

# Coursemarker Gimmick Rallye Guide

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SI: There are NO tricks or gimmicks in these "Rallye Guide" pages. This is a short guide to help Beginners and First Timers on any coursemarker gimmick rallye they may happen to run. Everything here refers to the typical rallye only, and is not part of any rallye in particular.  
End SI.

## Why Do a Rallye Guide?

This guide was developed to be an aid for Coursemarker-Gimmick Rallyes (from now on referred to as CM or Gimmick Rallyes). In this guide you will be told about the organization of gimmick rallyes, the various types of instructions (and associated gimmicks), and other various and sundry ways that the rallyemaster might use to trick and trap you. There will be several examples of some common gimmicks as well as some rather difficult concepts. Try not to get too confused by the information overload. You will still have fun when you enter a CM rallye, whether or not you win big.

– Tod Wicks

In the late 1980s, the Board of Directors of The Rallye Club recognized the need for a guide to assist newcomers with the CM gimmick sport and orient rallyists to the purpose and services of the club. In 1992, Tod Wicks' "Coursemarker Gimmick Rallye Guide" was edited together with Rich Peterson's "Rallye School" and combined with a glossary of terms, a description of the NCSCC Variety Series, gimmick illustrations, and rallye tips created by Bob Schott. This compilation became the first edition of "The Coursemarker Gimmick Rallye Guide" and sported a distinctive orange cover.



A resurgence in the popularity of CM rallyes, in addition to more than a decade of changes in the rallye world, required an update to the guide. Even though CM events have changed little in 12 years, e-mail, the Internet, and digital devices are now commonplace. The changes to this edition include corrections of dated material, a history of the CM rallye, the TRC website, and a few more rallye tips. It is the hope that this guide will transfer a little knowledge and enhance the rallye experience of those who honor us by giving it a read.

— Bob Schott

TRC welcomes comments on this Guide—what you *wish* someone had told you when you started or what you still had difficulty understanding even when reading about it in this Guide. Please add your comments to the Guide's "Wiki" page at [http://www.therallyeclub.org/wiki/Comments\\_for\\_Gimmick\\_Guide\\_Revision](http://www.therallyeclub.org/wiki/Comments_for_Gimmick_Guide_Revision) (This requires registering as a user of TRC's Wiki .)

– Dean Stanton, 1/2010

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Tod Wicks has generously permitted The Rallye Club to reprint sections of his Coursemarker Gimmick Rallye Guide © Tod Wicks, Robert Schott, and The Rallye Club 1992, 2004, 2005) in The Critique and later as this separate publication. Beginners through experts may find this Guide helpful in tuning their rallye skills. © The Rallye Club, 2010. All Rights Reserved.

## What is a Gimmick Rallye, Anyway?

The dictionary defines “gimmick” as a device employed to deceive or trick, to clutter with catchy details. A CM Gimmick rallye is simply one put together by the Rallyemaster (RM) and his helpers that is full of catchy details, deceptions, puzzles, and tricks. It is up to you, the rallye team, to generally decode and figure out the various gimmicks in a particular rallye. These gimmicks will include tricky wordings, and definitions that are easily misinterpreted.

In a typical rallye, entrants are given a packet of various types of instructions which contain some puzzles and clues (some obvious, some not) to solve. These puzzles are the “gimmicks” of the rallye. Experienced rallye teams learn early that all the materials given to them at the start are to be taken literally. As you drive the route (hopefully following the set of instructions appropriately named “Route Instructions”), you will solve these clues and deviate from the route from time to time, since the correct solution of a puzzle will direct you momentarily away from the route. The “turkey route” (or more politely, the “rallye route”) is the route outlined in the Route Instructions, which, if followed without questioning, would get you from Start to Finish, but with a poor score. Different types of rallyes use different techniques to score your success and direct you back onto the rallye route.

In a “Coursemarker Gimmick Rallye”, when you correctly deduce the gimmick, you will usually be rewarded by seeing a coursemarker attached to a utility pole. Recording the number of the coursemarker on your score sheet will earn you points. Further instructions associated with that CM get you back onto the correct route. Do not ever remove or alter a coursemarker.



We emphasize here that a Gimmick Rallye is neither a timed event nor a race. While you may encounter one or more Checkpoints on the route, you will not be “clocked in.” You will have ample time to read and understand your instructions, to ask questions, and to run the rallye. You may leave the starting point and begin the rallye any time you wish after you have registered. A typical Saturday evening rallye is open for registration for two hours (say, between 4 PM and 6 PM) and lets you turn in your score sheet at the Finish location by 9 PM. That gives you between 3 and 5 hours to study the instructions and run the rallye. There is usually a pre-rallye briefing (called a driver’s meeting or beginner school) in the center of the registration period.

You will want at least two people in your car: a driver and a “navigator” who handles the paperwork using a clipboard. You will drive slowly, reading all applicable signs carefully. Gimmick car rallyes reward being precise and careful, and having a good memory (or note taking and checking system) for keeping track of things.

## How do you do it?

At registration you will be given several pages, usually stapled together. These pages contain various sets of instructions which may conflict with one another but are all internally consistent. How can this be? It is all done by adhering to the prime directive of gimmick rallyes: **Follow the Order of Precedence**. Somewhere in each information packet will be a list that shows the Order of Precedence. This lists the names of the different sets of instructions, and the order in which they are to be performed in case of conflict.

## Types of instructions

Here are typical types of instructions found in nearly every CM Gimmick Rallye:

1. **CVC**            The California Vehicle Code - this means that no matter what the rallye instructions tell you, you should obey the law at all times. If instructed to make a U-turn, for instance, you should do it in a legal and safe place (not by U-turning across double-yellow lines!).
2. **RM**            (Rallyemaster or Rallye Personnel) Official instructions must be strictly obeyed. Instructions might also include an emergency instruction posted or handed out at the start or at a checkpoint to correct some mistake, answer a question, or adapt to road construction or other disasters.
3. **SlS**            (Special Instructions) Since time immemorial, rallyes have had SlS. These instructions are equivalent to the Word of God. There are never any gimmicks on Special Instructions. SlS are often used on the Route Instruction page to mark a traverse: a set of instructions that is designed to get you quickly or easily from one section of the rallye to another, without having to be concerned about gimmicks. This is to allow the RM to have the rallye cover a large area by dividing it into sections. It also helps move rallye teams along a freeway. By not searching for gimmicks, you can more easily match freeway speeds and drive safely.  
  
SlS will also appear as instructions on the SUPP/Sl page (described later) to get you out of a complex gimmick and back onto course. SlS may also appear in the GlS and on checkpoint slips.

The preceding instructions almost never have any gimmicks based on them.

The sets of instructions below will invariably include some tricks and deceptions.

- 4. GIs** General Instructions are one or more pages which generally give you the ground rules for a particular rallye. They usually include a list of definitions and abbreviations, the order of precedence, and a story to help develop the theme of the rallye. The GIs should be read very literally since RMs like to liberally sprinkle clues and trick wordings in them.
- 5. Supps** (Supplemental Instructions) are almost always found on the Supp/SI page, and they are instructions which you follow once your team finds a coursemarker. They are designed to get you back on the route. For instance, if you were driving north on the route and had reason to turn left because of some gimmick, the Supps will typically tell you to make a U-turn and to turn left at the next street which would put you heading north and back on course. Remember Supps can be gimmicked.
- 6. RIs** (Route Instructions) The RIs are found on the RI page of your instruction set. These instructions, if followed without questioning, will get you from the Start to the Finish. This route is also known as the "turkey route." However, just following the turkey route won't get you many points.

In addition to the above instructions, the RM may decide to include other instructions which are defined as she or he sees fit. Below are some examples of what might be in a rallye and we refer to as "Variety Instructions." These instructions may fit any place in the Order of Precedence of a particular rallye. Be sure you read your Order of Precedence carefully.

- 7. Notes** A typical Note Instruction will be lettered (e. g., Note A) and will be part of the RIs. Usually, a Note Instruction may be done *anytime after* the preceding RI it has been completed. Therefore, if **Note A** says to turn right at Main Street, and it follows **RI 5**, you could not ordinarily perform **Note A** before **RI 5**, even if you found Main Street earlier on the route, but might be done well after RI 5 (giving you time to forget about it). Note Instructions may also be found (hidden) elsewhere in your instruction packet; these may be already in effect when read.

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### **RALLYE TIP #1 Join a Club**

*Besides TRC, there are other clubs including several car clubs that put on gimmick rallyes. By joining a club, you will be in contact with people with similar interests. In addition to running rallyes, you'll find it's also fun and educational to work events and organize club activities.*

The next three types of instruction, bonus, unique, and <name>, could also be found in a rallye. They are slightly different from one another and it would be unusual for all to be used in the some rallye (but you never know).

- 8. Bonus** These are generally clues that describe the name of a street, such as, "Turn Left when you see an angry fellow," where you would turn left on Crossman Street when you saw it. The Bonus Instructions are included in the GIs, and are usually in effect during the entire route (another thing to remember).
- 9. Uniques** Also called a "scramble," a unique instruction may be an anagrammed street name, uniquely marked off in the GIs, and may be done only once during the route. An example would be the phrase **\*Grab it, Ral\*** which can be "decoded" to Gibraltar. Thus, if you deciphered the phrase and found Gibraltar, you would turn on Gibraltar.
- 10. <name>** Some RMs will have a variety instruction which mirrors the name of the rallye (i. e., a Max, or a Faber, or a Labyrinth Instruction). These will be defined by the RM in the GIs, and may be obscure or deep gimmicks. Be sure you read and understand how to recognize this instruction, when to do it, and how to perform it. The <name> Instruction may also be a nonsense word or a name unrelated to the event or personnel, simply as a convenience for the RM to include yet another bit of confusing instructions.
- 11. Monster** For lack of a better name, we'll call these Monster Instructions. In TRC's Monster Mash rallyes, a monster would ride in your car and while it was there, certain conditions would be in effect. These conditions would vary but typical examples were: words on signs will read backwards (MONSTER becomes RETSNOM), certain words can be split out of other words (GREENMONSTER becomes MONSTER), U-turn at all roads that begin with 'M,' etc. Monster instructions usually come into effect when certain RIs are completed. Monsters remain in effect for a portion of the rallye, usually only a few RIs, and go out of effect in a number of ways such as the completion of an RI, after seeing a CM, or when a new monster comes into the car. Monster instructions, however, will vary from rallye to rallye, have different names, different ways to come into and go out of effect, and cause different things to happen. Monster-type instructions are a convenient method to introduce gimmicks into just a portion of the rallye.

You should know how each instruction type comes into effect, leaves effect, and/or is deleted. Will it be executed just once or can it be repeated?

Here is a table which illustrates the Order of Precedence of a typical rallye:

1.	CVC	California Vehicle Code
2.	RM	Rallyemaster
3.	SIs	Special Instructions
4.	GIs	General Instructions
5.	Bonus	Bonus Instructions
6.	Notes	Note Instructions
7.	Supps	Supplemental Instructions
8.	RIIs	Route Instructions

You may also see the following:

- |     |               |   |
|-----|---------------|---|
| 9.  | R (or L) at T | Directions for uninstructed T intersections |
| 10. | SAP           | Continue as Straight as Possible            |

## **What are these gimmicks, anyway?**

Among the brotherhood of magicians, anyone who explains, or “gives away” the trick is looked upon as the lowest of the low, lower than whalespit. However, rallyists love to talk about the great gimmicks they have solved; RMs love to brag about their “super-grandmaster-stumper” that no one figured out! At the risk of giving away the shop, in the next part of the Guide we discuss in general terms some of the usual puzzles and deceptions and tricks designed to keep you from getting a perfect score.

This part of the Guide describes the various aspects of a Gimmick Rallye, and goes into greater detail about each type of instruction. Under each section we explain what tricks to look for and what the usual gimmicks are for the various kinds of instructions. We de-mystify such terms as “parallel sign” and “hanging supps,” and show you some examples of the more common gimmicks used in CM rallyes. Please note, however, that these examples are purely generic and are meant only as a guide for the beginning rallye team. These explanations should help you understand the way rallyes typically are written. However, you may need to re-read this Guide after more rallyes.

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### **RALLYE TIP #2 Ask Questions and Highlight the GIs**

*At the Start, while you read through your instruction packet, highlight important items and potential gimmicks with colored pens. As you mark your GIs, also jot down any questions you may have on a piece of binder paper or the back of the GIs. Phrase your questions for a yes or no answer but be prepared to be told the situation “will not occur.” You can ask your questions of the rallye personnel at the Start and usually at the checkpoint along the route or by calling the RM. Be sure to write down the answers.*

## The Start

Somehow you have found out about a particular rallye and you have arrived at the place known as the Start. This is usually a private parking lot loaned to the rallye club for the purpose of registration of entrants. Remember that it is your responsibility to treat the starting area as you would any other private property: Keep the area clean and keep the noise down.

## Registration

At the Start you will find someone who is the Registrar and it is to this person that you pay your rallye fee. This entry fee is usually \$20 per car, but be sure you have enough money for drinks and pizza at the finish and gas for the car. Every person riding in your car (or working at a checkpoint, etc.) must sign a liability waiver. Upon paying, you will receive your instruction packet which contains a scoresheet and a set of instructions. Each car will typically get a commemorative keepsake, typically a magnet called a "par plaque" (for participant plaque). At this time, you will also have to determine your class.

## Classes

Since all cars run the same rallye, the classes are based on the level of rallye experience. The person with the most experience determines the class for the entire car. If you have past or out-of-area rallye experience or believe you would not be competitive in the class, please consult with the Registrar. Here are guidelines, though class criteria do change a bit over time. If warranted, the TRC Board may advance contestants to the next class.

**First Timer** Choose this class if it's your first gimmick rallye ever. You may compete in this class only once, even if you just rode along before.

**Beginner** Enter this class if it's your second gimmick rallye. Remain in this class until your car wins first place twice in this class.

**Novice** After you graduate from Beginner class, remain in this class until you win first place three times in this class.

**Senior** Seniors often score 900 or more. Remain in this class until you consistently finish within the top three places. Move up when your scores rival expert class.

**Expert** Experts have extensive rallye experience and often score 950 or more. If you still win nearly every time out, move on up to Master Expert.

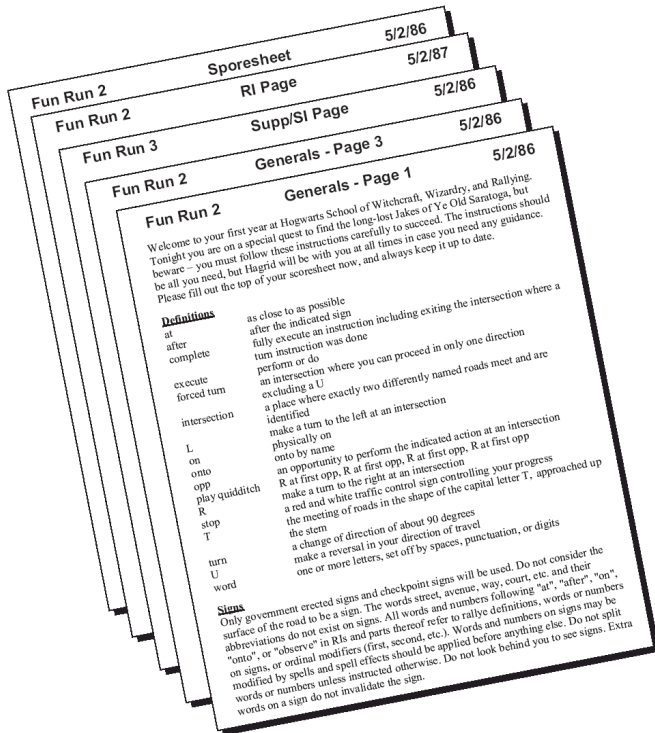
**Master Expert** This class is reserved for those who are very good. It is considered an honor just to compete in this class. Master Experts have been competing for years, often run rallyes elsewhere and write rallyes (serve as RM) and can tell great stories.



# Gimmicks at the Start

At the Start there will most likely be examples or samples of the course-markers (CMs) and checkpoints (CPs) you will find on the route. Unless there are specific instructions against it, generally you can record the CM at the Start. If there's a good Checkpoint at the Start, you will have to go to one of the rallye personnel and have them sign your scoresheet. Look around for any hidden CMs as they may have further instructions for you to follow.

Look carefully at all items given to you by rallye personnel. Check the back of each page. Look in the envelope. Anything given to you at the start is fair game and may contain gimmicks. Scan everything for inconsistencies.



**Instruction Packet for an old rallye called "Fun Run 2" from May 2, 1986.**

**How many gimmicks can you spot in this picture (without even reading the "fine print")?**

**Answer Follows:**

There are four gimmicks: 1) Scoresheet reads "Sporesheet," 2) RI page date is a year later; 3) Supp/Sl page reads "Fun Run 3;" 4) The GIs have no page 2.

For instance, your GIs may have page numbers 1 and 3. Go ask for page 2. The score sheet might be labeled "Sporesheet." Go ask for your "Scoresheet." If you have a page for another date, ask for today's page.

After you have scanned everything, read everything carefully, highlighting anything that looks odd or looks like a gimmick. Make a list of questions and go ask the RM to clarify anything you want explained. *Do not assume* what is not stated.

There may be a rallye school billed for First Timers and Beginners. At this "rallye school," the RM may give away some gimmicks that you might otherwise have overlooked. Even the easy ones go unsolved sometimes because you are intently looking for the hard ones.

## **Coursemarkers**

Coursemarkers (CMs) provide the means by which rallye teams earn points for figuring out a gimmick, and also by which the RM is able to direct the rallye teams back onto the route. They were once paper plates but are now typically pieces of white cardboard. They will have a letter/number combination printed on them. If the rallye is being run at night, they will also have a strip of reflective tape on them to be easily spotted with a flashlight.

These CMs will be mounted so that they are facing you or are parallel to you. They will never be placed in such a manner that you will have to look behind you to see them. There may be times when you are travelling south and see a CM on the back side of a pole. Wait until you are traveling north and you see it as a legal CM, then you can decide if it's a good one or not.

CMs will be placed 8 to 15 feet above the ground on phone, utility, or light poles. If you are driving on a street without poles, check the "Speed Limit" and "Yellow Diamond Warning" signs. The back side of signs intended for on-coming traffic may also have CMs if poles are rare. In all cases, you should find the CM within the first or second block even if you must go around a forced turn or through an uninstructed T- intersection. You should never have to drive more than three blocks off course to find a CM.

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### **RALLYE TIP #3 Mark Up Your RI Page**

*This tip will help you catch more gimmicks while out on the route. While reading through your instruction packet at the start, write messages to yourself on the RI page. List names of streets to look for (Turn at Maple), special CMs (...don't record CM XX...), and when certain conditions come into and go out of effect (...from RI 3 to RI 7, all signs read backwards...). Mark down anything else that may be useful. Having these notes on the RI page where they'll be seen and not forgotten during the rallye will help you get a few more points. Post-It® notes can work, if they are where they will not be forgotten.*

When you see a valid coursemarker after you have figured out a gimmick, you should record it on your scoresheet. Your scoresheet will have a series of lettered spaces that correspond to the CMs along the route. These spaces are where you should write in the numbers of CMs. Thus, if you saw a CM that looked like this:



you would look for the "A" on your scoresheet and enter "13" next to it. Then you would look on the Supp/Sl page and find the group of instructions numbered **13**. If it's an Sl, then simply do it. If it is a Supp, and you've determined that the Supp is valid, perform the instruction carefully to get you back on course.

CMs are usually defined under their own heading in the GIs, but sometimes they are described under the section on "Signs" in the GIs. In either case, be sure you can identify valid CMs. Take a look at the good CM at the start and the description in the GIs. Do you know if triple, as well as single or double letters are good? Can other signs qualify as CMs? Are CMs signs?

For example, the GIs say that "1" doesn't exist on signs, and if you encounter a CM that is labeled **C-1**, it is invalid, as the "1" doesn't exist, and it no longer has a number. Under such definitions, we call it "bad CM", and you shouldn't enter it on your scoresheet. You should continue driving up the street, and you should find another CM which probably is good and will have instructions to get you back on the route.

Also, be careful of how a CM is handled if you encounter a situation where you might see it twice. For example, the GIs might state that if you are working

#### **RALLYE TIP #4 Keep A Run Sheet**

*At the finish, once you've handed in your scoresheet and begin to read the critique, sometimes it's hard to remember exactly what you did unless you have a run sheet. A "run sheet" is a step by step (or CM by CM) log of how you ran the rallye. If you ran the rallye perfectly, your run sheet should have the same CMs as the rallye critique sheet,*

*To do a run sheet, take a sheet of binder paper and create a column for RI in effect, coursemarker letter and number, good or bad, coursemarker location, and the reason for finding the coursemarker. Begin by recording something like this:*

1    A 13    good    at the Start    Start CM is good

*Run sheets help at the finish but are also useful if you have to re-run a section of the rallye. In addition to CMs, record spaces signed at checkpoints. Some rallyists will develop a "rallye shorthand" with cryptic abbreviations to save time keeping a run sheet.*

Also, be careful of how a CM is handled if you encounter a situation where you might see it twice. For example, the GIs might state that if you are working on Supps from one CM and you encounter another CM, you must delete the remaining unfinished Supps from the first CM. The GIs may continue to tell you that each CM may be recorded only once.



**Each of these have been valid coursemarkers on gimmick rallyes, and yet they are different.**



## General Instructions

The GIs are the ground rules for the rallye. Often, they will contain a list of abbreviations and definitions, a description of the instruction types, a section on route and signs, the order of precedence, and a story.

Beware of ambiguous or inconsistent definitions. For example, one rallye defined L as "a turn to your left" and R as "a turn to your left." The first RI said "R at Main." As R was defined as a turn to the left, you should turn left at Main!

The story gives theme to the rallye and is often laced with clues and gimmicks. The story will usually mention streets that you should turn on. For example, it may say that the rallye will "go through commercial and residential areas." Be on the lookout for a street named "Commercial." If you are instructed not to cross any body of water, then when you encounter a street named "Atlantic" on your route, you should make a U-turn to avoid it.

If the "Driving Miss Daisy" story tells you that you are Miss Daisy, chauffeured by Morgan Freeman, then your score sheet should show Navigator Miss Daisy and Driver Morgan Freeman. (Others would be listed as passengers.) If the story tells you it is Halloween night, your score sheet may have a date spot to enter 10/31.

Some GIs will be cluttered with many roads to "see," "visit," "tour", etc. It's a good idea to have some scratch paper or a few Post-its handy. As you encounter clues in the GIs (or anywhere else), write down the street name and what the required action is (i. e., turn left, do not cross, render nonexistent, etc.). You may want these names in alphabetical order for quicker look-ups.

## ONTO Gimmicks

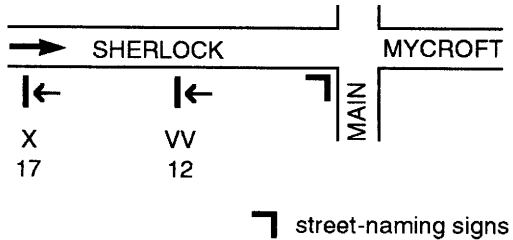
There can be a big difference between Ris saying turn **on** Main, **at**, or **onto** Main. "At" normally refers to words on a sign. You can turn **at San** onto San Luis, since the word San is on a sign here. You could also turn off of San Luis for this RI; see the section on Parallel Signs.

Originally developed to keep contestants from straying off winding roads, the "onto" instruction is now found in many forms with many gimmicks. The most common form would be found in the route section of the GIs as "when instructed onto a road by name, remain onto until instructed NLOBRN." The way this works is that an instruction, usually an RI, turns you on a street named in the instruction. For example, the RI **L onto Elm** would put you "onto Elm." As "onto" is a GI, even though initiated by an RI, you must stay on the street named "Elm"—if it turns; you must turn with it, if it ends; you you must U-turn to stay onto it. Often, you cannot execute an RI or Supp if doing so would take you from the street that you are onto. This ends when you get the instruction NLOBRN (No Longer Onto Road By Name), and things go back to normal.

### Example A: ONTO Sherlock

12. Supp  
1. U

17. Supp  
1. U  
2. NLOBRN

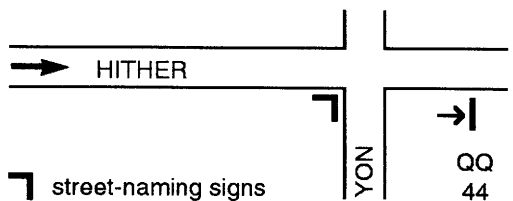


Now for some gimmicks. In example A, you have been put **onto** Sherlock and U-turn since you notice that its name changes to Mycroft at Main. This bags you CM VV and turns you around. However, when you get back to Main, you must U-turn again because you are *still onto*. You then get CM X which turns you around and instructs you **NLOBRN** to cancel the "onto".

### Example B: Onto Hither

RI: 4. R at Yon

44. Supp  
1. U  
2. NLOBRN  
3. L 1<sup>st</sup> Opp



In example B, you must deny executing the RI "R at Yon" since you are **onto** Hither. This gets you CM QQ which takes you off Hither and sends you down Yon, since it is the first **Opp**portunity.

Onto gimmicks can get complex. In one rallye, you could be “onto” several roads at the same time and could turn from one onto street to another. On another rallye, deleting an RI using “onto” would put you onto. Know what to do with “onto” instructions before leaving the Start. If you don’t know—ask the Rallyemaster!

## Supps

Included in most packets of rallye instructions is a page titled the Supp/SI Page. It will generally have several columns which contain groups of instructions. Each group of instructions will be numbered and be labeled as a Supp or an SI. Some RMs specify that the Supps are not labeled but the SIs are; this can vary from rallye to rallye. Whenever you are instructed with an SI, you must do the SI without question. Anything else on the Supp/SI page is fair game!

As noted earlier, as you drive the rallye route, you will undoubtedly solve some of the puzzles. For instance, in the section above describing the GIs, one of the definitions was “R = a turn to the left” and the first RI said “R at Main.” If you caught the gimmick, you would turn left at Main.

After turning left at Main, there must be some means of getting you back on course, which would be going back down Main to the right, relative to the street from which you turned left. Otherwise, your rallye team would drive down Main (to the left) forever!

To accomplish this (and to give you the credit for figuring out that particular gimmick), the RM will have tacked a coursemarker (CM) on a utility pole some distance from the intersection. This CM will resemble the example shown you at the Start.

## Gimmicks on Supps

Supps typically must be labelled “Supp”; beware of misspellings (e. g., “Soup”). Gis often define Supps as being numbered instructions with numbered parts that must be executed in ascending numerical order. Thus, if a Supp had its parts lettered or the top-to-bottom sequence was not in strictly ascending numerical order, then you should question the validity of the Supp.

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### **RALLYE TIP #5 Go for the Gimmick!**

*Sometimes the gimmick does not go as the rallyemaster intended. This may be very obvious out on the route when things seem to be falling apart. But instead of setting up your arguments for the protest, try to figure out what the rallyemaster had in mind. Calling the RM or asking a few questions at the finish before turning in your scoresheet may get you credit for the gimmick without needing to protest.*

**Example A**

13. Supp
  - a. U
  - b. L at T
  - c. R 1<sup>st</sup> Opp

**Example B**

13. Supp
  1. U
  - .2 L at T
  3. R 1<sup>st</sup> Opp

**Example C**

13. Supp
  1. U
  3. L at T
  2. R 1<sup>st</sup> Opp

Example A above has lettered parts, so you cannot perform them. Do not confuse invalid parts with an invalid CM. In this case, the CM is a good one; you just can't do the Supps since they are not valid. (A discussion of valid and invalid CMs was presented in the section on "Coursemarkers".) For Example A, record the CM number after the appropriate letter on your scoresheet, and then continue in the direction you were heading. You'll soon encounter another CM whose Supps most likely will get you heading in the proper direction. We say "most likely" as that is the usual thing, but RMs have been known to have gimmicks stacked on previous gimmicks, so you should be critical of every group of instructions under each Supp.

If a Supp's "lettered" parts are **j, k, l**, be sure you can tell the letter "l" from the number "1". If they are **M, N, O**, be sure you can tell letter "O" from number 0.

In Example B, if you look carefully you will see that the proper ascending numerical order is: **.2, 1**, then **3**. This is because **.2** (2/10) is less than **1**. To execute these valid Supps, you first go **L at T** (left at the next T intersection) rather than making a U-turn for part **1**. Chances are that you won't have to go very far to find the CM that will get you back on course again.

Example C is similar to B, but the actual numbers are out of order. You should see that rather than doing them **1 3 2** (as they are listed), you should do them **1 2 3**. Following these valid instructions, you should make a U-turn, then go right at your first opportunity, and start looking for a T at which you can turn left. There is a good chance that you'll find a CM soon after you go right whose Supps or SIs will direct you back to the turkey route.

We might mention here that sometimes Supp parts are to be completed in descending order rather than ascending numerical order. In which case, the gimmicks you spotted in examples B and C would not matter as you would do the parts top to bottom (of the page) in descending order.

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**RALLYE TIP #6 Mark up the Supp/Sl page**

*To help resolve any run sheet errors, it's helpful to mark the letters of the coursemarker on the Supp/Sl page next to the particular Supp or Sl. By doing this, it's easy to see if you've used a certain Supp or seen a particular CM. It also helps, but does not eliminate, mistakes on your run sheet due to poor handwriting.*

While we're on the subject of Opp, let's clarify a few other words or abbreviations that might appear on the Supp/SI page. Several words that are used not only as parts of Supps or SIs, but also may be found on the Route Instruction page, are "CH," "PL," and "OPP." These usually stand for chance, place, and opportunity (to turn right or left somewhere), but are they actually defined in the GIs? Is Opp defined but not Ch? Do you have a Supp that says **L 1st Ch**? What's a Ch? If undefined, it should not be executed. You might also find the word itself as part of a Supp, that is, **L 1st Chance**. Again, is Chance defined? If not, that part of the Supp is usually invalid.

Fun Run 2	Supp/SI Page	5/2/86
1. Supp	17. Supp	39. Supp
1. DRI	a. DRI	1. U
2. U	b. U	2. CRI 5
3. R 1st Opp	c. L 1st Opp	
		42. SI
2. Supp	25. SI	1. DRI
1. U	1. U	2. U
2. DRI	2. DG	3. R 1st Opp
3. L at Stopp	3. CRI 17	
		43. Supp
4. SI	26. Supp	1. U
1. DRI	DRI	2. U
2. U	U	
3. L 1st Ch	L 1st Ch	44. Supp
		1. DN
6. Supp	27. Supp	2. R at Stop
1. U	1. U	
2. R 1st Opp	2. DRI	48. Supp
3. R 1st Opp	3. CS at Stop	1. L 1st CH
		2. R 1st Opp
9. Supp	30. Supp	50. Supp
1. DRI	1. L 1st Opp	1. Fish!
2. L at Stopp	2. L 1st Opp	
	3. L 1st Opp	
	4. L 1st Opp	
14. Supp		
1. On Course		

**An example of a Supp/SI page.  
Can you spot four gimmicks? \***

Thus, when studying the Supp/SI page, be sure that every inconsistency is either explained in the GIs or can be interpreted as a gimmick. Be sure to scan the whole page for gimmicks—there may be something staring you in the face. Is this rallye billed as the 8<sup>th</sup> Annual Fun Run? Does the Supp/SI page say that it's for the 7<sup>th</sup> Annual Fun Run? Better get an up-to-date Supp/SI page.

\* There are actually five, based on the text that follows: 1) Supp 6 is out of order: .2 comes before 1; 2) Supp 9 says L at Stopp (is Stopp a street name or a stop sign?); 3) Supp 17 has lettered parts rather than numbered; 4) Supp 26 has unnumbered parts; 5) Of course, Supp 50 is nonsense!





## Route Instructions

RIs are the basic instructions which will get one from the start to the finish. That's the theory, anyway. Most RMs write a rallye which will appeal not only to novices, but also to experts, and therefore, the actual route may be somewhat different from the Route Instructions. For example, the GIs may tell you that when you encounter a T-intersection for which there is no instruction (known as an uninstructed T), you should always turn either to the right or to the left. Thus, while your RIs may start off with some very precise instructions (e. g., **L at Main, R at Signal, L 1st Opp, R at Boysen**), there may be some interpreted instructions between these RIs. Main Street, for instance, might end as a T-intersection with Charleston while you are still looking for a signal at which you can turn left. If the GIs told you to go right at any otherwise uninstructed T-intersection, you would turn right at Main and Charleston.

Therefore, if your RI says **R at Maine**, you should look for a street-naming sign that says "Maine" on it. If you happen to see one that says "Main," you haven't found the right street, and you should continue looking for Maine. This is known as a misspelled RI gimmick. Once past the street in question, you most likely will find a CM which will delete the RI with the misspelling in it, and have you do a U-turn, then a left at the first opportunity.

If the GIs tell you that everything, except other definitions in the GIs (such as Signal or T) following the word "at" in a RI must appear on a sign, beware of potential gimmicks with undefined (albeit commonly used) terms. Does the RI say **L at Tee**? Is Tee defined? If not, and if the GIs tell you to go right at uninstructed T intersections, then go right to find your good CM.

What do the GIs say about such additional words (and/or their abbreviations) on signs such as Street, Road, Lane, East? Some GIs will state that these words/abbreviations don't exist. If they don't exist, how do you resolve an RI that says **L at Main St**? Or **R at East** (East Road, for example)? Occasionally the RM will add other words in the list in the GIs, such as Upper. Then, if your RI says **R at Upper Volta**, and Upper does not exist, the RI is invalid.

Also, the GIs will be very specific about the care and treatment of RIs. That is, there are going to be specific instructions on signs which name streets while you are on the route. Even though "Signs" is a separate topic covered below, we caution you with respect to RIs vis-a-vis signs. The GIs usually will tell you that words following the word "**at**" in a Route Instruction *must* appear on the sign, exactly as spelled or otherwise indicated.

An acquaintance related to me that he once ran a rallye where the non-existent abbreviation of "street" was a gimmick. One of the RIs said, "L at St. Francis." Is it a valid RI? Since "St" doesn't exist on signs, and everything following the word "at" must appear on the sign, you would deny the RI and

continue straight ahead to get the CM that disposes of this gimmick.

Besides telling you to turn at a certain street, the RIs might tell you to turn after something (like a signal or a stop sign) without naming the road itself. Be sure you are clear about what action is valid when other words are used.

RIs are generally numbered instructions that are to be done in ascending numerical order. Because of this format, you should watch out for the same sort of gimmicks as were explained under the section on Supps. For example, RI 2 might read "RI .2" rather than "RI 2." and should be done before RI 1.

Does the definition of RI tell you when you should begin working on an RI? Is it after the preceding RI has been completed? If so, how does one resolve the paradox of RI 1 when no RI precedes it? Most good RMs will resolve this either with a gimmick or by having an SI above RI 1 which simply states, "RI 1 is in effect once you leave the Start" or "Continue with RI 1."

Fun Run 2      Route Instruction Page      5/2/86

1. L out of parking lot
- Note A: R at Washington
2. R at Tee
3. L 1st Opp
4. L at Charlston
5. R at T
6. L after Signal
7. R onto Main
- Faber: CS at Main
8. L 1st Opp

SI: Begin Traverse- L at Signal,  
R at West, CS Across US 101,  
L at Fremont.      End SI.

10. L at Donna
9. R at Lemmon
- Note B: U at Caspian
11. R at Space Park
12. L at King George
13. CS at Gail

SI: End rallye at Moose Pie Pizza Place.  
Hand in scoresheet.      End SI.

**An example of a Route Instruction page. Look for examples of what might be gimmicks? \***

How are RIs rendered no longer valid? Must the preceding RI be merely *completed* (by performing all the action indicated), or must it be *deleted* by another instruction? Are RIs executed when you perform the action indicated? Are such common abbreviations as DRI and CRI defined? They commonly are

abbreviations for "Delete Route Instruction" and "Continue with Route Instruction" (CRI). If not, are they in one or another of the Supps? All of these questions must be resolved in order to follow the route.

Once again, look at the Order of Precedence. You will notice that the Route Instructions usually are the lowest instructions in the Order of Precedence. That is, every other sort of instruction should be done before RIs if there is a conflict.

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*\* RI 2: is Tee defined? RI 4: Is it Charlston or Charleston? RI 8: Can you do the Faber (Continue Straight at Main) at a parallel sign rather than turning left for RI 8? RI 10 and RI 9 are out of order, RI 11: Is the word "park" allowed?*

For instance, Notes and Supps being higher than the RIs in the Order of Precedence, are done before or instead of doing the RI (see the example for parallel signs). But when you've found the CM, done the Supps, and got yourself back on course, always go back to the RI page and begin looking for the next RI to complete (sometimes look before you get back on course). If gimmicks are like plays in football, the RIs are like the line of scrimmage.

## **Variety Instructions**

You must be sure that you have read the GIs very carefully to catch gimmicks based on the different types of variety instructions. The definition of each must be thoroughly understood. Look for any deviation from the definition, Look for other GIs which contradict the definition or change the definition under certain circumstances.

## **Gimmicks on Note Instructions**

Note Instructions are usually lettered instructions which are inserted between two Route Instructions. They generally come into effect after the previous RI has been executed. What do the GIs say? Executed or deleted or completed? Each of these may have a different meaning. If a Note comes into effect after the preceding RI has been deleted, does this mean that a Supp or an SI must specifically delete it, or does the act of completing the RI (actually doing it) also delete it? If not, the Note may not be valid and you shouldn't try to do it until you know for sure that the previous RI has been deleted.

Here's an example for lettered Notes: The GIs tell you not to accept any money. Notes are in this format: **A Note: L at Main, B Note: R at Poplar, C Note: L at Lincoln**. Look at the third one, **C Note**. Isn't "C-note" a slang expression for a \$100 bill? That would mean that you shouldn't do C Note. If you do, and you find a CM, it probably will be scored as bad, which would

deduct points from your score.

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### **RALLYE TIP #7 The Infamous First RI**

*Most rallyes have a gimmick based upon completing the first Route Instruction. To avoid repeatedly falling for these gimmicks, determine what would bring the first RI into effect (RI, GI, SI). If the GIs do not say something like "... the lowest numbered, uncompleted RI is the RI in effect..." , "... RI 1 is in effect when you leave the Start-," or "...RI 1 comes into effect after the Traverse," and if the Traverse SI does not CRI or explicitly say that RI 1 is in effect, expect a gimmick. Look for a CM beyond where RI 1 would have you turn. It figures that if RI 1 is not in effect, you probably cannot delete (DRI) it either. A second CM with an SI is often used to finish the gimmick (DRI 1 or CRI 2). Knowing this may get you a few extra points.*

What about this series: **A Note: L at Main, B Note: R at Poplar, Note C: L at Lincoln**? Unless the GIs specified the exact format (with the letter either preceding or following the word Note), they are all valid. They're all lettered.



It is also not uncommon for the RM to insert Notes whose referred street doesn't exist on the rallye route. The streets might be *near* the route, and thus fool those who might be looking at a map of the area. We have known rallye teams who wandered all over looking for a CM on a street that could never be reached no matter how they interpreted the various instructions.

The Order of Precedence figures in Note gimmicks, too. Consider that you have a valid Note that reads, **Note A: L at Main**. It is in effect when you find that you have a Route Instruction that tells you to **R at Main**. What do you do? What can you do? What you can do and should do is to follow the Order of Precedence, which generally has RIs as the lowest on the list. Thus, a Note would have precedence over the RI. So, you go left at Main, for **Note A**, to find your CM.

Now, do the GIs tell you what happens after you've executed a Note? Can it be done only once? Is it in effect throughout the entire rallye? Did your Supp or SI tell you to delete the Note or delete the sign that brought you to the point where you found the CM? Does the Supp or SI instruct you to work on a new RI other than the one on which you were working before you executed the Note? These are all important things to consider. You will have to know the answers to these questions after you execute a valid Note Instruction.

If, for example, the GIs don't specify how a Note is taken out of effect, here is how you can execute it a second time: **Note A** is in effect (**Note A: L at Main**) and you're working on the RI which says **R at Main**. When you come to Main, you turn left to execute the Note. You find the CM and record its letter/number combination. Under the corresponding numbered Supps you find that you are to: **1. U, 2. DRI, 3. CS**. This means that you do a U-turn, delete the RI you were working on (**R at Main**), and continue straight at the next intersection (the one from which you turned left to get this CM). The Note is still in effect because the GIs say that it must be deleted with a **DN** (Delete Note instruction). So, at the next intersection, you turn left again, because you once again see the sign that says "Main," even though it is now parallel to your direction of travel. After turning left, you will find yet another CM. You find that its instructions read, "**1. DN, 2. U, 3. L 1st Opp**." This means that you can now delete the Note, then turn left at the next opportunity, and you are now back on the turkey route. (A more detailed discussion of "parallel sign" gimmicks can be found under "Signs.")

## ***Gimmicks on Bonus Instructions***

For the most part, Bonus Instructions are pretty straightforward. They are generally clue- or definition-type instructions where you are to solve the puzzle posed by the wording, which takes the form of a definition. Bonus Instructions are usually found in the GIs, and are in effect from the start until deleted. However, some RMs will tell you (in the GIs) not to execute a bonus until after a certain RI has been completed.

Examples of Bonus Instructions are: "Turn right when you encounter an animal with antlers." This would be possible at a street named "Deer." Another example would be to "make a U-turn at the first US President." You could execute this Bonus Instruction when you saw "Washington" Street. However, some experts might interpret this to mean that they should turn at the first street they encounter that is named for a US President—which may be Jackson or Taft, rather than Washington.

As in all gimmicks, you perform the indicated action (in the examples above, a right turn at Deer and a U-turn at Washington) and begin to look for the CM associated with the gimmick. Again, record the letter/number combination and follow the Supps or SIs given for that CM, if they are valid. Then decide if/how the GIs render the Bonus Instructions no longer valid. If you are told that the Bonus can be done only once or is deleted once you complete it, then you are home free. (Usually! We make no guarantees!) If, as explained in the section above on Note Instruction gimmicks, there are other, more involved General Instructions on how to deal with a Bonus, then you must figure them out and follow the GIs.

## ***Gimmicks on a Unique Instruction***

Unique Instructions are tricky, in that they are supposed to be unique in their wording in the GIs (or wherever they appear), and there should be only one for each rallye. Additionally, they are an anagram of a particular street name.

However, the RM may have a particularly long street name that can be anagrammed in more than one way. Ordinarily this does not mean that the Unique Instruction can be done more than once. Ordinarily! You may also be given a Unique Instruction on the Supp/SI page as well as one mentioned in the GIs. Given the rules of precedence, where the GIs are highest in the Order of Precedence (excepting, of course, those instructions which never have any gimmicks: The CVC, the RM and SIs), then the Unique Instruction in the GIs would take precedence over any Uniques anywhere else.

An example of a Unique could be to “turn left at a street you could \*Grab it, Ral\*.” And “turn right at a \*trail garb\*.” These two Uniques are anagrams of Gibraltar. They are called Unique Instructions as they are uniquely marked in the GIs (surrounded by asterisks) and they are anagrams.

## ***Gimmicks on <name> Instructions***

Most rallyes are given a name other than “Fun Run 6.” The names of the rallyes usually have the name of some topical character included, such as Max Headroom or Rambo or Dick Dork. When this is the case, quite often the RM will include among the usual collection of cluttered instructions an instruction based on the name of the character in the rallye name. Thus, from the above, you might encounter Max Instructions, Rambo Instructions, or Dork Instructions in your list of types of instructions in the GIs.

The <name> Instructions give the RM a bit of leeway and can be quite creative in their definition and effect. Because they are so varied and different from event to event, there is simply no way to demonstrate by example what you should expect. Our only advice here is that you should read and understand the definition of the instruction, where you will find the instruction, its correct format, how and when it is to be executed, how it is rendered completed, and how scored. You should also be aware of its position in the Order of Precedence, in case of conflict with other types of instructions. All members of the rallye team should compare notes on this type of instruction.

We can think of one example where the RM worked his name into the set of instructions rather than a name of a character. His name was AL, so there was an AL Instruction. However, part of the GIs informed rallyists that the words “east, north, south, west, street, road, lane, alley, boulevard, etc, and their abbreviations,” did not exist on signs. The teams were also told in the GIs that the RI page was to be considered a sign. In the middle of the RIs was an AL Instruction: **AL: L at Ross**. Since AL is the abbreviation of alley, and since it appeared on a “sign” (the RI page), you couldn't do it since AL didn't exist.



## Signs

Among the subjects covered in your GIs is usually a description of what constitutes a sign. At times the RM will use the definition of "sign" in one or a number of gimmicks. As noted above under the section on "Gimmicks on <name> Instructions," the RM can pull some winners at times with certain definitions. Be sure that your rallye team understands any deviations in the normal definition of "Sign."



## Street-naming Signs

Most often rallyists will encounter signs which indicate the name of a particular street. They are usually grouped in sets of two: One which indicates the street on which you're traveling, the other which indicates the street which intersects with yours. These signs are called, appropriately enough, "street-naming signs."



**W. MAIN STREET**

200

**ST. FRANCIS**

**← BOARDWALK  
PARK PLACE →**

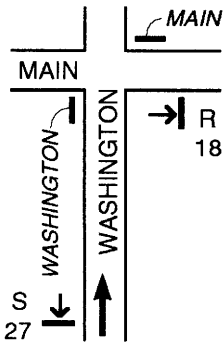
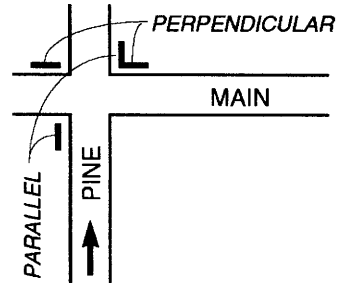
**These rather common street-naming signs can be used to set up many gimmicks involving what can and cannot exist on signs.\***

Generally, a street-naming sign can be either parallel or perpendicular to your direction of travel. This means that if you are looking for a particular street at which some action is indicated (L at Main), you will be looking most often for a street-naming sign which faces (is perpendicular to) your direction of travel.

\* *Compass directions such as North, South, East, and West along with their abbreviations can rarely be seen on signs. Block numbers as indicated on the second sign (200) often do not exist. Also, road designations such as avenue, street, way, etc. and their abbreviations often won't be seen. As "saint" and "street" have the some abbreviation, you can see only FRANCIS. Arrows commonly won't be seen either. This would allow you to turn left at PARK PLACE or right onto BOARDWALK.*

## Parallel Signs

However, there are occasions which you will have to look for a street-naming sign that is *parallel* to your direction of travel. These parallel signs will face the street you are driving on. If you are driving down Pine Street, you should see several "Pine" street (*parallel*) signs.



RI: 12. L at Main

18. Supp

1. U
2. Delete Note Z

27. Supp

1. U
2. L 1st Opp

For instance, consider the Note Instruction—**Note Z: R at Main**. You are traveling north on Washington working on RI 12 which says **L at Main**, and you find an east-west cross-street with its *perpendicular* street naming sign indicating "Main," you would turn right, per the Note, which has a higher Order of Precedence than the RI. Now you are traveling east on Main. You encounter a CM R whose Supps direct you to delete the Note and to make a U-turn, but doesn't tell you to delete the RI or to continue with the next RI. Thus, you are still working on RI 12, **L at Main**, and cannot yet move on to the next RI.

OK. You did your U-turn, deleted the Note, and are now driving west on Main, trying to do the RI **L at Main**. You come to the intersection of Washington and Main, and though the "Washington" street-naming sign is the one facing your direction of travel, you can also see the *parallel* street-naming sign "Main." Even though you are physically on Main, you can now execute the RI **L at Main** because you have found a sign which says "Main." Doing this brings you to CM S.

## Other Signs

Some rallyes take you on a sign hunt... that is, you look for signs in addition to street-naming signs. For instance, you might have to do this: **L after a girl about to get wet**. This means that you probably will see a motel with a neon sign of a swimming pool with a female diving into it. When you see this sign, go left at the next opportunity.

There may be other types of signs defined or allowed per the GIs. Common among these are "Not a Through Street" and "Stop." Be sure that these are defined or resolved if these words appear as part of the RIs or Supps. "L at Not A Through" might be a perfectly valid RI, if the GIs allow it. Stop signs may have unusual definitions. One rallye defined a Stop as a red and white hexagon with the word "stop," printed on it. The RM made a hexagonal sign that matched that description, and used it as a gimmick. But of course, regulation stop signs are octagonal, and thus didn't fit the definition, so when teams came to a regulation stop sign, it was invalid according to the rules of that rallye.

Checkpoint signs may be gimmicked, also. Be sure you remember what the sample CP sign at the Start looked like.

Coursemarkers may also be defined under Signs. Check out the earlier section on Coursemarkers!

## Checkpoints

Most, if not all, CM-Gimmick Rallyes include at least one checkpoint (CP) along the route. CPs are written into the rallye for a variety of reasons, any of which might apply. Some of these are: 1) To relieve boredom, 2) To give beginners confidence that they are at least on the route, 3) As an excuse to give each rallye team 500 points, 4) As a place where additional instructions might be given to rallyists, 5) As a place where more gimmicks are encountered, and 6) To give the RM a way to end a series of gimmicks.



At the Start there should be an example of a CP sign. It is this sign you will be looking out for during the route. Of course, the CP at the Start may be a good one, too, so always ask.

With regard to CP instructions, read your GIs very carefully, and take them very literally. Do they tell you to put your name in the space for CP 6? What did you write? Dick Dork or "your name"? If you put your own name, you might get 10 points; if you put the words "your name," you might get full credit: 20 points.

You will probably see the CP from a reasonable distance. This is a good time to stop and review your progress so far. Hopefully you've been keeping a run sheet with the CMs you've found thus far, and their disposition (good or bad) and why. All members of the rallye team should check their notes with respect to those CMs which are doubtful, and make a decision. Once you

have decided on all the CMs you've seen, mark the **good** ones on your scoresheet in their proper places. That is, if **A-13** is good, you would put **13** next to or below the **A** on the scoresheet. Do this for all good CMs. Then review the procedures for entering a CP. But don't stop reading street signs just because you can see a CP ahead.

## ***Entering a Checkpoint***

What are you supposed to do or say when you stop at a valid CP? What do the GIs tell you to do or say? They might tell you to hand your scoresheet to the man at the CP and ask him to sign his name. What do you do when there are only ladies at the CP? Do you ask them to sign their names or to sign "his name"?

We recall one Halloween rallye years ago where teams were told to be sure to have their scoresheets signed in blood at the CP. At the first CP, all was well, as they all signed with red ink. However, at the second CP, they signed with blue ink. If you asked if blue ink was also good, they would tell you that it was - ever hear of "blue-bloods"? You would lose points, however, if you didn't accept blue ink as blood.

## ***Leaving the Checkpoint***

Once you have gotten back your scoresheet, check it over for anything that might have been written on it. Check the back side, too, as CP personnel have been known to stick a new Note or Bonus instruction on the back. Check to see if there are any instructions to be carried out at that point. When satisfied, continue to work on the instruction of highest precedence that brought you to the CP. Also, check to see if anything special comes into effect after the first (or the second, etc.) CP, such as which way to turn at an uninstructed T-intersection. Some RMs have you go left before the first CP and right after the first CP. These things are important!

Instructions that come into effect "when received" may come back into effect if the CP personel collect that page from you and then give it back.

**Not all CPs are good.** On one Sunday day rallye, the route took us through a new development where the streets were paved, but no houses were built. You could see for miles. On one street off to the left of the route you could see an obvious CP. But there was absolutely no way you could get there; no valid instructions got you there. They even had a couple of cars there with what appeared to be rallye participants getting their scoresheets signed! It was all a fake to lure unsuspecting beginners and novices to a trap! Beware - the RM will do anything to trick you.

# The Score Sheet

Don't look now, but there may be a gimmick or two on your scoresheet! How is the scoresheet formatted? Currently, many RMs use a scoresheet which lists all the letters of the alphabet, as well as double letters, with usually only one number associated with each letter on CMs.

<b>Fun Run 2</b>		<b>Scoresheet</b>		<b>5/2/86</b>
CAR # _____	CLASS _____			
DRIVER _____	NAVIGATOR _____			
PASSENGERS _____				
<b>COURSEMARKERS</b>		<b>CHECKPOINTS</b>		
A _____	N _____	AA _____	NN _____	CP 1 _____
B _____	O _____	BB _____	QQ _____	CP 2 _____
C _____	P _____	CC _____	PP _____	
D _____	Q _____	DD _____	OO _____	CP 3 _____
E _____	R _____	EE _____	RR _____	CP 4 _____
F _____	S _____	FF _____	SS _____	
G _____	T _____	GG _____	TT _____	CP 5 _____
H _____	U _____	HH _____	UU _____	
I _____	V _____	II _____	VV _____	CP 6 _____
J _____	W _____	JJ _____	WW _____	
K _____	X _____	KK _____	XX _____	CP 7 _____
L _____	Y _____	LL _____	YY _____	
M _____	Z _____	MM _____	ZZ _____	
TB 1 _____		TB 2 _____		
				<b>SCORE</b> CMs _____ CPs _____ TOTAL _____

**An example of a Gimmick Rallye scoresheet.**

**Can you spot the scoresheet gimmicks?\***

This leads into another subject regarding the scoresheet. Quite often CP personnel will cross out some spaces next to a letter on the scoresheet, meaning that the coursemarker for that space wasn't found and it shouldn't be entered later. With respect to the crossing out of spaces, don't worry. Oftentimes the RM will have CP personnel do it to certain ones anyway, to make you think you've goofed! Don't let this bit of misdirection distract you from the remainder of the rallye. Don't worry about any spaces that are crossed out. Who knows, they might have been "fishes" (more on this subject later).

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\* There are two gimmicks here. There is a space to record passengers so make sure you do if you have any—check the story. Notice that QQ and OO are switched.

## Finish

OK, you've finished the route and the last section on your RI page is an SI which tells you where to go for the Finish. This is usually at some hamburger or pizza restaurant that has a semi-private area where the rallye personnel can collect and score your scoresheet. There will most likely be a time limit after which you cannot turn in your scoresheet. Be sure you give yourself enough time to get to the finish and turn in your scoresheet. Heaven help the RM who has one last gimmick inside the restaurant!

When you get to the finish, again go over all the CMs you have found since the last CP and decide which are good. Then enter the good ones on the scoresheet and take the scoresheet to the scoring table. At this table you will be given an answer sheet for all the gimmicks. This is called the Critique. On it are listed all the gimmicks written into the rallye by the RM. The listing gives the RI you were working on at the time, the CM number, and the reason you found it. It will also show you the point value for each CM, so you can check your own score.

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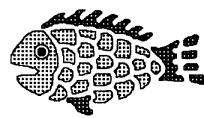
### **RALLYE TIP #8 Avoid Fishing Trips...**

*Now that you've gotten through the route (for the most part), we need to touch on one subject before getting to the Finish. That is, why you should avoid fishing trips.*

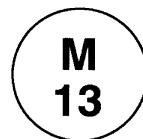
*Fishing? That's the term used to describe the actions of inexperienced rallyists who drive around recording any and all CMs they see. Since most CMs are good, why is fishing discouraged? One reason is because rallyemasters are diabolical and devious- they will post "fish," negative value CMs, just to catch a few cars "fishing."*

*Fishing is not recommended since it does not develop good rallye skills. For best results, always have a reason for each CM you record on your scoresheet. In the long run, your scores will be better. Also, you will more than likely get the "partials" and avoid "impossible combinations."*

*Some rallyemasters, in addition to posting fish, will try to give partial credit for getting part of a gimmick. RMs will post a partial credit CM worth some of the points and a full credit CM worth all of the points. Together these CMs are considered an "impossible combination" and you will be penalized if you have both.*



**A Fish.**



**A Fish?**

## Protests

While you are reading the Critique, you might find that you did something a little bit differently than the RM thought it should be done, and you missed a CM. Reread the definitions and instructions involved. You might indeed have a legitimate argument for your interpretation of the gimmick. If you do, then you generally have the means to appeal, called a "protest." You write on the protest form the circumstances, the gimmick, how/why you solved it, and how many points you think you should be credited. Turn in this protest to the RM or his/her designate. The RM and/or a protest committee will read and pass judgment on it. If you clearly and politely explain how you were especially clever, you might just be awarded some more points, boosting your score.

## Wrap up

After you have turned in your scoresheet and done any protesting, go to the counter and order up a beer or soft drink and a pizza. It will help you relax and calm down after this grueling experience. You will have a bit of a wait as all the scores have to be tabulated, all the protests have to be judged, any related changes to other teams' scores have to be made, and the scores have to be periodically posted on the scoreboard. While you wait, fill in TRC's rallye evaluation form, giving RMs and club officers positive and negative feedback. Write yourself a note about what you want to do differently in the future.

Once this is all finished, the winners will be announced by class. If you were fortunate enough to figure out enough of the gimmicks, you will be rewarded with a trophy, pin, or plaque of some sort. Take it home and display it proudly. (Use it to tell others about the challenging fun of car rallyes.)

The finish is more than just a place where the rallye ends, It's a spot where you can swap rallye stories and talk with other contestants. If you have problems with any of the gimmicks, the advanced rallyists will be more than happy to help. Pick up flyers for upcoming events and check standings in any series championship. Be sure to thank the Rallyemaster for putting on the rallye or, better yet, tell him which gimmicks you liked the best.

Come back and run a rallye again, soon! We hope you had fun and found this Guide useful.

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### **RALLYE TIP #9 To get out of a rut...**

*If you seem to be stuck and unable to move up in the standings, try switching roles as Driver/Navigator, Try navigating if you usually drive, and vice versa, for one or two rallyes. The switch will sharpen your communication skills and allow you to work better as a team.*

*Other things to try include working a checkpoint, helping with a rallye precheck, helping to write a rallye, and running a rallye of a different style (A-B, Q/A, etc.).*

## School Rallye

Rich Peterson wrote the rallye and presented it for the Z Owners of Northern California (ZONC). Originally intended as a practice rallye before a San Jose Saturday night rallye, this rallye was set up to be run in a backyard in the afternoon. String was used to define streets and the contestants walked the route on foot. Bill Jonesi resurrected it, and it has since been updated by Bill Jonesi, Teresa Stefanisko, and Darin McGrew.

Give it a try and see how you do. (Answers follow.) This is also available for printing from TRC's web site. (Separate pages can be helpful.)

### "Coursemarker School Rallye"

GIs

page 1 of 3

**SI:** Hello and welcome to "Coursemarker School Rallye". Please fill out the top section of your score sheet before you leave the start. Please take your time and carefully read everything given to you. There are no gimmicks on capitalization, punctuation, or spacing anywhere. There are no gimmicks on spelling or pluralization in the GIs. **End SI.**

**DEFINITIONS** - (Undefined terms take on their standard English meaning).

AT: As close to as possible.

COMPLETE: Execute or delete.

CHANCE: A chance to turn in the direction indicated.

CR1: Continue or begin working on the RI indicated and delete all lower numbered RIs, if any.

DELETE: Consider non-existent for rallye purposes.

DRI: Delete the RI in effect.

EXECUTE: Physically do.

INTERSECTION: The meeting of two or more roads where you may proceed in more than one direction excluding a U.

L: Turn to the left.

NLORBN: No Longer Onto Road By Name.

ON: Physically upon.

ONTO: Onto the road by name.

OPP: An opportunity to turn in the direction indicated.

R: A turn to the right.

STOP: A red and white octagonally shaped sign with the word Stop on it.

T: An intersection shaped like the capital letter approached up the stem.

TURN: A change of direction of approximately 90 degrees in an intersection.

U: Completely reverse your direction of travel.



**INSTRUCTIONS & ORDER OF PRECEDENCE**

If you can do two or more instructions of different priority at the same time and place, then do the instruction of higher priority first.

The order of precedence is as follows, from highest to lowest:

1. **California Vehicle Code (CVC):** Always obey the law and drive safely.
2. **Special Instructions (SIs):** There are no gimmicks in SIs. Just do them in the obvious manner. Never consider other instructions while working on a SI.
3. **Rallye Personnel:** Do what they ask of you.
4. **Bonus:** L at a street named for the site of a famous tea party.
5. **General Instructions (GIs):** The ground rules of the rallye. You are reading them now.
6. **Supplemental Instructions (Supps):** Numbered instructions labeled "Supp" on the Supp/SI page. Supps have numbered part(s), which are to be completed in ascending numerical order. Supps come into effect as described under Coursemarkers (CMs), and go out of effect when executed.
7. **Notes:** Instructions labeled "Note" on the Route Instructions page. Notes come into effect upon the completion of the immediately preceding RI, and remain in effect until deleted.
8. **Route Instructions (RIs):** Numbered instructions on the Route Instructions page. Unless instructed otherwise, RIs come into effect upon the completion of the numerically preceding RI and go out of effect when executed.
9. **R** at an otherwise uninstructed T.
10. Go as straight as possible.
11. If you cannot proceed, then reverse your direction of travel.

**ROUTE**

All roads used will be paved and public. Driveways and parking lots exist only at the start and at the finish. When instructed to U, make the U at a safe and legal place but consider it made where instructed. Completing an instruction using the word "ONTO" puts you on the road by name. When onto, remain on the road by that name until instructed NLORBN, even if you must U to do so.

**"Coursemarker School Rallye"****GIs****page 3 of 3****SIGNS**

Only government-erected and rallye-erected signs are valid for this rallye. Do not look behind you to see any signs. Do not split words. Instructions using the word "AT" can be executed only where everything that follows "AT" in the instruction appears on a sign. The exception to the preceding sentence is that when "T" follows "AT" in the instruction, it refers to a T as defined. Additional words, numbers, or symbols do not invalidate a sign. The words North, South, East, West, and their abbreviations do not exist on signs.

**COURSEMARKERS (CMs)**

CMs are rallye-erected signs with a single letter and a number, like the valid CM at the start. CMs will be similar to the good CM at the start. When you encounter a valid CM, record the CM by writing its number next to the corresponding letter on your score sheet. After you record a CM, take out of effect any uncompleted Supp parts that may be in effect from a previous CM, then bring into effect the Supp or SI on the Supp/SI page that corresponds to the number of the CM you just recorded. Record each CM no more than once. Don't travel on Merritt until you record CM Y.

**CHECKPOINTS (CPs)**

CPs will be identified by a rallye-erected sign similar to the "√." sign at the start. When you encounter a checkpoint, enter it by handing your score sheet to the CP personnel and saying "rubber baby buggy bumpers" three times.

**MISCELLANY**

Before turning in your score sheet, answer the tiebreakers at the bottom of your score sheet. The finish opens at 9:00 PM and closes at 10:00 PM. If you disagree with the gimmicks as explained in the critique, you can file a protest. All protests must be turned in by 10:15 PM, must be printed, and must include your car number, your class, the problem, and the desired resolution. Honored protests may affect an individual car, an entire class, or the entire rallye. Gimmicks may be hidden among these administrative details, so read this section carefully. Don't take any chances.

**Good luck, and enjoy the rallye!**

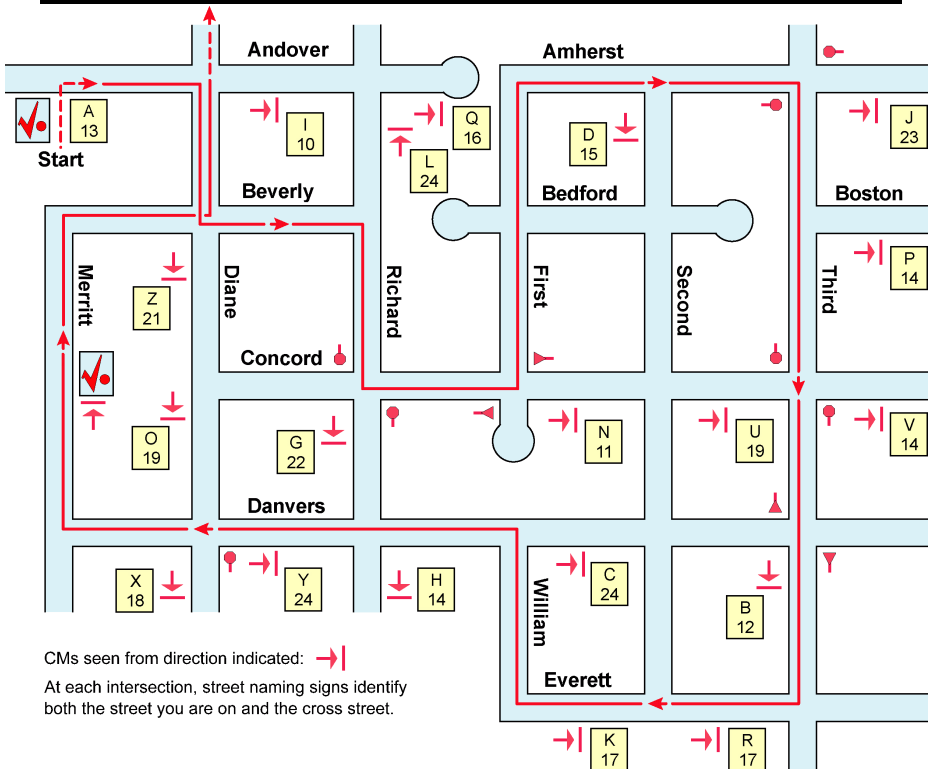
— Alan Smithee, Rallyemaster

**“Coursemarker School Rallye” Route Instructions (Map is Below)**

**SI:** When ready to leave the start, exit the parking lot and turn right on Andover. **End SI.**

- |                      |                   |
|----------------------|-------------------|
| 1. R FIRST OPP       | 6. R AT AMHERST   |
| Note A: L ON RICHARD | 7. R AT 3RD       |
| 2. L AT BEVERLY      | 8. R ONTO EVERETT |
| 3. R AT T            | 9. L AT TEE       |
| 4. L AT CONCORD      | 10. R ON MERRITT  |
| 5. L FIRST CHANCE    | 11. L AT DIANE    |

**SI:** Begin final traverse at Andover after completing RI 11. Directions to the finish location would be included here, and a reminder to assure your score sheet is complete (do TBs) before bringing it inside and turning it in. **End SI.**



**"Coursemarker School Rallye" Supp/SI Page**

Supp 10	SI 16	Supp 21
1. DRI	1. U	a. DRI
2. U	2. L SECOND OPP	b. U
3. L FIRST OPP	3. CRI 2	c. R FIRST OPP
Supp 11	Supp 17	SI 22
1. DRI	1. NLORBN	1. U
2. U	2. U	2. R FIRST OPP
3. R FIRST OPP	3. CRI 9	3. CRI 5
SI 12	SI 18	Supp 23
ON COURSE	1. U	1. U
	2. L FIRST OPP	2. L FIRST OPP
SI 13	3. R FIRST OPP	3. CRI 8
WELCOME	4. CRI 11	
Supp 14	Supp 19	Supp 24
1. U	1. DRI	1. DRI
2. L FIRST OPP	2. U	2. U
	3. R SECOND OPP	
Supp 15		Suqq 25
1. U	Supp 20	1. DRI
2. R FIRST OPP	1. DRI	2. U
	3. U	3. L FIRST OOP
	2. L SECOND OPP	

**"Coursemarker School Rallye"****Scoresheet**

CAR # \_\_\_\_\_ CLASS \_\_\_\_\_

DRIVER \_\_\_\_\_

NAVIGATOR \_\_\_\_\_

**COURSEMARKERS****CHECKPOINTS**

A \_\_\_ H \_\_\_ O \_\_\_ V \_\_\_ CP 1 \_\_\_\_\_

B \_\_\_ I \_\_\_ P \_\_\_ W \_\_\_ CP 2 \_\_\_\_\_

C \_\_\_ J \_\_\_ Q \_\_\_ X \_\_\_ CP 3 \_\_\_\_\_

D \_\_\_ K \_\_\_ R \_\_\_ Y \_\_\_ CP 4 \_\_\_\_\_

E \_\_\_ L \_\_\_ S \_\_\_ Z \_\_\_ CP 5 \_\_\_\_\_

F \_\_\_ M \_\_\_ T \_\_\_ CP 6 \_\_\_\_\_

G \_\_\_ N \_\_\_ U \_\_\_ CP 7 \_\_\_\_\_

**SCORING****TIEBREAKERS**

CMs \_\_\_\_\_

TB 1 \_\_\_\_\_

CPs \_\_\_\_\_

TB 2 \_\_\_\_\_

TOTAL \_\_\_\_\_

TB 3 \_\_\_\_\_

PLACE \_\_\_\_\_

**"Coursemarker School Rallye"****The Critique – Page 1 of 2****RI CM PTS REASON**

- CP 1 +10 There was a "√." sign at the start. You should have entered the checkpoint at the start.
  - CP 6 +10 Did you remember to say "rubber baby buggy bumpers" three times?
  - A 13 +10 You should have recorded the good CM at the start.
  - I 10 +10 RIs come into effect when you complete (execute or delete) the numerically preceding RI. But there was no numerically preceding RI to bring RI 1 into effect. Continue past Diane.
  - Q 16 +10 Part 1 of Supp 10 told you to DRI. However, you couldn't DRI ("delete the RI in effect") because there was no RI currently in effect. Continue past CM I 10.
  - 2 Z 21 +10 The word "Beverley" (note spelling) did not appear on a sign at Beverly, so you could not do RI 2 there.
  - 2 O 19 +10 The GIs told you that Supps have numbered part(s). However, Supp 21 had lettered parts, so either it was not a valid Supp, or it had no valid parts. Either way, continue past CM Z 21.
  - 3 L 24 +10 Both Note A and RI 3 were in effect and could be done at the same time and place. According to the Order of Precedence in the GIs, Note A has higher priority, so you should do it.
  - 4 G 22 -10 Fish: There is no reason to continue past Concord. Rallyemasters often include a few bad CMs like this one just to catch rallyists who "fish around" for CMs.
- |  |
|--|
| <p>5 N 11 +10 The GIs did define Chance, but the Miscellany section told you not to take any chances. Therefore, you could not do RI 5.</p> <p>5 U 19 +20 The GIs told you that North and its abbreviation N do not exist on signs, and that CMs are signs with a letter and a number. An "11" sign is not a valid CM, so continue past CM N 11.</p> <p>Note: CMs N 11 and U 19 are an "impossible combination": There is no reason to ever record both. Therefore, recording both is worth 0 pts.</p> |
|--|
- 6 D 15 +10 The meeting of First and Amherst was not an intersection as defined in the GIs (you could proceed in only one direction). Since a turn instruction could be done only in an intersection, you could not do RI 6 there. However, you could do RI 6 at the parallel "Amherst" sign at Amherst and Second. (This is an example of a "forced turn" gimmick combined with a "parallel sign" gimmick.)

**"Coursemarker School Rallye"****The Critique – Page 2 of 2****RI CM PTS REASON**

- 6/7 J 23 +10 The word "3rd" did not appear on a sign at Third, so you could not do RI 7 there. If you got the "forced turn" gimmick on RI 6 but didn't realize you could do RI 6 at the parallel street sign for CM D 15, then you continued on Amherst for this CM, which got you back in sync with everyone else.
- 8 P 14 +10 Did you remember to turn on Boston for the Bonus (Boston Tea Party, 1773)?
- 8 V 14 +10 The Bonus remained in effect, and you were still at Boston while working on Supp 14 (after recording CM P 14). Do the Bonus again at Boston and Third since it had higher priority than part 2 of Supp 14. Then do part 2 of Supp 14 at Third and Concord. (This is an example of a "hanging Supp" gimmick.)
- 8 B 12 +10 An on-course CM which everyone should have recorded.
- 9 K 17 +10 The GIs told you that completing (executing or deleting) an instruction using the word "ONTO" puts you on the road by name. Executing RI 8 put you onto Everett. Therefore, U to remain onto Everett when it changes to William at the forced turn.
- 9 R 17 +10 Expert Gimmick: The GIs told you that completing (executing or deleting) an instruction using the word "ONTO" puts you on the road by name. Part 3 of Supp 17 tells you to CRI 9, which deletes all lower numbered RIs, including RI 8. When you delete RI 8, you complete it again, which puts you back onto Everett. Therefore, U to remain onto Everett again.
- 9 C 24 +10 The GIs defined T, but not Tee. The word "Tee" did not appear on a sign at Danvers, so you could not do RI 9 there.
- 10 H 14 +10 Note A remained in effect, so you should have turned on Richard again.
- 10 Y 24 +10 The GIs told you not to travel on Merritt until you recorded CM Y, so you should U at Danvers and Merritt.
- 11 X 18 +10 Part 2 of Supp 24 deleted RI 10, bringing RI 11 into effect. You could do RI 11 early at Danvers and Diane.
- 11 CP 2 +30 You should have entered the on-course checkpoint on Merritt.
- 11 CP 7 +10 Did you remember to say "rubber baby buggy bumpers" three times?

250 Perfect Score!

# History and Evolution of the Coursemarker Gimmick Rallye



Even though each one is different, coursemarker gimmick rallyes have changed very little in fifty years. Prior to 1963, rallyes would not have their familiar format of general instructions (GIs), route instructions (RIs), Supp/SI page, score sheet, and namesake cardboard course markers. These elements, now common, have evolved into today's coursemarker gimmick rallyes and this is their story.

The tours and Sunday drives were popular with the early sports car clubs. Today, "follow-the-leader" for a drive in the country might not be considered much of an event, but it is a rallye in its most basic form; a route from start to finish. Often, you had to copy the route instructions by hand at the start since maps and detailed instructions were difficult to reproduce and personal computers were thirty years away.

By the late fifties, rallyemasters, as they were now called, discovered other ways, some devious, to make their rallyes more interesting. A trick or "gimmick" might be a misspelled route instruction and by driving past where you would have turned, you'd find a checkpoint. Since each checkpoint required one or more people to operate, rallyemasters were limited to the number of checkpoints by the number of people in their club. A heavily "gimmicked" rallye might have five checkpoints- a vast difference from the thirty gimmicks common to today's events.

The first rallye to use coursemarkers, and I use that term loosely, was written by Eric Laudenslager of the Fremont Touring Club (FTC). It ran from Oakland to Livermore in 1957 give or take a year. Cards with a single letter were spotted at various locations along the route on numerous objects including poles, signs, and even the curb. An observant rallyist would see all the letters and unscramble them to get the road they should turn on. Alas, the checkpoint crew on "Little Valley Road" was very lonely as they only saw three cars.

The idea of using cards with letters, however, had merit and was utilized by industrious rallyemasters to add more gimmicks to a rallye without needing more checkpoint workers. By placing a letter, say "Q" on a paper plate and stapling it to a utility pole, a rallyemaster could add a gimmick without adding a checkpoint. To get the cars that caught the gimmick back on course, additional paper plates were added with the return instructions written out. To save on writing, the instructions became cryptic using abbreviations and defined terms such as U, L 1<sup>st</sup> Opp. Later, when the cars entered a manned checkpoint, they were asked if they had seen "Q" and other lettered markers to get credit.

The coursemarker gimmick rallye took a leap forward in 1963 when Dick



Heinz invented the Supp/SI Page. By numbering the coursemarker return instructions and putting them on their own page, Heinz saved himself the work of lettering up several paper plates for each marker and opened the door for an entirely new layer of gimmicks. Coursemarkers, previously a reward for deciphering a gimmick, would become a popular source of new gimmicks as would their associated Supplemental Instructions commonly called "Supps." With the addition of the Supp/SI Page, all the components of the coursemarker gimmick rallye were in place and would vary little in format in future years.

Whether it was the format of the instructions, the times, the relative ease of writing a CM rallye, or a combination of all, CM rallyes experienced incredible popularity and enjoyed a golden age from 1961 until the gas crisis of 1974. Turnout of 80 to 200 cars was common for Olympic Sports Car Association (OSCA) and other clubs. The "Gold Bug" rallye by club Ratcher Fratchers drew 500 cars and didn't complete scoring until after breakfast the next morning. Rallyemasters adapted to the high turnout by preparing multiple routes for the same event. Upon registration, contestants would traverse to a "Sub-Start" based upon their class to pick up their route instructions, etc. OSCA events would often have two rallyemasters and two, sometimes three, routes: beginner-novice, senior-expert, and master expert for their events drawing 225 cars. All the cars from each route would converge at the finish.

During the mid 80s, the collaboration within The Rallye Club lead to many of the Trap T&D rallye concepts being used in gimmick rallyes. One such concept is the Aristotle, a situation where two consecutive RIs cannot be executed at the same intersection. (Referred to as an Aristotle, since according to legend, it was the first logic trap Aristotle had written into his chariot rallyes.) Various gimmicks based upon the location of the sign were introduced where the sign location would change as it was passed. Also introduced from Trap T&D rallyes was the idea of a redundant RI. Seemingly innocuous, the concept of denying an RI because it would take you in the same direction that you would have gone anyway, caught many an expert at a T-intersection.

Excluding Sacramento, where CM events were held regularly in the early 70s, coursemarker gimmick rallyes have remained a San Francisco Bay Area phenomenon. Today, TRC may currently be the only club consistently presenting CM rallyes.

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*Bob Schott, the Guide's original author, wishes to thank Harriet Gittings (FTC), Frank DeSmidt (OSCA), and Al Blazick (OSCA) who generously shared their memories and recollections of the early rallye days. An extended version of this article can be found online; see <http://www.the rallye club.org/resources.htm#gimmick>*

# Rallye Terms

This section discusses typical definitions for these terms and abbreviations, but each rallye defines terms it uses, and its definitions may be unusual or tricky.

- After:** Turning **after** some name often means turning after the sign for that road. If the sign is on the near side of the intersection, you might turn on that road. If it is on the far side of the intersection, you may need to go one more block before turning.
- APG:** As per General Instructions.
- At:** "At" normally refers to words on a sign. Turning **at** a road may not be "the usual." You can usually turn at Main at any intersection with a valid sign that says Main (even if you are already on Main and turning at a parallel sign). Contrast with "On" and "Onto."
- CM:** Coursemarker.
- CP:** Checkpoint.
- Critique:** Answer sheet given at the rallye finish, explaining every gimmick, presented in the order of how things should have been done on the rallye.
- Fish:** A CM that causes you to lose points. Also known as a Bandit ("I was robbed."), Turkey marker, etc.
- Forced Turn:** Definitions vary, but a forced turn is where the surface of the road curves without meeting or crossing other roads (with or without changing its name). One Way, "No Outlet" or "Not a Thru" signs might be used create a "forced turn" without a "dogleg." A forced turn may or may not be a valid intersection.
- GIs:** General Instructions- the rallye ground rules.
- Hanging Supp:** One or more parts of a Supp instruction are postponed from execution due to interference from instructions of higher precedence.
- Impossible Combination:** Following the route correctly, you should see no more than one of these CMs.
- Intersection:** Study and understand what qualifies as an intersection and what terms or instructions require an intersection: L, R, Turn, U, RI, Opp, etc.
- L:** Normally, an instruction to make a turn to the left.
- NLORBN:** No Longer Onto Road By Name. See Onto definition and Guide section.
- On:** "On" normally refers to the road. Turning **on** a road is just what you think: you are then on that road. (See At.)
- On Course:** Along the rallye route. An On Course (OC) CM can reassure you that you are not lost, can get everyone working on the same RI (irrespective of what you did prior). It can also set up a gimmick, of course.

- Onto:** An "onto" gimmick might require you to stay on the road with that name—you might even have to U-turn—until the rules allow you to get off (often "NLOBRN").
- Opp:** An opportunity to turn (in the direction indicated?). At the start, you should know if you count Opps on both sides of your road or just one.
- Parallel Sign:** A sign that is physically parallel to the road you are driving on.
- Parentheses:** Parenthetical information following "At" may still need to appear on a sign for the instruction to be valid.
- Partial:** A CM that is worth partial credit for figuring out part—but not all—of a gimmick or series of gimmicks.
- Pre-check:** A thorough proof-reading and trial run-through of a rallye.
- Protest:** If your interpretation of a gimmick is valid but differs from the rallyemaster, you may protest. Be sure to include your car number; class; points requested; CMs, CPs, or RIs involved; and the reason for protesting (your reasoning).
- Quotes:** Quotation marks are occasionally used to mark words that must appear on a sign.
- R:** Normally, an instruction to make a turn to the right.
- Rallye:** The longest distance between two points.
- RI:** Route Instruction, which is typically fairly low in a rallye's Order of Precedence.
- RM:** Rallyemaster. The person who wrote and directed the rallye.
- Run Sheet:** The participant's running journal of what was done during the rallye. It should include CMs or RI choices, CPs, and any other action that may be scored. You probably will want to know why you did or didn't take actions and where.
- SAP:** Straight As Possible. A side street could be "stairghter" than the curved road you are on.
- SI:** Special Instruction. There are never any gimmicks on Sis; just do them. Do not consider other types of instructions while working on SIs.
- Supp:** Supplemental Instruction. A type of instruction typically invoked by encountering a valid coursemarker. Supps can be gimmicked.
- T:** Normally, an intersection shaped like the capital letter 'T' when approached up the stem.
- TB:** Tiebreaker. (If awards are pre-made, ties must be broken.)
- Traverse:** A gimmick-free section that takes you between parts of the rallye.
- Turkey Route:** The path you would take if you assumed all of the RIs to be valid. Following the turkey route should take you from Start to Finish of the Rallye.
- U:** U-turn.

**The Rallye Club** (TRC) is dedicated to promoting the sport of timed and gimmick rallyeing while observing auto safety.



## **Club Membership**

Membership in the The Rallye Club is at this writing \$25 per year and includes discounts on most TRC events. In fact, one free rallye is currently included with each full membership. One additional family member may join for an extra \$5. Please complete and sign a TRC Membership Application available from the website or rallye registrar.

## **Club Meetings**

TRC business meetings are typically held on the third Tuesday evening of each month. They are open to all members and interested visitors. Check the website for time and place. The meetings cover general club business, reviewing past events, planning future events and club activities, and formulating club policy.

## **Website**

The TRC website features news of upcoming events, flyers, rallye tips and articles, and recent rallye results. General information on The Rallye Club is available and links to websites of interest are provided. Please check the website often as, Preliminary General Instructions are usually posted a few days to a week before a rallye and can allow you a head start. The URL for TRC's web site is:

**<http://www.therallyeclub.org>**

## TRC Rallyes

The Rallye Club attempts to provide a full calendar of gimmick rallyes, but has not held any recent timed rallye events. The majority of the gimmick rallyes are run on the first Saturday afternoon/evening of the month and include Coursemarker, Question/Answer, and A-B Multiple Choice styles. Timed rallyes come in various styles, such as Pan Am, Monte Carlo, T&D-Trap, and Pan Carlo.

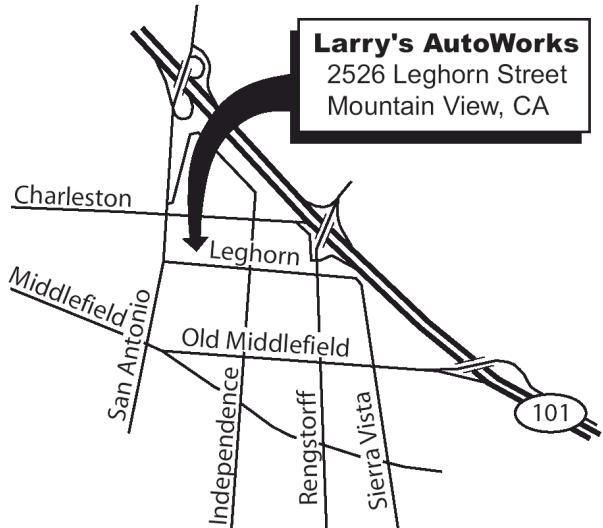
### Usual Rallye Start

Most of the gimmick rallyes sponsored by The Rallye Club start from Larry's AutoWorks, located at 2526 Leghorn Street in Mountain View, California (near Costco).

TRC gimmick rallyes are typically on the first Saturday evening of the month, starting late afternoon or early evening. Rallye registration is typically open from 4 to 6 PM. There is a "rallye school" for first timers and beginner's at 5 PM

and occasionally a briefing (driver's meeting) for more advanced contestants. A rallye typically allows at least 3 hours on course. The Finish typically closes at 9 PM and awards are usually presented by 10:30 PM.

Rallyes sponsored by other clubs and the occasional TRC event may start from a different location. *Always check the event flyer or the TRC website to verify the date, starting location and time.*



This publication is available for free download from the TRC website:

<http://www.therallyeclub.org>