Route when officials feel additional information may be needed to assist Teams because of unexpected or changed conditions. Such conditions might include road construction; missing, duplicate, incorrect, or redundant signs or landmarks; a possibly confusing situation; and weather or traffic conditions. Sample emergency signs will be displayed at Registration and/or Rally School. Though Emergency Signs will usually be easy to read, you might find it necessary to stop to read one. The signs will have a Day-Glo pink border with the GREAT RACE logo or be Day-Glo pink, red, yellow, or orange with the letters 'GR' (or 'CTC' for Coker Tire Challenge) and instructions or other information such as:
 - a. An instruction number; the instruction is to be executed at that point.
 - b. An arrow, indicating the direction to follow the Race Route
 - c. An "I": Ignore the sign or landmark on which the emergency sign has been placed.
 - d. A speed change, pause, start of transit, etc.
 - e. "End Leg": The leg has been canceled and will not be scored. Continue on course in a safe manner at approximately assigned speeds. The next leg, if any, will begin at the next time-of-day Restart you come to.

VII. E. Average Speeds

1. Assigned Speeds
 - a. Required average speeds will be stated in the Course Instructions. A clear reference point will be given for each speed change. The speed(s) assigned in an instruction will appear in Column C in miles per hour (MPH). On highways, the required average speed will often be 50 MPH.
 - b. A required time for traveling between two points may sometimes be given in lieu of a required average speed. This is called a transit, and may be used for lunch stops, refueling stops, passing through congested areas, etc.
 - c. If you should encounter a portion of the Race Route where posted speed limits are below the assigned average speed, there should be adequate opportunity to recover the lost time before the next Timing Checkpoint.
 - d. In case of unexpected changes of speed limits or route, as might be caused by road construction or detours, appropriate emergency signs may be erected by the lead car. Such signs may direct speed or route changes. Any such changes will be adjusted in scoring.
2. Speed Changes
 - a. There are two types of speed changes. The first type is executed at a specific referenced point on the route; this location will be identified as a sign, intersection, or landmark. The second type of speed change is executed after a specified time interval. Both types of speed changes are specified in instruction Column C.
 - b. When a speed change references only a sign or landmark, it is executed when the front tires of the vehicle passes (comes even with) the sign or landmark.
 - c. Speed changes at intersections will occur at a sign (such as a stop sign) if there is one referenced in Column A of the CAMEO diagram. Otherwise, speed changes at intersections will occur at the center of the intersection or the apex of the turn.
 - d. Timed speed changes occur after the time interval specified in Column C has elapsed. The time interval begins in one of two ways: If the time interval is preceded by a speed change, the interval starts at the same place as that speed change. If the time interval is the first item specified in Column C (this is called a delayed speed change) then the interval begins at the point specified in VII.E.2.b or VII.E.2.c
3. Emergency Reduced Speeds: In case of inclement weather, fog, poor road conditions, extraordinary traffic, or other unexpected conditions, a Team may elect to use reduced speeds. See V.H.2.

VII. F. Official Times

1. During Speedometer Calibration Runs, there will be two official times in a box in Column C; these times may be given to the 1/10 of a second. The first time will be the interval time to the instruction from the previous instruction for which a time was given; the second time will be the cumulative official speedometer calibration time to that point; e.g.,

9	1m08.4s 12m07.1s
---	---------------------

10

11

3m41.7s 15m48.8s

3 minutes 41.7 seconds is the time required to travel the official distance from instruction 9 to instruction 11 at the current assigned speed. 15 minutes 48.8 seconds is the official time from the start of the Speedometer Calibration Run to instruction 11.

2. An asterisk (*) in the interval time column indicates that the next interval time is from this instruction.

3. Since vehicles will not have odometers to refer to, instructions will sometimes use time information in Column D to provide helpful information: e.g.,

Approximately 12m00s after previous instruction

The time given is not the official time, but is the approximate time which will be required to reach the execution point from the previous instruction averaging the assigned speed. The official time will probably be more or less than 12 minutes.

VIII. TECHNICAL INSPECTION, REINSPECTION, AND DISPLAY AREAS

VIII. A. Technical Inspection

Each entry vehicle and all rally equipment (see II.H) must pass Technical Inspection by Great Race Officials prior to the start (see Schedule of Events).

VIII. B. Technical Reinspection

1. Necessary repairs, maintenance, modifications, and alterations to the competing vehicles within "The Spirit of The Event" will be allowed during the running of the Event. Any repairs, modifications, or alterations to a competing vehicle made after the official Technical Inspection prior to the start of the Event must be noted in writing to the Event Director prior to the next Stage start after such repairs or modifications are made, and are subject to a Technical Reinspection. Failure to do so may result in disqualification.
2. All competing vehicles are subject to Technical Reinspection at any time during the Event. Great Race reserves the right to re-inspect any competing vehicle at any time and subsequently may disqualify or reclassify vehicles that have been modified or misrepresented; such reclassification is retroactive to Stage 1. Upon request by a Great Race Official, an entrant must make his/her competing vehicle available for Technical Reinspection immediately. Failure to do so or failure of a Team to cooperate fully in a complete examination of its vehicle may result in disqualification.
3. Each entry vehicle is subject to a final Technical Reinspection at the finish of the Event to be considered a finisher of GREAT RACE or a Great Race Regional Rally.

VIII. C. Display Areas

1. Display Areas (also referred to as parc fermés) may be designated in the start city, in overnight cities, and in the finish city; and hours may be specified during which entry vehicles must be in the Display Areas.
2. Entry vehicles must not be removed from the Display Area during these specified periods without specific permission from the Event Director.

VIII. D. Violation of any portion of Part VIII may result in disqualification.

IX. VEHICLES

IX. A. Definition

1. [GREAT RACE only] Vehicle entries must have been manufactured in 1972 or earlier. Generally, any vehicle manufactured in 1972 or earlier as originally manufactured and/or modified in its year of manufacture is eligible for entry. A vehicle that because of its power train, suspension, equipment, or other modifications would be considered a post-1972 vehicle for purposes of applying an Age Factor may be accepted for entry on an individual review basis based on Great Race's determination that it complies with the spirit of encouraging the participation of vehicles whose body styles are 1972 and earlier.
2. [Regional Rallies only] Vehicles of any Model Year
3. [GREAT RACE only] Vehicles may be:
 - a. As originally manufactured
 - b. As modified in their era of manufacture (documentation required)
 - c. Custom, one-off, and vehicles of historical significance that are considered to be within the Spirit of the Event may be accepted for entry on an individual review basis.
4. [GREAT RACE only] Re-Bodied Vehicles: Reasonable re-creations of historical vehicles may be accepted for entry. A vehicle manufactured in 1972 or earlier may be re-bodied to resemble a pre-1973 racer, or a pre-1973 one-off, rare, or limited-production vehicle. It is not possible to address all the requirements here, so if there is any doubt, request clarification from the Event Director.
 - a. All vehicle documentation is the entrant's responsibility. Documentation of an actual vehicle, including pictures and specification sheets, is ideal. If actual pictures and specification sheets are not available, submit scale drawings to the Event Director of all components of the proposed vehicle that are to be reconstructed, including the side, front, and rear of the body.
 - b. There are a number of sources for vehicle specifications, including the National Automobile Museum in Reno, Nevada; The Henry Ford in Dearborn, Michigan; and the Sloan Museum in Flint, Michigan.
 - c. Maintain vehicle integrity; e.g., if it's a Ford, use all Ford parts, including chassis, drive train, and accessories.

Historical documentation is required to allow a variance here.

- d. Construct the vehicle as it would have been constructed in its era, with materials and procedures that are of that era. E.g., don't use extruded aluminum; the material is permissible but the extrusion technology is inappropriate.

5. Vehicles must be in excellent roadworthy condition and present a good appearance.

IX. B. Required

1. Unless otherwise stipulated in these regulations, mechanical components of the competing vehicles must be of the same make, model, and vintage as originally delivered by the manufacturers unless otherwise stated in these Regulations. Performance and aftermarket equipment for modification of the engine and drivetrain is permitted if it was available during the year of manufacture of the vehicle. The use of a performance component of a newer year than the manufacture of the vehicle will cause the Team to be scored using a "Scoring Year" based upon the year of manufacture of that component. The burden of proof of the year of availability of performance components is upon the entrant. [GREAT RACE only] With the exception of vehicles allowed by IX.A.1, performance equipment developed after 1972 is prohibited.
2. In no case will a vehicle's Scoring Year be earlier than its Model Year.
3. All vehicles must have the required equipment for lawful operation on public roads and highways in their State/Province/Country of registration.
4. Windshields, when applicable, must be of laminated safety glass. Side windows, when applicable, must be of safety glass.
5. At least two working tail lights, two working stop (brake) lights, and two red reflectors on the rear of the vehicle, one on each side
6. Electrical lighting, legally acceptable for night driving
7. Electrical turn signals, front and rear
8. Operating shock absorbers at each wheel if the vehicle was originally manufactured with shock absorbers: If the vehicle was manufactured without shock absorbers and is considered safe and roadworthy by the Event Director, then operating shock absorbers are not required but are recommended.
9. Lap seat belts are required for both driver and navigator.
10. One operational fire extinguisher, dry chemical, at least 2½ pounds A/B/C.
11. Required miscellaneous equipment:
 - a. One first aid kit
 - b. One tow rope or chain, at least sixteen feet in length
 - c. Emergency flares or reflectors
 - d. One gallon container of drinking water
 - e. One flashlight

IX. C. Authorized Modifications

1. The authorized modifications listed below are subject to review by Great Race. These modifications are allowed in the interest of safety, reliability, and the preservation of historical vehicles. All modifications must be done in good taste, hidden from view where possible, and should not detract from the original appearance of the vehicle. All modifications must be noted on the Entry Form.
2. Any part of the vehicle damaged by accident, rust, or wear may be replaced by one of identical design and material.
3. Replacement sub-assemblies, such as ignition coils, magnetos, plug wires, fuel pumps, and wiper blades may be replaced by normally available units identical in function to the original parts.
4. Internal engine modifications and engine repairs may utilize parts and materials of unrestricted origin provided the part or parts used for replacement are identical in purpose to the part or parts replaced and do not alter the outward appearance of the original engine; e.g., aluminum pistons.
 - a. An engine of vintage other than original equipment may be used if it was considered a factory replacement. Original type cylinder head(s) and manifold(s) must be used.
 - b. An engine other than original vintage may be used on an individual review basis, with written approval of the Event Director required. An adjustment of Scoring Year and Age Factor as described in IX.B.1 will apply. Some examples:
 - o A 283 small block Chevrolet engine in a vehicle manufactured before 1957 will be scored as a 1957
 - o A 327 small block Chevrolet engine in a vehicle manufactured before 1962 will be scored as a 1962
 - o A 350 small block Chevrolet engine (including a new crate engine) in a vehicle manufactured before 1967 will be scored as a 1967
 - o A 292 Ford Y Block engine in a vehicle manufactured before 1955 will be scored as a 1955
 - o A Ford FE 390 engine in a vehicle manufactured before 1961 will be scored as a 1961
 - o A Ford FE 427 engine in a vehicle manufactured before 1964 will be scored as a 1964
 - o A 21-stud Ford Flathead engine in a vehicle manufactured before 1932 will be scored as a 1932
 - o A 24-stud Ford Flathead engine in a vehicle manufactured before 1938 will be scored as a 1938
 - o Engines not listed here which are in vehicles manufactured earlier than the engine became available will be scored as the first year that size engine was first put into production (the burden of proof is on the

- owner of the vehicle)
- c. In no case will the vehicle's Scoring Year be earlier than its Model Year (example: a 350 engine in a 1969 Chevrolet will be scored as a 1969 and not as a 1967).
 - 5. The addition of auxiliary oiling, filtering, pressurization, and/or lubrication systems
 - 6. The addition of an oil filter
 - 7. Carburetors: Carburetors must comply with IX.C.4.a. Vehicles of Model Year 1948 and earlier may use any carburetor manufactured before 1949. Vehicles of Model Year 1949 through 1972 may use any carburetor manufactured before 1973. Vehicles allowed by IX.A.1 may use any carburetor. For vehicles not in compliance, an adjustment of Scoring Year and Age Factor as described in IX.B.1 will apply.
 - 8. Electric fuel pumps and pressure regulators are permissible.
 - 9. Fuel capacity may be increased.
 - a. Auxiliary tank(s) may be added provided they are not in the passenger compartment, meet Federal and State/Provincial/National requirements, are properly vented, and do not detract from the appearance of the vehicle. Auxiliary tanks are allowed only under the vehicle and/or in the trunk.
 - b. Gasoline containers are not allowed outside the vehicle (on running boards, bumpers, etc.). All gasoline containers must meet applicable federal safety standards.
 - c. At refueling stops, racers may choose to refuel at any location. Great Race takes no responsibility for any fuel used by race cars.
 - d. A FUEL RANGE OF 200 MILES IS STRONGLY RECOMMENDED.
 - 10. Magneto or point-coil ignition systems are allowable. Breaker points may be replaced with an electronic pick-up.
 - 11. Electrical charging systems (6- or 12-volt) including generator/alternator and battery may be added.
 - 12. Drivetrain
 - a. Any friction clutch assembly may be used.
 - b. Transmission must be "original type" and year model and may be modified internally to improve reliability and performance. Transmissions other than original will be accepted or rejected on an individual review basis, in which case an adjustment of Scoring Year and Age Factor as described in IX.B.1 will apply.
 - c. Any add-on overdrive unit is permitted, along with drive shaft, U-joint, and frame alterations required to install the overdrive unit only.
 - d. The rear axle housing shall be original or a replacement that has the appearance and function as close to the original as possible and cleared by the Event Director.
 - e. Gear ratio change is permitted, but an adjustment of Scoring Year and Age Factor as described in IX.B.1 will apply.
 - 13. Brakes
 - a. Disc brakes are allowed.
 - b. Conversion from mechanical to hydraulic brakes and the addition of vacuum assist units is permissible. The modifications that are required to the front axle and rear axle housing to convert to hydraulic brakes are permissible.
 - c. Conversion from two-wheel brake system to four-wheel brake system is permissible.
 - d. [GREAT RACE only] On an individual review basis and for reasons of safety, with the exception of vehicles allowed by IX.A.1, for the purpose of adding front brakes, the front axle assembly may be of any model year manufactured before 1973. The replacement axle should closely resemble the original in appearance and form (e.g., tubular for tubular; I-beam for I-beam). The modifications must be done in a manner that allows the vehicle to be easily returned to its original condition.
 - 14. The addition of modern hydraulic shock absorbers is permissible.
 - 15. The addition of modern vacuum or electric windshield wipers is permissible.
 - 16. The addition of a self-starter is permissible.
 - 17. Headers, dual exhaust pipes, and "cutouts" are permissible.
 - 18. Cooling systems
 - a. Auxiliary electric fans are permissible if located under the hood.
 - b. Auxiliary water pumps and radiators are permissible but must be concealed.
 - c. Pressurized radiator and/or overflow tanks are permissible.
 - 19. Tachometers are prohibited. If the vehicle has an original tachometer, it must be either removed or covered in advance or at Technical Inspection so that it is not readable.
 - 20. Any steering gear assembly that appears in likeness to the original, mounts in the same location, and performs the same function is permissible.
 - 21. Speedometer: Each competing vehicle may have one speedometer as defined in II.H.1.h.
 - 22. Tires: Radial tires are allowed, but they must be mounted on wheels in compliance with IX.C.23.
 - a. A 1950 or newer vehicle may use radial tires with no adjustment to Scoring Year/Age Factor.
 - b. A 1949 or older vehicle may use Bias Ply or "Nostalgia" style Radial tires (as industry defined) with no adjustment to

Scoring Year/Age Factor.

- c. A 1946 through 1949 vehicle with radial tires other than as defined in IX.C.22.b will be scored as a 1950 vehicle.
- d. A 1945 or older vehicle with radial tires other than as defined in IX.C.22.b will receive a 5-year adjustment to a newer

Scoring Year/Age Factor (example: a 1937 Model Year vehicle with other radial tires has a Scoring Year of 1942).

- 23. **Wheels:** If other than original equipment, replacement wheels must be of the era of the vehicle in function and appearance, and cleared with the Event Director in writing. Replacement Wheels must not have a variance of more than 2 inches in diameter from the original equipment and must retain the appearance of the original wheel.

X.

GLOSSARY

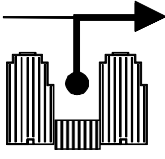

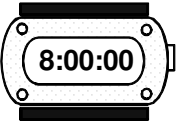
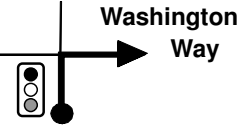
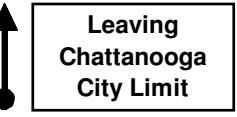
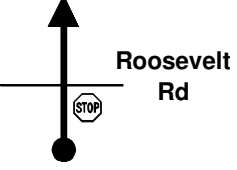
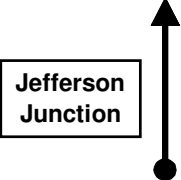
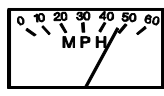
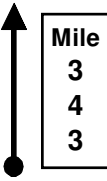
BLINKER	A warning signal consisting of red or yellow lights operating in an on-off sequence. The blinker may or may not be operating. See instructions #15 and #31 in the example rally.
CATTLE GUARD	A wooden or metal grate across a road, intended to prevent the passage of cattle. See instruction #34 in the example rally.
DNF	<u>Did Not Finish</u>
DNS	<u>Did Not Start</u>
FNS	<u>Finished No Score</u>
FREE ZONE	A portion of the race in which there are no Timing Checkpoints. See instructions #25 and #28 in the example rally.
I	When used on an Emergency Sign, "Ignore"
I-	Interstate highway (as in I-75). See instructions #8 and #25 in the example rally.
LEG	A part of the Race Route extending from one Timing Checkpoint to the next, or from an assigned Start or Restart point to the next Timing Checkpoint
MERGE	Move in the direction indicated into another traffic lane.
MPH	Mile(s) per hour
RAILROAD CROSSING	The intersection of a road with a railroad track. See instruction #16 in the example rally.
PAUSE	To delay a specified time. The pause time is added to the time for the leg. See instructions #15 and #33 in the example rally.
STAGE	One day's competition
STOP SIGN	An official octagonal sign which requires traffic to stop. See instructions #4 and #33 in the example rally.
TEAM	One vehicle entry, along with its Competition Crew (driver(s) and navigator(s)) and Support Crew
TRAFFIC LIGHT	A signal light alternating red, yellow, and green controlling traffic at an intersection. It may be operating as a blinker or not operating. See instruction #2 in the example rally.
TRANSIT	A portion of the race in which there are no Timing Checkpoints and for which no specific speed is assigned. A time for passage or Restart time from the end of the transit will be given. See instructions #10, #12, #17, #23, #30 and #32 in the example rally.
US	United States highway (as in US 41). See instruction #11 in the example rally.
YIELD SIGN	An official triangular sign which requires traffic to yield right of way to other vehicles. See instruction #11 in the example rally.
*	In the interval official time column, indicates the point from which the next official interval time is measured. See instruction #5 in the example rally.

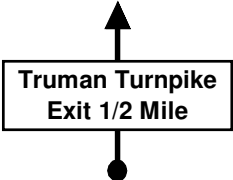
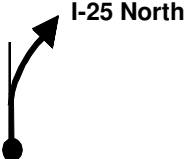
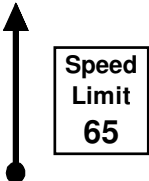
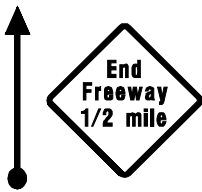
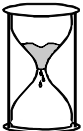
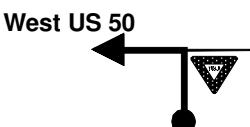

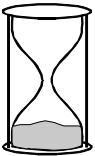
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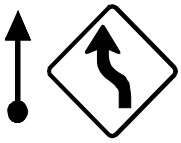
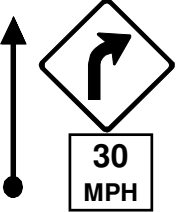
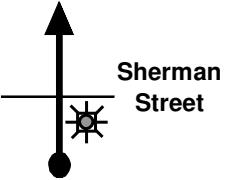
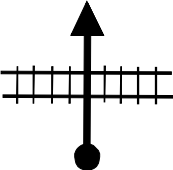
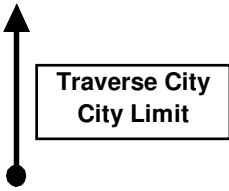




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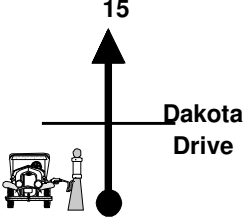
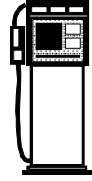
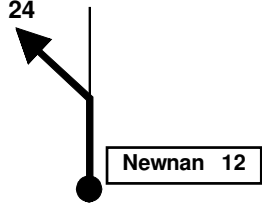
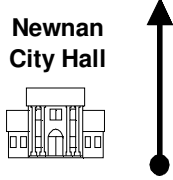


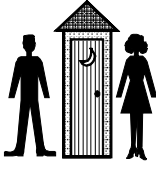

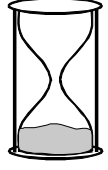
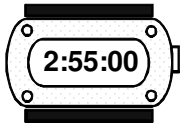
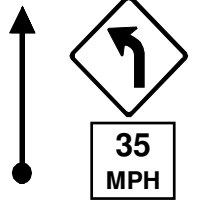
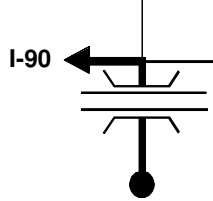

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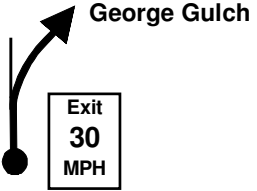
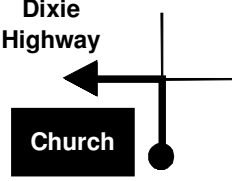
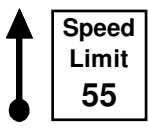


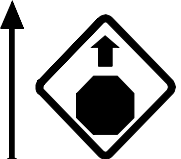

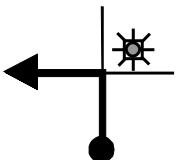
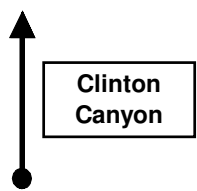
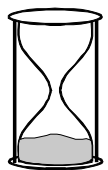
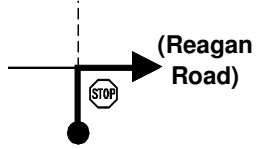
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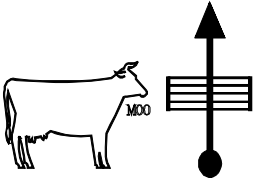
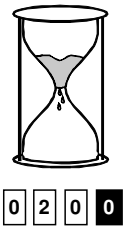

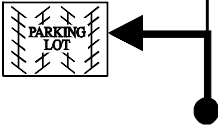

	A	B	C	D
1	 <p>Coker Tire Headquarters</p>	 <p>0080</p>	<p>EDT</p>  <p>20m00s</p>	<p>Start or restart time. The official start or restart time for the vehicle with assigned start position zero. Leave here at 8:00:00 plus your assigned start position in minutes.</p> <p>Begin Tire Warm-up of approximately 8 miles; take 20 minutes to complete the Tire Warm-up. The Tire Warm-up begins here and ends at the beginning of the Speedometer Calibration Run. Turn right at a T-shaped intersection out of Coker Tire Headquarters.</p>
2	 <p>Washington Way</p>			<p>Turn right onto Washington Way at a crossroad at a Traffic Light.</p>
3	 <p>Leaving Chattanooga City Limit</p>			<p>Pass a sign on your right reading in whole or in part "Leaving Chattanooga City Limit".</p>
4	 <p>Roosevelt Rd</p>			<p>Go straight to cross Roosevelt Rd at a crossroad at a Stop Sign.</p>
5	 <p>Jefferson Junction</p>	 <p>0210</p>	<p>26m00s</p> <p>50 MPH</p> <p>* 0m00.0s</p>	<p>Pass a sign on your left reading in whole or in part "Jefferson Junction". End Tire Warm-up. Begin Speedometer Calibration Run of approximately 21 miles; take 26 minutes to complete the Speedometer Calibration Run. Begin average speed of 50 miles per hour. The Speedometer Calibration Run begins here and ends at the beginning of the next Transit.</p>
6	 <p>Mile 343</p>		<p>1m49.3s</p> <p>1m49.3s</p>	<p>Speedometer Calibration point. Pass a sign on your right reading "Mile 343". Cumulative speedometer calibration time is 1 minute 49.3 seconds; interval time (from instruction #5) is 1 minute 49.3 seconds.</p>

	A	B	C	D
7			<div>5m32.0s</div> <div>7m21.3s</div>	Speedometer Calibration point. Pass an overhead sign reading "Truman Turnpike Exit 1/2 Mile". Cumulative speedometer calibration time is 7 minutes 21.3 seconds; interval time (from instruction #6) is 5 minutes 32.0 seconds.
8				Bear right onto Interstate 25 North
9			<div>8m40.7s</div> <div>16m02.0s</div>	Speedometer Calibration point. Pass a sign on your right reading "Speed Limit 65". Cumulative speedometer calibration time is 16 minutes 2.0 seconds; interval time (from instruction #7) is 8 minutes 40.7 seconds.
10		 <div>0045</div>	<div>9m15.8s</div> <div>25m17.8s</div> <div>9m00s</div>	Pass a sign on your right reading "End Freeway 1/2 mile". End Speedometer Calibration Run. Cumulative speedometer calibration time is 25 minutes 17.8 seconds; interval time (from instruction #9) is 9 minutes 15.8 seconds. The official time (for scoring purposes) is 26 minutes as specified in instruction #5. Begin Transit of approximately 4½ miles; take 9 minutes to complete the Transit.
11			(0m30s)	Turn left onto West US Highway 50 at a Yield Sign at a T-shaped intersection. The time to the end of the Transit is approximately 30 seconds.
12			<div>EDT</div> <div>8:55:00</div> <div>30 MPH</div>	End Transit at the referenced sign. Time-of-day restart. Leave this point at 8:55:00 plus your assigned start position in minutes. Begin average speed of 30 miles per hour.

	A	B	C	D
13			40 MPH	Change average speed to 40 miles per hour at the referenced sign.
14			30 MPH 0m36s 45 MPH 1m12s 50 MPH	At the referenced sign, change average speed to 30 miles per hour for 36 seconds, then change average speed to 45 miles per hour for 1 minute 12 seconds, then change average speed to 50 miles per hour.
15			0 MPH 0m15s 45 MPH	Go straight to cross Sherman Street at a crossroad at a Blinker. Pause 15 seconds, then change average speed to 45 miles per hour.
16				Grade level Railroad Crossing. Continue previous average speed (in this case 45 miles per hour) since no speed is given.
17			 (3h25m00s)	End timed portion. The timed portion of the stage resumes at the next restart, if there is one; otherwise, this is the end of the timed portion of the stage. In this case the timed portion resumes at instruction #23. Begin Transit of approximately 75 miles at the referenced sign; take approximately 3 hours 25 minutes to complete the Transit.
18			(2h55m00s)	Hosted Pit stop. After refreshments, leave here 2 hours 55 minutes prior to your end-of-transit time. (Pit stops always occur within Transits, and the time given is included in the specified transit time.)

	A	B	C	D
19			<p>(2h10m00s)</p>	<p>Refueling stop. Refuel in this area, then continue straight across Dakota Drive onto 15. Leave here 2 hours 10 minutes prior to your end-of-transit time. (Refueling stops always occur within Transits, and the time given is included in the specified transit time.)</p>
20				<p>Bear left onto 24 at a sideroad after the referenced sign.</p>
21			<p>(45m00s)</p>	<p>Hosted meal stop (usually lunch). After lunch, leave here 45 minutes prior to your end-of-transit time. (Meal stops always occur within Transits, and the time given is included in the specified transit time.)</p>
22			<p>(3m00s)</p>	<p>Rest Stop. Leave here 3 minutes prior to your end-of-transit time. (Rest stops always occur within Transits, and the time given is included in the specified transit time.)</p>
23			<p>EDT</p>  <p>30 MPH</p>	<p>End Transit at the referenced sign. Time-of-day restart. Leave this point at 2:55:00 plus your assigned start position in minutes. Begin average speed of 30 miles per hour.</p>
24			<p>1m12s</p> <p>40 MPH</p>	<p>At the referenced sign, continue previous average speed (in this case 30 miles per hour) for 1 minute 12 seconds, then change average speed to 40 miles per hour.</p>
25			<p>50 MPH</p>	<p>Go under a bridge, then turn left onto Interstate 90. Change average speed to 50 miles per hour at the apex of the intersection. Begin Free Zone.</p>

	A	B	C	D
26			30 MPH	Bear right toward George Gulch. Change average speed to 30 miles per hour at the referenced sign.
27			45 MPH	Turn left onto Dixie Highway at a crossroad at the referenced landmark. Change average speed to 45 miles per hour at the apex of the intersection (since there is no referenced sign).
28			50 MPH	End Free Zone.
29			30 MPH	
30			20m00s	Begin Transit of approximately 12 miles; take exactly 20 minutes to complete the Transit.
31			(0m45s)	Turn left at Blinker. The road may or may not be named. The time to the end of the Transit is approximately 45 seconds.
32			25 MPH	End Transit at the referenced sign. Leave this point 20 minutes after instruction #30. Begin average speed of 25 miles per hour.
33			0 MPH 0m15s 25 MPH	Turn right at Stop Sign. The road ahead may be unpaved, private, dead end, etc. The road to the right is Reagan Road but may not be identified. Pause 15 seconds, then continue at an average speed of 25 miles per hour.

	A	B	C	D
34			 30m00s	<p>Cattle guard (the cow may not be present). End timed portion; this is the end of the timed portion of the stage. Begin Transit of approximately 20 miles to the finish line; take 30 minutes to complete the Transit.</p>
35	<p>Hagerty Parking Lot</p> 			<p>Finish Line. End Stage.</p> <p>Stop at Observation Checkpoint; submit any Time Allowance Requests.</p>