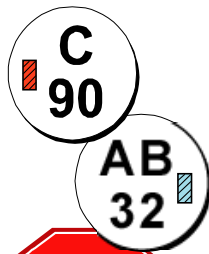




TRC Gimmick Rallye Guide

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

Why Make 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 (This requires registering as a user of TRC's Wiki.) I added A–B Rallye information.

— Dean Stanton, 6/2012

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, 2012. All Rights Reserved.

What is a Gimmick Rallye, Anyway?

The dictionary defines “gimmick” as a trick, device, a quirky feature, or a clever play. A gimmick car rallye is a car rallye competition full of tricky instructions, entertaining details, deceptions, and puzzles. It is up to you, the rallye team, to follow instructions and figure out the various gimmicks in a particular rallye. Gimmicks include tricky wordings and easily misinterpreted definitions. This is a little like playing “Simon Says”: the master is attempting to mislead you, and you are attempting to do what is correct and not be misled.

A gimmick car rallye is nothing like a race, though it does involve driving a car. It is more like playing a large board game: your car is your “playing piece” and the roads form the board. You have lots of choices: turn left, turn right, or continue straight. What you write on your score sheet will allow the rallye master to determine what key choices you made and will result in your score.

“Running” 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. You drive the route, roughly following the appropriately named “Route Instructions.” Meanwhile, 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 (CM) 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.



In an A–B style Gimmick Rallye, each route instruction has two alternative parts (generally labelled A and B). You must determine if each part is valid and if or where it can be executed, and then record this part, A or B, on your score sheet. You will do only one of these parts. Alternative parts are executed along the same route or a similar route (e.g., parallel streets). The construction of the route assures that no one gets lost.

The Rallye Club uses the motorsport spelling: “rallye” (with the trailing “e.”) There is a glossary of terms and abbreviations near the back of this Guide.

There are often additional instructions that are higher priority than the route that you should “keep in the back of your mind” until you can act on them. You could be told to turn on any street whose name is a common girl's name. Before the end of the rallye, you may find yourself in the flower neighborhood, with “Daisy,” “Iris,” and “Lily” streets. Your team should remember these are also girl's names and turn on them when you reach them.

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 drive the rallye slowly. 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 usually want at least two people in your car: a driver and a “navigator” who handles the paperwork using a clipboard. (On the back cover is a “checklist” of items you may want to bring.) 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. A GPS is allowed, but of only limited help to you.

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

Trustworthy Instructions

Here are typical types of instructions found in nearly every 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 across a pair of 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. **SIs** (Special Instructions) Since covered-wagon rallyes, rallyes have had SIs. These instructions are equivalent to the Word of God. There are never any gimmicks on Special Instructions. SIs 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 large, fast, or busy road or a freeway. By not searching for gimmicks, you can more easily match freeway speeds and drive safely.
- SIs will also appear as instructions on the SUPP/SI page (described later) to get you out of a complex gimmick and back onto course. SIs may also appear in the General Instructions, on checkpoint slips, and posted at the start.

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

Possibly Tricky Instructions

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 in a CM rallye) 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) 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. You'll decide which RIs are valid.

Variety Instructions

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 amid the RIs. Usually, a Note Instruction may be done *anytime after* the RI preceding 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.

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. Monster instructions introduce gimmicks into just a portion of the rallye, but different rallyes give them various names, ways to come into and go out of effect, and cause different things to happen.

Conditions vary, but typical examples are: 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'. 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. See also the Sign Transformations section on page 29.

Order of Precedence

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.	RIs	Route Instructions
9.	R (or L) at T	Directions for uninstructed T intersections
10.	SAP	Continue as Straight as Possible
11.	U	Don't panic if a road you are on simply ends at a cul-de-sac; U-turn and proceed.

Using the Order of Precedence above, for example, a Bonus should be done instead of a Note, if either could be done at the same time. Notice that RIs are quite low priority.

Before you leave the start, you should know how each instruction type comes into effect, goes out of effect, and/or is deleted. Will it be executed just once or can it be repeated? Where can each instruction type validly be found? (A "broken" Bonus on a GI page may become a valid GI, for example.)

What are these gimmicks, anyway?

Magicians should never “give away” a trick, but rallyists love to talk about the great gimmicks they missed or 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, 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 typical 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.

The Start

Somehow you have found out about a particular rallye and you have arrived at the place known as the Start, usually a private parking lot loaned to the rallye club for the purpose of registration of entrants. Show your appreciation: 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 score sheet 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.

RALLYE TIP #1 Ask Questions and Highlight the GIs

While you read through your instruction packet, highlight important items and potential gimmicks with colored pens. 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.

Classes

Since all cars run in the same rallye, the classes are based on the level of rallye experience. The person in the car 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, TRC may adjust a team's class; ask if you want your class changed.

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. (You may prefer to run a couple rallyes before studying this *Guide*.)

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, out of 1000. 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. Consider writing a rallye or prechecking or working a rallye. 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 of a CM rallye, there will most likely be examples or samples of the coursemarkers (CMs) and checkpoint signs (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

RALLYE TIP #2 Mark Up Your RI Page or Post Notes on Dashboard

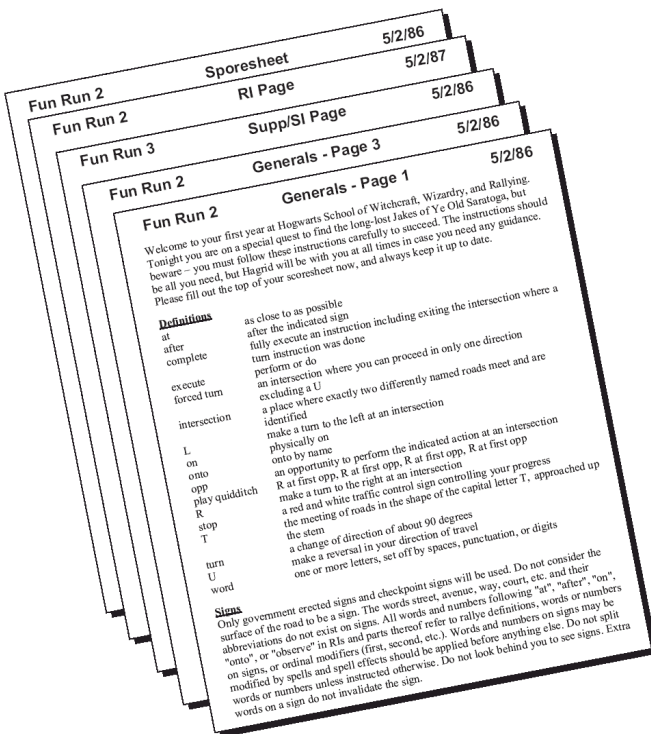
This tip will help you catch more gimmicks while out on the route. While reading through your instruction packet at the start, write messages to yourself on the RI page. List names of streets to look for (Turn at Maple), special CMs (... don't record CM XX ...), and when certain conditions come into and go out of effect (e.g., "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 you place them where they will not be forgotten.

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. At the Start, check for posted last-minute addenda.

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 oddities/inconsistencies.

For instance, your GIs may have page numbers 1 and 3. Go ask for page 2. If the GIs refer to your "Route Page," an "RI Page" is insufficient; ask (privately) for the Route Page. 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.



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.

There is usually a rallye school or “chalk talk” 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 gimmicks 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 handwritten paper plates but are now typically printed on white card stock. They typically 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, facing away from you; ignore it. Wait until you're traveling north and you see it facing you, then consider recording it.

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 a block or two after the gimmick, even if you must go around a forced turn or through an uninstructed T-intersection. You should never have to drive more than four blocks off course to find a CM; look again if you missed it.

When you see a valid coursemarker (often after you have figured out a gimmick), you should record it on your score sheet. Your score sheet 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 score sheet and enter “**13**” next to it. Then you would look on the Supp/SI page and find the group of instructions numbered **13**. If it's an SI, 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 marked **C-1**, it is invalid if a CM is a sign: its "1" doesn't exist, so it no longer has a number. Under such definitions, we call it a "bad CM", and you shouldn't enter it on your score sheet. 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. The simpler the RI gimmick that brought you to the CM, the more likely the CM is to be bad, cascading one gimmick after another.

The GIs may instruct you that each CM may be recorded only once or how a CM is handled if you see it twice. If you encounter a CM while you are working on Supps from a CM, do you take out of effect or *delete* the remaining uncompleted Supps from the first CM? If you delete a Supp part from Supp 4, the next time you encounter a CM with 4, the Supp has fewer parts to execute. Also be suspicious of a CM parallel to the road; you may see it again while traveling in the other direction.



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

RALLYE TIP #3 Keep A Run Sheet

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

Run sheets are often available at the rallye start. To make your own 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 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 when keeping a run sheet.

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 ordered by precedence, a section on route and signs, 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. (List others 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. Have some scratch paper or 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). You may want these names in alphabetical order for quicker look-ups. If the GIs say today's rallye will be in Palo Alto and Mountain View, U-turn at the “Sunnyvale City Limit” sign.

ONTO Gimmicks

There can be a big difference between RIs saying turn **on** Main, **at** Main, or **onto** Main. “At” normally requires words on a sign. You can turn **at San** onto San Luis, since the word “San” is on a sign here. You might also turn *off* of San Luis for it; see the Parallel Signs section.

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 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

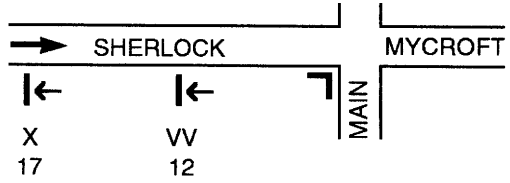
12. Supp

1. U

17. Supp

1. U

2. NLORBN



↗ street-naming signs

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-12 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-17 which turns you around and instructs you **NLORBN** to cancel the “onto”.

Example B: ONTO Hither

RI: 4. R at Yon

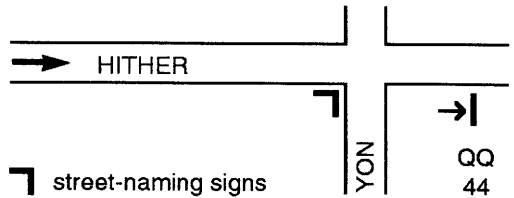
44. Supp

1. NLORBN

2. DRI

3. U

4. L 1st Opp



↙ street-naming signs

In example B, you should deny executing the RI **R at Yon** (that is, not do it), since you are **onto** Hither. This gets you CM QQ-44 which takes you off Hither and sends you down Yon, since it is the first **Opportunity**.

Onto gimmicks can get complex. Not only is your car on “Hither,” you must also remember you are “onto” it. Your road may change names at a forced turn, but you may not see a street sign until the next intersection. 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 RM!

RALLYE TIP #4 Go for the Gimmick!

Sometimes the gimmick does not go as the rallyemaster intended. This may be very clear to you 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 Checkpoint or at the finish before turning in your score sheet may get you credit for the gimmick without needing to protest. Example, “I could see CM O-2 from the intersection; should I have recorded it without driving past it?”

Supps

Included in most CM rallye entrance packets is a page titled the Supp/Sl 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 Sl. Some RMs specify that the Supps are not labeled but the Sl's are; this can vary from rallye to rallye. Whenever you are instructed with an Sl, you must do the Sl without question. Anything else on the Supp/Sl 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 Gl's, 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 is the other direction on Main, the same as the "turkey route." Otherwise, your rallye team won't find the next RI's street.

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", "SVPP"). Gl's often define Supps as being numbered instructions with numbered parts to 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.

13. Supp	23. Supp	33. Supp	43. Supp
a. U	1. U	1. U	1. U
b. L at T	.2 L at T	3. L at T	
c. R 1 st Opp	3. R 1 st Opp	2. R 1 st Opp	

Supp 13 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 Supp 13, record the CM number 13 after the appropriate letter on your score sheet, 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.

Maybe such a Supp has one (valid) numbered part.

In **Supp 23**, if you look carefully you will see that the proper ascending numerical order is: **.2**, **1**, then **3**. This is because **.2** (2 tenths) 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 reward you and get you back on course again.

Supp 33 is similar to Supp 23, 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**. Obeying these valid instructions, you should **1** make a U-turn, then **2** go right at your first opportunity, and **3** 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 reward you and direct you back to the turkey route.

What about **Supp 43**? If the GIs define Supps as being numbered instructions with numbered parts, this Supp is invalid! The word "parts" is plural, but Supp 43 has only one numbered part. (Be careful: Some rallyes promise no gimmicks on pluralization, and a RM might not have intended this gimmick!)

Thus, when studying the Supp/Sl 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 8th Annual Fun Run? Does the Supp/Sl page say that it's for the 7th Annual Fun Run? Better get an up-to-date Supp/Sl page.

We might mention here that sometimes Supp parts are to be executed in descending order rather than ascending numerical order. In which case, the gimmicks you spotted in Supps 23 and 33 would not matter as you would do the parts top to bottom (of the page) in *descending* order.

Several words or abbreviations that might appear on the Supp/Sl page may also be found on the Route Instruction page; common ones 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? If Opp defined but not Ch, then a Supp that says **L 1st Ch** should not be executed. You might also find the word itself as part of a Supp, that is, **L 1st CHANCE**. If "CHANCE" is not defined, is that part of the Supp invalid or does it use the "dictionary definition" of "chance"? Does an instruction actually read "Oop" or "Oqq" instead of "Opp"?

RALLYE TIP #5 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.

Those aren't defined, are they? Such a part cannot be executed; it hangs, probably until the next coursemarker is encountered.

If valid Supps must be on the SUPP/SI page, what is a Supp found elsewhere? Invalid? Does it qualify as a NOTE or some other type of instruction?

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

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

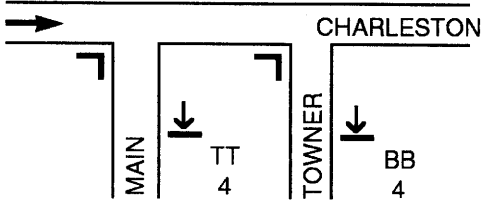
* There are at least five:

- (1) Supp 6's parts are out of order: do .2 before 1
- (2) Supp 9 says L at Stopp (is Stopp a street name or a stop sign?)
- (3) Supp 14 has only one part, which might be disallowed
- (4) Supp 17 has lettered parts rather than numbered
- (5) Supp 26 has unnumbered parts
- (6) Of course, Supp 50 is nonsense!

TRC has been "giving out bad directions" since 1981!

Hanging Supps

One area of gimmick rallying which causes some confusion not only to beginner, but also sometimes to experts (who are only human and therefore sometimes forget) is known as a "hanging Supp." A hanging Supp is caused by the execution in quick succession of several different types of instructions, one of which is done while doing the different parts of a Supp.



4. Supp

1. U
2. R 1st Opp

Suppose you are driving east on Charleston. A Note is in effect: **Note A: R at Main.** You see Main Street to the right, and you turn down Main for your CM (TT-4). The Supps for that CM say "U, R 1st Opp" (Opp is defined as a place to turn). OK? Fine, but the Note has not been deleted. So, you make your U-turn at a safe and legal place, then you come to the intersection of Main and Charleston. You see the street-naming sign of "Main" again! (See the paragraph about *Parallel Signs* under the section on "Signs.") So you execute the Note *again* by going "R at Main." However, you will notice that the second part of the Supp (**R 1st Opp**) is still active and hasn't yet been done. This means you should turn right at Towner Street, the next opportunity to turn right. This is where you clean up the hanging Supp and get another CM, BB-4.

Hanging Supps are nothing more than parts of a Supplemental Instruction that are unfinished when another instruction of higher precedence—perhaps a Note—can be executed. These unfinished parts must eventually be done (or perhaps are cleared by the next CM). Other instructions could be left hanging.

Route Instructions

RIs are the basic instructions which will get one from the start to the finish. That's the theory, anyway. A rallye's ideal, most correct, 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 (say) to the right. 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. So you turn at that T from Main on Charleston, applying the "uninstructed T" rule.

Everything Following AT Must Appear on a Sign

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 correct 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 (probably Main). It doesn't matter how your map or GPS spells the street name; but what, exactly the actual sign says.

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. If an RI reads **L at 1st Opp** (not merely than **L 1st Opp**), is Opp an exception to the "everything following **at** must appear" rule? If not, you need a sign reading "1st Opp"!

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 is not on signs, the RI is invalid. Such invalid RIs can normally be identified while still at the start; mark them.

The non-existent abbreviation of "street" can be a gimmick. If an RI says **L at St. Francis**, is it a valid RI? Since "St" doesn't exist on signs (even though this one stands for "Saint") and everything following the word "at" must appear on the sign, you would deny the RI; 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 at something (like a signal or a stop sign) without naming the road itself. Be sure you are clear about what words are exceptions to the "everything following **at** must appear" rule. Parenthetical remarks are not normally a stated exception. So **R at William (sign is obscured)** needs a sign with all four words to be valid!

That's an Order!

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, the RI after 21 might read "RI .22" rather than "RI 22" and should be done before RI 1. Don't move on to the next RI until the last one is executed (if it is valid) or deleted. Is it therefore necessary to read all the RIs at the rallye start.

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 RI 1 become valid? No RI precedes it. Most 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 Pic Pizza Place. Hand in scoresheet. End SI.		

An example of a CM Rallye's Route Instruction page.

Look for examples of what might be gimmicks? *

How are RIs rendered no longer valid? Must an RI be merely *executed* (by performing the action indicated), or must it be *deleted* by another instruction? 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, does a Supp attempt to use those abbreviations anyway? 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 almost the lowest priority instructions in the Order of Precedence. That is, every other sort of instruction should be done before RIs if there is a conflict; **Note A: L at Main** takes precedence over an RI **R at Main**.

Supps are probably higher precedence than the RIs, and so are done before

* 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?

or instead of doing the RI. (See the example for parallel signs.) But when you've found the CM, while executing the Supps to get back on course, be aware of the active RI. Perhaps it can be executed before completing all the Supp parts! For example, if a Supp part says **L 3rd Opp**, while counting Opps, perhaps you'll encounter a place you can do the active RI. If gimmicks are like plays in football, the RIs are like the line of scrimmage.

A–B Rallye Route Instructions

In an A-B Rallye, Route Instructions typically have two parts, conventionally labeled A and B, and you will do only one of the parts. You must determine whether each part is valid and where it can be executed. You do the one part you can validly execute first and record your choice on your score sheet.

Sometimes, only part A will be valid; other times, only part B. Neither will get you lost. Or both may be valid, but one can be executed before the other.

Example RI: **1. A. R 3rd Opp.**
B. R at Leghorn.

If the third opportunity to turn right comes first, you will do part A and record that on your score sheet. If the opportunity to turn right at Leghorn comes before you have counted three valid opportunities, you will do part B and record that. What if the third opportunity is Leghorn? The general instructions cover this situation. They often say, "If parts A and B are both valid and can be executed at the same place or intersection, do A and mark C for your answer." You are still only doing one of the parts. But a C choice on your score sheet shows your opinion that both parts were executable simultaneously.

Alternative parts often go in generally the same direction, but may take rallyists in different directions. Then future RIs will cause all rallyists to rejoin a common route again. Or if you do a Note after RI 5, RI 6 will score that and will get everyone together on the same route again.

Some A–B rallyes allow an RI part to have multiple actions, such as

RALLYE TIP #6 The Infamous First RI

Most rallyes have a gimmick regarding activation of 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.

Example RI: **2. A. R at Leghorn.**

B. R at Leghorn, CS at Independent.

Part B contains two comma-separated actions. Part A contains only one. You usually are instructed to determine which part's *first action* can be done first. The first action of both parts are identical in this RI, so they will necessarily be possible at the same place; your answer will be C and you will execute A. Because you are not attempting to execute all the actions of part B, it will never matter if you come to **Independent** or not, nor even whether the abbreviation CS is defined!

Quoted Words

A–B Rallyes often use both quoted words and nonquoted words, and draw an important distinction between them. Your GIs may say

If an RI part uses quotation marks, then it refers to a sign bearing all the word(s) that appear within its quotation marks.
If an RI part has no quotation marks, then it refers to the named road itself.

Therefore **R at "STOP"** would mean turn right at a sign that includes the word "STOP." What can that be, other than a STOP-sign? It could be a textual "STOP AHEAD" or a "BUS STOP" sign. However, **R at Leghorn** means turn right at a road named Leghorn. For rallye purposes, you don't know the road is named Leghorn unless it has a sign, but this refers to the road.

If the rallye defines **ON** as "physically on" then consider this

Example RI: **3. A. L on Leghorn.**

B. L on "Leghorn".

Part A has no quotation marks. It means turn left on the road named Leghorn. Part B has quotation marks; it refers to a sign containing that word. Turning left physically on the sign won't be safe and legal, so part B is bad. FYI, "Leghorn" would match **Foghorn Leghorn** street, but part A doesn't match there.

There may or may not be an exception for unquoted defined terms such as T, STOP, or Signal. Does an RI part **R at T** refer to a T-intersection as defined, or to a road named T? The answer is somewhere in a rallye's General Instructions.

RALLY TIP #7 Uncomfortable with A–B Rallyes?

Some rallyists are experienced with CM rallyes, yet uncomfortable with A–B rallyes. *Attending an A–B rallye's briefing will provide a new explanation of how the A–B rallye works (and likely give away a gimmick or two). Re-reading this section right before the rallye might help. Or try running an A–B rallye with someone more experienced. Prechecking an A–B rallye is like being tutored by the RM.*

Sign Locations

A–B rallyes often place importance on sign location. Consider:

Example RI: **4. A. Continue at Leghorn.**

B. Continue at “Leghorn”.

Part A refers to the street. Part B refers to the sign. If the sign is on the near side of the Leghorn intersection, you can continue past the sign before you get to the street a few feet later; so you record B. If the sign is on the far side of Leghorn, you get to the street before you get to the sign; so you record A.

A–B rallyes may also differentiate whether a sign is on your left or your right. You could have definitions:

- SA** Sign Anywhere:
The indicated sign can appear anywhere, or may be hard to see.
- SOL** Sign On Left:
The indicated sign must appear on your left as you approach it.
- SOR** Sign On Right:
The indicated sign must appear on your right as you approach it.

Some RI parts (or actions) will specify SOL or SOR, and you must check the sign location to ensure it is valid. If none of these terms are specified, do the General Instructions require a default sign location? Perhaps if no sign location is specified, the sign must be on your right as you pass it. How is that different from the above definition of SOR? Very subtly.

If you are turning left, only the near left corner is on your left as you pass it; the other three corners are on the right as you pass it/them. If you are turning right, only the near right corner is on your right as you pass it; the other three corners are on your left side as you pass one of them.



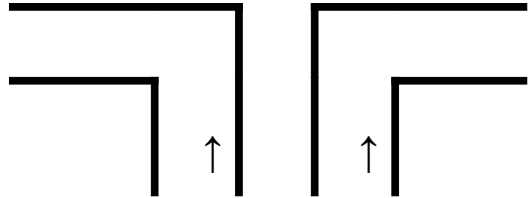
The GIs may specify that certain words (e.g., AT or ON) require a sign on your left or right. You normally don't care whether the sign is on the right or left, so these are easily forgotten. You may want to mark these restrictions on your RI page. Do not forget that an intersection could have multiple street-naming sign poles, such as one at the near right, above a stop sign, and one at the far left corner, hidden by a tree branch.

Scoring

Rallyists often record their decisions on the RI page, and later copy them to the score sheet only when sure their answers are final, to avoid ugly corrections. Your score sheet will be scored like a multiple-choice test. Each answer is correct (full credit), incorrect, or sometimes partly correct (for partial credit). Your GIs may specify whether you are to circle your selected answers, X them out, blacken them, etc. If so, you will get points for following the instructions.

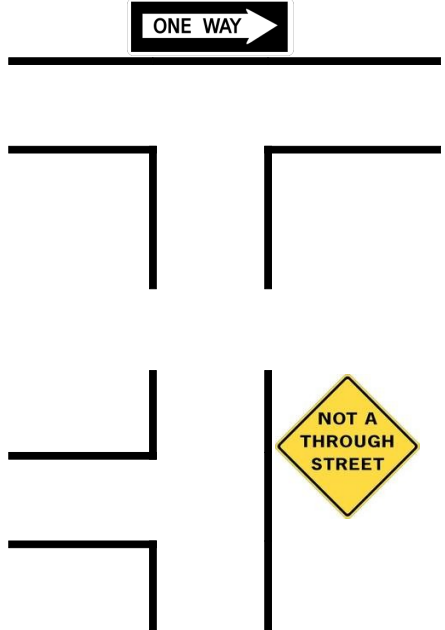
Route Gimmicks

Forced Turns



Forced turns are commonly used for rallye gimmicks. A turn is forced when you must turn to stay on a valid rallye road. The examples above show “dog-leg” forced turns, left and right, when approached as the arrow shows. Such a turn is typically called a forced turn whether or not the road changes names at the corner (though some rallyes define a “forced turn”).

The concept of a forced turn gimmick is that you cannot execute an instructed turn (typically, an L or R instruction in an RI) at a forced turn. Some rallyes simply state that instructed turns cannot be executed at forced turns. Another way to set up a forced turn gimmick is to require that instructed turns be executed at Intersections, and to define Intersections in a way that excludes some or all forced turns.



Note that not all forced turns are as obvious as a bend in the road. Whenever you can proceed in only one direction (not counting a U), it may be a forced turn. For example, at a T-shaped intersection, if the road at the top of the T is a one-way street, then you must turn right. Since you can proceed in only one direction, this is a forced turn.

In another variation of this gimmick, your GIs can specify that certain roads

are not valid rallye roads. For example, some GIs specify that roads marked "Not a Through" or "No Outlet" do not exist. Other GIs specify that all valid rallye roads are "paved, public, and through", so only through roads are valid rallye roads. Since you cannot proceed along roads that are not valid rallye roads, you may find yourself at an location where only one road is a valid rallye road. Since you can proceed in only one direction while remaining on valid rallye roads, this is also a forced turn.

Other Common Gimmicks

The GIs may require that valid rallye streets be named. Alternatively, Intersection may be defined in a way that requires named streets, or that requires differently named streets, or exactly two different names. Note that whether Lois Ln and Lois Loop are different names depends on whether Ln and Loop exist on street-naming signs. If either (or both) exist, the names differ. Requirements may vary from one type of instruction to another.

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 GI rules 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 executing the RI (actually doing it) also delete it? A Note may not be in effect just because you get to that spot in the RIs. A note usually "floats" (stays active) until it is executed or deleted. More than one note may be pending at a time.

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. Isn't "C-note" a slang expression for a \$100 bill? That would mean that you shouldn't do C Note. If you do execute the **L at Lincoln**, and you find a CM, it probably will be scored as bad, which would deduct points from your score.



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.

The RM can also include 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. Read about *Fishing*, later.

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, instead of the Supp's **CS**, 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, make a U-turn, 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 after execution), 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 high in the Order of Precedence (just below 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, Ra!*" 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 of a road.

Gimmicks on <name> Instructions

The name, story, or theme of a rallye may be the basis for an instruction type. If a rallye includes a famous, topical, or stereotypical character such as The President, Frodo Baggins, or Dick Dork, then you might encounter Commander in Chief Instructions, Frodo or Hobbit Instructions, or Dork Instructions (respectively) in the rallye's list of instruction types.

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 an AL Instruction was labelled "AL." 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), the "AL" didn't exist and the instruction no longer qualified as an "AL Instruction."

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 from the normal definition of "Sign." Does a school or park's sign count?

Street-naming Signs

Most often rallyists will encounter signs which indicate the name of a particular street. These signs are called, appropriately enough, "street-naming signs." They are usually grouped in sets of two: One which indicates the street

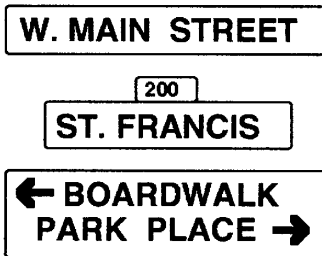
you're traveling along, the other which indicates the street which intersects with yours. One is parallel to your direction of travel, the other perpendicular.

If you are searching for multiple words, must they be on the same sign? The same support (pole)? If "Smith Dr" crosses "Pepper St," can that satisfy your instruction to turn **at Dr Pepper**? Both words appear on signs there.

Sign Transformations

The GIs probably define what "does not exist" or "cannot be seen" on signs (for rallye purposes, primarily comparing to street names in RIs). Compass directions such as North, South, East, and West along with their abbreviations can rarely be seen on signs. Arrows and block numbers often do not exist. Also, road designations, such as avenue, court, drive, street, way, etc.—and their abbreviations (AV, AVE, DR, ST, WY, etc.)—often won't exist on signs.

A rallye may also define additional (often temporary) transformations. Examples: the digit 1 cannot be seen; the word (or the portion of a word?) "wood" should be considered deleted ("applewood" becomes "apple"); double letters are replaced with a single ("apple" becomes "aple"); every word on the sign reads backwards ("ON TELTWO"?). If multiple transformations are in effect, apply them as the GIs specify or by decreasing order of precedence, not the order of their introduction or activation. For example, if a Bonus is higher precedence than General Instructions, then the GI's definitions and sign transformations probably don't apply before evaluating if the Bonus is actionable.



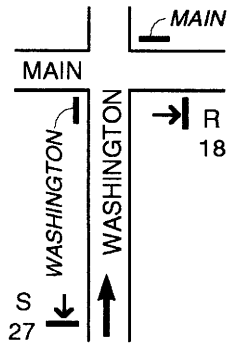
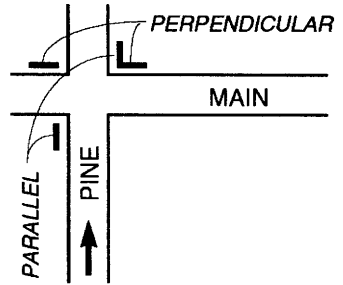
These rather common street-naming signs can be used to set up many gimmicks involving what can and cannot exist on signs. Any suspects?

Answer follows*

* *W (for West) on the first sign and the block number (200) above the second sign probably do not exist. As "St" is an abbreviation for "street" (as well as "Saint"), you can see only FRANCIS. Without arrows, the third sign allows you to turn left at PARK PLACE or right onto BOARDWALK.*

Parallel Signs

If you are looking for a particular street at which some action is indicated (e.g., **L at Main**), you will be looking most often for a perpendicular street-naming sign. However, there are occasions where 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 up Pine Street, you should see several “Pine” street (*parallel*) signs.



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-18 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.

RI: 12. L at Main

- 18. Supp
 - 1. U
 - 2. Delete Note Z
- 27. Supp
 - 1. U
 - 2. L 1st Opp

OK. You 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-27.

As you pass through an intersection, there may be signs (such as a speed limit) intended for traffic on the cross street that are visible to your side. Normally you cannot look behind you, but you should look to both sides and up.

Other Signs

Some rallyes take you on a sign hunt... that is, you look for signs other than street-naming signs. For instance, **L at Louis** might be satisfied by a government-erected **Louis Park** sign a block before you reach Louis Ave.

There may be other types of signs defined or allowed per the GIs. Common among these are “Not a Through Street,” “Stop” and “Yield.” 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 and those words are on a sign you find. Do plentiful **no parking, no stopping, or bus stop** signs count?

Stop signs may have unusual definitions. One rallye defined a Stop as a red and white hexagon with the word “stop” printed on it. 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. The RM also made a hexagonal sign that matched the GI description that was valid. Every gimmick has an equal and opposite re-gimmick.

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 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: (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 many points (bringing the total to 1000), (4) as a place to give additional instructions 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 or replace an awkward definition.



At the Start there should be an example of a CP sign. It is this sign you will be looking out for along the route. Of course, the CP at the Start may be a good one, too, so always read what the GIs say and, if necessary, 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 score sheet in their proper places. That is, if **A-13** is good, you would put **13** next to or below the **A** on the score sheet. 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 score sheet 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"? Be suspicious of any questions at CPs; there could be a gimmick.

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 reason you should get there; no valid instructions took you there. They even had a couple of cars there with what appeared to be rallye participants getting their score sheets signed! It was all a fake to lure unsuspecting beginners and novices to a trap! Beware.

Leaving the Checkpoint

When you have gotten back your score sheet and are done at the CP, pull your car out of the way, but gather your thoughts before proceeding. Check your score sheet 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. If the CP worker gives you an instruction that is not an SI, verify you know all the now-active instructions. You may have an old Note, a new Bonus, and the current RI.

Does anything come into effect because of the CP? The GIs may tell you to go left at uninstructed T intersections before entering the first CP, but right at uninstructed T's after the first CP.

Instructions that come into effect "when received" will come back into effect if a CP worker collects that page from you and then gives it back. If a CP worker entered initials AB on your score sheet, should the AB CM you encounter later be entered next to that AB, perhaps in addition to the preprinted one? If a CP worker wrote 12 in a slot on your score sheet, does that invoke Supp 12? Read the GIs. Comparing your run sheet to your score sheet should allow you to find an entry added at the CP. You'll want to update your run sheet with CP entries, to compare to the Critique at the finish.

The Score Sheet

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

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

An example of a Gimmick Rallye score sheet.

Can you spot the score sheet gimmicks?*

At a checkpoint, CP personnel may cross out some spaces next to a letter on the score sheet, meaning that the coursemarker for that space wasn't found and it shouldn't be entered later. Don't worry about any spaces that are crossed out. It is too late now. And perhaps the RM asked CP personnel do it to certain spaces just to make you think you've goofed! Don't let this bit of misdirection distract you from the remainder of the rallye.

* 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.

Driving the Route

While running the rallye, you may encounter other rallyists traveling in the same or different directions, but you should always run your own course. Others may have selected different RI options, and may be off the correct route. Beginners may be just as confused as you are. Experts sometimes explore multiple options to check their understanding of an advanced gimmick. Others may also be taking a short-cut to (or from) a section of the rallye they want to re-run, checking more carefully that no signs were missed.

The 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 score sheet. There will most likely be a time limit after which you cannot turn in your score sheet. Be sure you give yourself enough time to get to the finish and turn in your score sheet. Until you turn in your score sheet, there could be 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 score sheet and take the score sheet to the scoring table. At this table you will be given an answer sheet for all the gimmicks, called the Critique. It lists all

RALLYE TIP #8 Avoid Fishing Trips ...

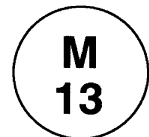
Fishing? That's the term used to describe the actions of inexperienced rallyists who drive around recording any and all CMs they see. Since most CMs are good, why is fishing discouraged? One reason is because rallyemasters are diabolical and devious: they will post "fish," negative value CMs, just to 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 score sheet. 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 (often, getting zero points for these) if you have both.



A Fish.



A Fish?

the gimmicks intentionally 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 should have found it. It will also show the point value for each CM, so you can check your own score. Some CMs have negative point values that reduce your score. Other CMs may be part of a “combination”. The RM may expect you to get only one of the CMs in the set. The Critique will explain why, and the point values (e.g., full credit, partial credit, no credit).

Protests

While 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 may appeal by filing a written “protest.” Print—neatly—on the protest form the RI, location or 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 before the protest deadline. 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 score sheet and done any protesting, go to the counter and order up a beer or soft drink and a pizza. It will help you relax after all your concentration. You will have a bit of a wait as all the scores have to be tabulated, all the protests have to be judged, any protest-related score adjustments 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. And write yourself a note about what you want to do differently at future rallyes.

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. Try rereading it after your next rallye.

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.
- CRI: 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 T 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 "v." 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!

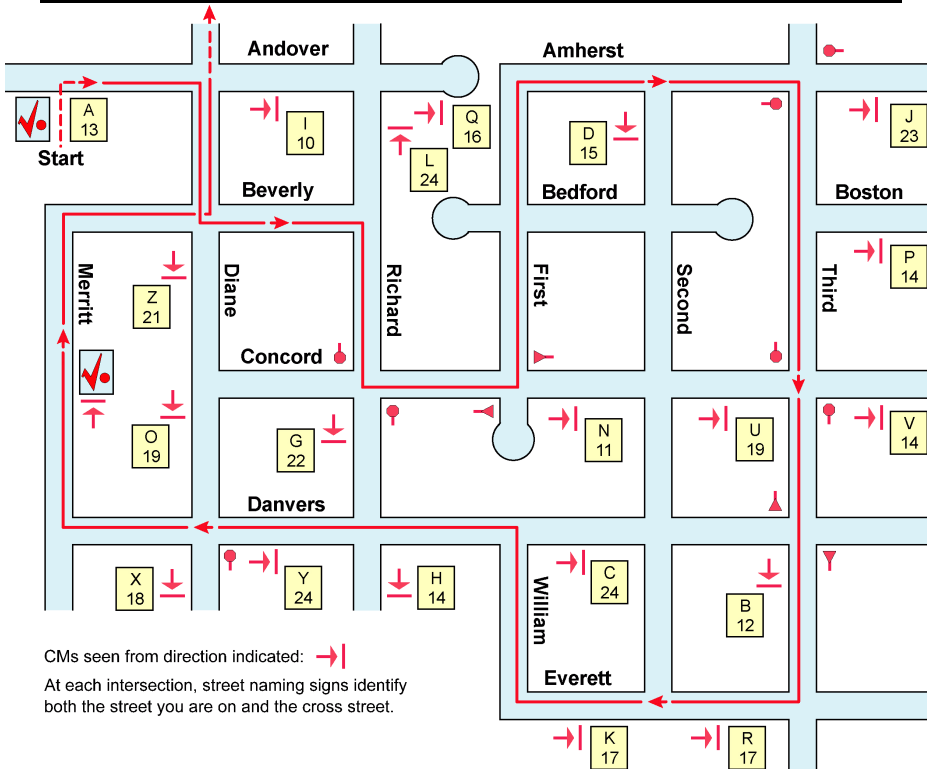
Alan Smithson, Rallyemaster

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

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.
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.
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.		

- 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. "Follow-the-leader" for a drive in the country is no longer considered much of an event, but it is a rallye in its most basic form: a route from start to finish. Back in the day, you often 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 in 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 1st 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 (Time & Distance) 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.

Gimmick rallyes are popular in geographical patches, including the San Francisco Bay Area, Sacramento, and the Chicago area.

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.therallyclub.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 the sign is on the far side of the intersection, you may need to go one more block before turning.
- APG:** As per General Instructions. (These initials can be used in a Critique.)
- 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 are turning at a parallel sign). Contrast with "On" and "Onto."
- Bad CM:** A "bad" CM should not be recorded for some reason and is likely worth negative points. Seeing it often indicates you missed a gimmick (e.g., you executed an invalid Note or Bonus, you denied an RI that looked bad but was good, or the CM itself has invalid letter(s) or wrong color of reflective tape). Also called a "Bandit."
- Blackjack:** Something good (like a CP sign) to distract you from something closer (like the streets you pass when approaching the checkpoint).
- CM:** Coursemarker, a sign to score your location and invoke a SUPP or SI.
- Complete:** Typically defined as "execute or delete." The same RI might be executed (i.e., performed) and later deleted, so some completion "side effect" (e.g., activating a Note) could occur *both times*!
- CP:** Checkpoint, where you will stop and interact with rallye personnel.
- CRI:** Begin or continue working on the Route Instruction indicated (CRI 4). CRI sometimes deletes lower-numbered RIs; see Complete. A Supp or SI with a CRI 4 suggests that RI 3 may be gimmicked.
- CS:** Continue Straight (past a sign or through one intersection). Sometimes "C" is defined instead.
- 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 (says the RM). See also Protest.
- CVC:** California Vehicle Code.
- Deny:** To choose not to do an instruction (you decide is invalid).
- DRI:** Delete the RI in effect (DRI) or the RI indicated (DRI 4).
- Fish:** An off-course CM that causes you to lose points, because you have no reason to be there.

- Forced Turn:** A forced turn is where the road bends without meeting other roads (with or without changing its name). One Way signs can create a “forced turn” without a “dogleg.” A forced turn may or may not be a valid intersection. Forced Turn section has examples.
- GIs:** General Instructions—the rallye ground rules; may include definitions.
- Hanging Supp:** One or more parts of a Supp instruction are postponed from execution due to interference from instructions of higher precedence.
- 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. This often ends an “Onto Gimmick.” 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 “NLORBN”).
- Opp:** An opportunity to turn. At the start, you should know if you count Opps on both sides of your road or just in the direction indicated.
- Parallel Sign:** A sign that is physically parallel to the road you are driving on.
- Parentheses:** Parenthetical information following “AT” can still be “words following AT” and may need to appear on a sign for the instruction to be good.
- 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 submit a neatly-written protest. Be sure to include your car number; class; points requested; CMs, CPs, or RIs involved; and your rationale for protesting (your reasoning).
- Quotes:** Quotation marks occasionally 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.
- Reeker: A gimmick you hate after reading the Critique. (Also, Stinker.)
- RI: Route Instruction, typically fairly low in a rallye's Order of Precedence.
- RM: Rallyemaster. The person who wrote and/or directs the rallye.
- Run Sheet: A rallyist's journal of actions while running the rallye to compare to the Critique. It should include CMs or RI choices, CPs, question answers, and any other action that may be scored. You probably will want to know why you did or didn't take actions and where.
- SA: Sign Anywhere (or difficult to see).
- SAP: Straight As Possible. A side street "spur" could be "straighter" 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.
- Signal: A signal is often an electric traffic control device, whether working or not (so a malfunction doesn't ruin the rallye). If so, is the second signal at the same intersection as the first? Occasionally, a signal is the intersection near the traffic control lights.
- SOL/SOR: Sign on Left/Right. Your rallye's definition should clarify if the sign must be on the left/right as you approach it or as you pass it.
- 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 RIs to be valid. Following the turkey route should take you from Start to Finish of the Rallye.
- U: U-turn. Typically, you make a U-turn where safe and legal, but consider it made where it was instructed. Be suspicious of CMs encountered while seeking a suitable place for an instructed U-turn.

RALLYE TIP #9 To Get Out of a Rut...

If you feel stuck, unable to move up in the standings, try navigating if you usually drive, and vice versa, for one or two rallyes. The switch will sharpen your communication skills to work better as a team. Other things to try: work a checkpoint, help with a rallye precheck or help write a rallye, or run a different style of rallye (A-B, Q/A, etc.).

Rallye Checklist

We intend this checklist to help you with the typical rallye only; do not infer that it is complete or sufficient for any particular rallye.

What to Bring

Bring any vehicle; pens and highlighters; clipboard(s); paper for notes and for a run sheet; at least one navigator, in addition to the driver.

Many rallyists want an electronic or paper map with a street index.

If some of the rallye will be in the dark, bring a dim light for reading instructions and maps without bothering the driver and a bright flashlight to light signs and CMs. Bring a sense of humor; it helps in many situations.

Consider bringing a brimmed hat, a magnifying glass (to help read maps), snacks or drinks, and someone new to rallying, to introduce them to the fun.

Registration

Everyone in the car must sign the liability waiver.

Tell the registrar your car's class (that of the most experienced rallyist).

Instruction Packet

Read every word of the GIs. Highlight any potential gimmick.

How are definitions unusual? How could they be misleading?

Understand precise meanings of AT, ON, ONTO, etc.

Is an unusual term defined (e.g., CH for CHANCE)?

Is the more common term (e.g., OPP) undefined, but used?

Understand intersection/junction definitions and what instructions need them.

Understand what roads are invalid (private? "Not a Through"? "No Outlet"?)

Understand quoted and unquoted street names or terms, if they are used.

Understand what signs are valid and any restrictions on their locations.

Understand variety instructions: how they come into effect and leave effect.

Can they be repeated?

Is the Order of Precedence unusual?

Do words or abbreviations "not on signs" set up CM or other gimmicks?

Check the header or footer of every page for gimmicks.

Does the story include street names or descriptions to turn on or "visit"?

Does the story provide your name, a passenger, or your vehicle model?

Are there unusual plurals? (E.g., must a valid SUPP have *multiple* parts?)

Is there a rule for uninstructed T's? Post it on RI page or dashboard.

Does the score sheet have duplicate, out of order, or missing spots?

RI page(s)

Are RIs in order and all valid?

Generic RIs (e.g., L 1st Opp) might be done in a different place or at a different time than the obvious "turkey route."

Do RIs include road designators (ST, LN, CT, WAY) that do not exist on signs?

SUPP/SI page

Check for misspellings (e.g., SOUP, L 1st Oop).

Check that SUPP numbers and SUPP parts are in order and correct.

DRI/CRI instances suggest that the RI/preceding RI could be gimmicked.

Before Leaving the Start

Fill out the top of your score sheet (e.g., name, address, class) per GIs.

Start a run sheet (RI, CM, good/bad, location, reason you found it or turned).

Record posted CM(s) and remember what they look like.

Read any posted updates.

Look at Par Plaque or giveaways for any gimmicks (e.g., Notes).

Attend "rallye school" if it is intended for your class.

Ask RM any questions you have. Write down the answers.

Know what instructions will be in effect after initial traverse (e.g., RI, Note, Bonus).

On Route

Always know every instruction in effect (e.g., SUPP part, RI, Note, current Monster).

Check turns and Opps (etc.) for a qualifying intersection.

Can an AT instruction be executed at a parallel sign?

Check CMs for validity.

Record everything you do on your run sheet.

Assure your score sheet is up-to-date before entering a CP.

Know what to do at a CP before entering.

Reconsider what is in effect upon exiting the CP.

Note on your run sheet which CP entries were marked (by CP personnel).

At the Finish

Assure your score sheet is up-to-date and matches your run sheet.

Answer tie-breakers.

Turn in your score sheet.

Read the Critique, at least for the gimmicks you missed.

Ask questions if they still aren't clear.

Protest a defensible alternative interpretation.

Add to your personal checklist for future rallyes.

Have something to eat and drink--you deserve it!

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

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 to the club's calendar page 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 also has an online "wiki" on which you can comment on this guide, ask rallye questions, or add your advice on any rallye topic.

This Guide and additional resources (including one-page "Rallye Tips") are available for free download from the TRC website.

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

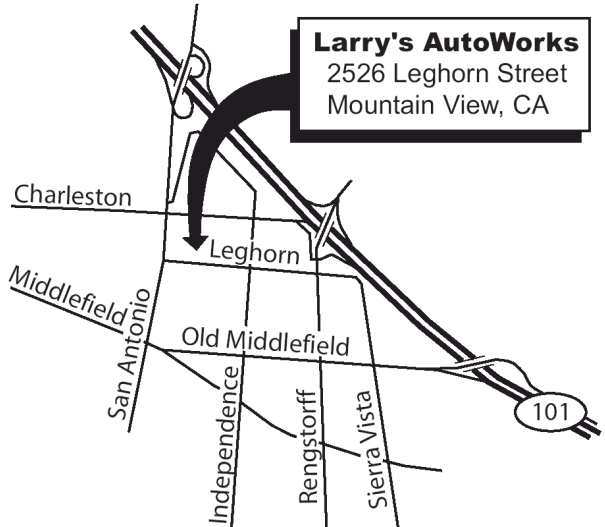
Most gimmick rallyes sponsored by The Rallye Club start from Larry's AutoWorks, near the Mountain View Costco. Address and map are at right.

TRC gimmick rallyes are typically on the first Saturday evening of the month. Rallye registration is typically open from 4 to 6 PM. There is usually a "rallye school" for first timers and beginners at 5 PM and occasionally a briefing 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.

What to Bring

Bring any vehicle; pens and highlighters; clipboards; paper for notes and for a run sheet; at least one navigator, in addition to the driver; maps of the area (ideally, with a street index). If some of the rallye will be in the dark, bring a dim light for reading instructions and maps without bothering the driver and a bright flashlight to light signs and CMs. Consider bringing a sense of humor, a hat with a brim, a magnifying glass (to help read maps), snacks or drinks for in the car, and someone new to rallying, to introduce them to the fun.



This Guide is available for free download from TRC's website, www.the rallyeclub.org