

Fun Rallye Basics

By Tim Ross

January 2, 2016

"Gimmick", Question, "Observation" vs. Time-Speed-Distance

Easy to hard

No equipment – except clipboard and pencil (watch for regularity run; camera or cell phone for landmark rallies)

Best to target for 50-60 miles and 2-3 hours.

Stay on course.

1. Sometimes time or mileage limits
2. The organizer is the "Rallyemaster" (both sexes)
3. Note traditional spelling of "Rallye"

Always have written general instructions (one page)

1. Examples of abbreviations, i.e. V• = Checkpoint, SL = Stop Light, SS = Stop Sign, L = Left Turn, R = Right Turn
2. Mileages for turns are approximate for your car; they were set with _____ [car] and _____ [tires] at _____ psi.
3. **The Main Road Rule**
(Key to all Rallye route following)
"When put onto a particular road by name or route number, the rallyist must follow that named road or route, until the next listed route instruction may be executed."
This may take entrants through numerous intersections, either straight or turning while following that particular "main road". Some way to help identify the main road in certain circumstances include, of course, the road name signs, route number signs and arrows, the direction that the painted road centerline goes, among others. Side roads, not the main road, may be identified by stop or yield signs, or lesser-quality road surfaces.
4. Define roads that do not exist such as "no outlet", alleys, private drives, business entrances.
5. Contact information for rallyemaster – cell phone number
6. Address and phone for ending point.
 - a. May have on slip in sealed envelope labelled "Bailout" – opening = disqualification
 - b. Always good to have a restaurant – potty and refreshments – must preplan
7. Overall time limits
8. Question values, time/mileage penalties
9. Questions in order between turn instructions (or not), bonus questions, tie-breaker notification.
10. Availability of gas, restroom, lunch stops at each hour
11. The No-Whining Rule: "Scoring is by the rallyemaster(s) whose decision on correctness of answers is final."
12. No moving violations – disqualification – "Not a race!" (Seal driver's license in an envelope at start – disqualified if envelope is opened on return.)
13. **Always** have release form that must be signed.
14. Normally, cars sent out at one-minute intervals.

Outline of Types

Poker Run

Hare and Hound / Lime drop

“Straight” Observation

Map

Photo/Landmark/Sculpture

Scavenger Hunt

Fixed Turns

Regularity Run (requires hidden v•s)

“Walking” Rallye (Photo)

Economy run

Hare and Hound / Lime Drop

1. Simplest – used a lot by motorcyclists
2. No written route instructions, so driver and navigator do not have any paper to handle (or get blown away).
3. The “hare” needs to set out an interesting route ahead of time with a good number of intersections. Must be rural to allow the “hounds” to pull over and turn around a lot.
4. The key is to mark the correct route the morning of the rallye at each intersection within a short/set distance (typically 1/8 to 1/4 mile)
 - a. Mark with flour on edge of road (needs to be visible and not blow away)
 - b. Lime spots (small paper bags)
 - c. Paint (may be objectionable to police)
 - d. Staple something visible and unique to poles, posts, trees (may be objectionable to neighbors)
5. Start out with closer, more visible spots (easy) and trend to harder.
6. Be aware of hazards to those stopping and turning
7. Be sure to cover the location of the end, for those who give up.
8. Announce latest allowed finishing time
9. Scoring is typically by mileage
 - a. The rallyemasters need to record the **odometer** (not trip) at the start and at the finish.
 - b. Closest to, without being under, the official miles wins.
10. Can combine this with poker draws.
11. Send out in short intervals, typically one minute

Poker Run

1. May be run with route instructions or as Hare and Hound.
2. Need to have at least four people to staff the intermediate checkpoints where cards are drawn (and one at end)
3. Usually scored as five-card, no wild card, straight poker hand; with seven cards and more stops, can drop some cards to make best five-card hand.
4. At recent Healey event, cards were kept in sealed envelopes and opened one-at-a-time to enhance the drama at the ending get-together – a nice touch.
5. If no envelopes, suggest separate, unique decks at each checkpoint and that each checkpoint worker makes a list of each driver’s name (or number) and card drawn.

“Straight” Observation

1. Most common.
2. Can make easy to hard.
3. Plenty of themes – destinations – “the gimmick”
4. After the mandatory general instruction sheet, the rest of the route instruction sheets should include questions or blanks to be filled-in.
5. Can make each question same “value” or note the point value in parentheses () with each question.
6. Should number each direction instruction.
7. Typically, the questions start out easy and get harder to spot as the rallye progresses.
8. Need some very hard to keep all from getting perfect scores and resorting to less-satisfying tie-breakers.
9. Need time limit or mileage penalty to keep some from driving very slow or retracing route to answer all questions.
10. May add in some “bogus” questions to stop the perfectionists
11. May have some bonus questions that apply throughout the rallye – i.e., count the number of rail road crossing (2 rails = one crossing)
12. Ross typically has questions in order between the route instructions.
13. Route segments that are fun, twisty, etc., will not have a question – or will have it at the start of the fun segment.

Map Rallye

1. This type gets a little more complicated and may not be fun for novices.
2. Bonus for organizer is no route instructions to create and follow.
3. Instead, each rallyist must choose a route to as many “target locations” as possible.
4. Provide a map and list of locations, intersections, coordinates, etc. where there are questions to be answered.
5. Note ending location on the map or list.
6. May have different “point values” at far/near locations.
7. Must limit the time allowed or have significant time penalties so not every location can be visited – forces rallyists to prioritize and plan the most efficient route.
8. Not best for those not familiar with the area - harder for them to plan a low-traffic route.
9. General instructions must emphasize “no speeding” to keep from being a race; consider putting both driver’s and navigator’s licenses in a sealed envelope.
10. Proof of finding each location can be by answering questions or taking a photo of the car at each spot – like the photo rallye type to be discussed next.
11. May have rallyists go into bars, shops, etc. to answer questions.
12. Works best/more fun in suburban, rural areas.
13. Can send all cars out at once.
14. Be sure to make a reservation at the ending location.

Photo / Landmark / Sculpture Rallye

1. Similar to the Map Rallye.
2. Each rallyist is given sheets with photos of the landmarks or sculptures or ? to visit.
3. Rallyists must guess where each target is located and proceed to the spot.
4. At each target location, rallyists must answer a question or be in a photo for proof of visit. (Ross prefers tough questions.)
5. Can have various point values.
6. Must have time limits/penalties.
7. Can send all out at once.
8. Need to specify finish point – if a restaurant, have enough reservations.
9. Also need to emphasize no racing; consider disqualification for opening envelope with driver and navigator licenses.
10. Due to higher probability of driving violations, make sure all sign waiver!

Scavenger Hunt

1. Quite popular with non-car clubs.
2. No route instructions, just the address of the ending point. (Be sure to get reservations.)
3. Must limit time – not longer than 3 hours – 2 hours is best.
4. Can release all entrants at once.
5. Must emphasize “not a race”; get waiver signed by all, consider disqualification for opening license envelope.
6. Key is to list the items, with point values, of items to find. Do not request items that will encourage trespassing, damaging facilities, or harming wildlife.
7. A Ross scavenger hunt provided a route, with turn instructions, that allowed novices to pass spots that could provide about 80% of requested items.

Fixed Turns

1. Any type of rallye where you have written route instructions can have a “fixed turn” rule added in the general instructions.
2. Example 1: “At each “T” intersection, alternate the left and right turns, first turning left.”
3. Example 2: “Turn right at each stop sign.”
4. Example 3: “After each cemetery that you pass on either side of the road, take the second available left turn.”
5. You may make up a rule that is used numerous times, or just once (and may state “use once”).
6. When you list multiple rules, must put them in priority order.
7. This variation is harder to set up correctly, requiring more test drives, and is best used for groups with rallye experience that need an interesting variation.

Regularity Run

1. Starts to introduce time and speed control to experienced groups.
2. Not quite TSD difficulty.
3. Request two to four people to work "hidden" checkpoints and rallyemaster to do time-scoring math.
4. Need to identify each car by a number on the side – consider glass markers on both sides or painter's tape on doors.
5. Provide clear, easy-to-follow route instructions, with starting and ending point in the same parking lot, with about an hour duration.
6. Start each entrant in one-minute intervals and carefully denote departure time and returning time.
7. The workers at the hidden checkpoints must note the exact time (hr:min:sec) of each car past a designated point; each car will make two laps of the course.
8. The key is for the rallyist to traverse the entire route (not knowing where the hidden checkpoints are located) at the same speed and time for the second lap as they chose for the first lap.
9. The rallyemaster must note all times at the start when cars are sent out and the end when cars return for **both** laps.
10. Scoring is based on closest times of the second lap to the rallyists' first lap, at all checkpoints and the finish.
11. Can make the route more interesting/difficult by having stoplights and traffic areas.
12. Consider route where rallyists can safely drive below the normal speed limit; entrants may want to go slow to ensure a traffic "cushion".
13. May consider a time of day or weekend where affected traffic is lighter.

Economy Run

1. Goal is to achieve the highest gas mileage over a measured course.
2. Make course interesting, with some downhill roads that will allow for coasting.
3. Want roads that will allow local traffic to pass the slow-moving and coasting rallye cars.
4. Set course length at 50-70 miles.
5. Identify the car classes to allow similar performance cars to compete evenly, i.e., a turbo class vs. a non-turbo class.
6. Start and finish at a name-brand gas station (the same one?)
7. Encourage all to arrive at the start of the rallye with a nearly full (but not completely full) tank of their preferred fuel; use the same premium pump to top off at start and finish.
8. Consider a strip of painter's tape over the gas cap at start after rallyemaster tops off the tank.
9. Have one person (the rallyemaster?) top off each car at a single pump, slowly to the first click (or second click if consistent).
10. Rallyemaster's assistant to note the gallons added at the end; do the math to get mpg using the "official" (rallyemaster's) course mileage.
11. Rallye entrants pay for both top-offs.
12. More popular when gas prices are high!
13. Have a restaurant nearby the finish for meal and trophy awards.

Walking Rallye

1. No cars!
2. Sign up in two-person teams – not necessarily couples or driver/navigator pairs.
3. A variation of a photo or landmark rallye.
4. Provide a sheet of photos of details of landmarks, sculptures, etc.
5. Provide a sketch of the area to be walked; consider participants with walking difficulties, so limit area to about six square blocks.
6. Answer questions at each location of the photo – some easy, some hard.
7. Set a time limit and ending location (restaurant?)
8. Turn everyone loose at once.
9. Have a tie-breaker. Rosses used a playing card drawn at the finish.

Half Past a Hair Rally

Gimmick Rally by Eric Adams

Cincinnati Region SCCA

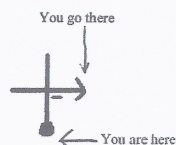
Oct 16 2005

General Instructions

- 1) A safety inspection will be conducted on the vehicle before the Rally by the competitor.
- 2) Vehicle insurance will be checked before the Rally.
- 3) No more or less than 2 people per vehicle. Children that make up more than two people per vehicle are allowed if it's passed by a majority of competitors.
- 4) No Alcoholic Beverages or Controlled Substances will be consumed during Rally.
- 5) All questions are 20 points.
- 6) The five questions at the end of the route instructions are ANYWHERE questions - they could be found ANYWHERE on the route. They are not extra credit
- 7) Your team will be disqualified if envelope is opened.
- 8) Priority road (or main road) rules were used in the set up of the route.
- 9) All questions have one answer.
- 10) The rallymaster will settle all disputes and is the final word.
- 11) The overall rally length is about 80 miles.
- 12) There is a 10 minute adjustment to time for bathroom breaks, gas, etc. The maximum time allowed to complete the course is 3 hours from the time you start
- 13) Points will be deducted if you exceed the maximum time allowed. 2 points for each minute over maximum time allowed.
- 14) 45 miles per hour is the speed limit unless there's a posted speed limit sign OR written in the instructions.
- 15) Odometer readings will be taken at both the start and finish of rally.
- 16) Priority / Main road rules, esp. that "no outlet", etc. roads Do Not Exist
- 17) The diagram in the route instructions is a TULIP. In the TULIP the dot is your position and you travel to the arrow.
- 18) The meaning of the SYMBOLS in the TLILPS are as followed.
+=traffic light / -=stop sign / >=<=bridge / ?=question / !=l =bike trail
*= orange barrels /
- 19) The meaning of the abbreviations in the route instructions are as followed
S = straight / R: right / L: left

Here is a sample TULIP

Here is a sample TULIP



20) HAVE FUN 😊

Greater Cincinnati Miata Club and Queen City Coopers
Root Beer Stand to Adventure Golf Scenic Drive
August 20, 2011

SS = Stop Sign; SL = Stop Light; L = Left; R = Right; S = Straight
"Y" and "T" intersections are as entered from the bottom/tail
Mileages are approximate

| # | Miles | | Turn | Notes |
|---|-------|------|------|-------|
| | Miata | MINI | | |

| | | | | |
|----|------|------|--------|---|
| 1 | 0.0 | 0.0 | L | Out of Rootbeer Stand lot onto Reading Road |
| 2 | | | SL S | |
| 3 | | | SL Y R | Use left lane after turning |
| 4 | 0.8 | | SL L | Onto Creek Rd |
| 5 | | 4.2 | SS S | End of Creek Rd - pick up Deerfield Rd |
| 6 | | | | <i>Johnson Nature Preserve, after you cross I-71, was devastated in the 1999 tornado.</i> |
| 7 | 5.6 | 5.9 | SS R | Onto Montgomery Rd |
| 8 | | | SL L | Onto Hopewell Rd |
| 9 | | | SL S | Cross Loveland- BAD RAILROAD CROSSING - SLOW |
| 10 | | | | Follow Bridge St through Branch Hill following left up the hill |
| 11 | | | | At right bend, Bridge St becomes Branch Hill Guinea Rd |
| 12 | 9.4 | 9.9 | R | Onto Branch Hill Miamiville |
| 13 | 11.8 | 12.4 | SS R | Continue on Branch Hill-Miamiville Rd |
| 14 | | | SS L | Center St. (East S.R. 126) |
| 15 | 12.3 | | SS S | Leave S.R. 126 (which continues to the right) |
| 16 | 12.9 | | R | At "No Outlet" onto Ibold Rd |
| 17 | | 14.5 | S | Pick up Price - Ibold ends |
| 18 | 16.6 | | SS S | Onto Miami Ave |
| 19 | | | SS R | Onto Center St |
| 20 | 17.1 | | SS L | Onto Pike (sign on left - visible through tree) |
| 21 | | | SS L | Onto Main St |
| 22 | | | R | Immediate right onto Baker Dr |
| 23 | | | SS L | Onto Lila Ave (East U.S. 50) - use right lane - SL S three times |
| 24 | 18.6 | | L | Onto Klondyke Road (just after Jelly Bean Junction) |
| 25 | | | SS T L | |
| 26 | 20.5 | 21.6 | SL R | Onto East S.R. 131 |
| 27 | 21.6 | 22.7 | R | Onto Sugar Camp - just before BIG water tower |
| 28 | 24.7 | 26.0 | SS R | Onto unmarked U.S. 50 (westbound) |
| 29 | 25.0 | 26.4 | SL L | Onto Roundbottom Rd - toward Cincinnati Nature Center |
| 30 | | | L | Onto Tealtown Rd |
| 31 | 29.0 | 30.6 | SL R | Onto Old S.R. 74 (sign on left) |
| 32 | | | SL S | |
| 33 | 30.0 | 31.6 | SL L | Onto Eastgate Blvd |
| 34 | | | | Use right lane - SL S five times |
| 35 | | 32.5 | SL R | Onto Aicholtz Rd NO OUTLET |
| 36 | | | R | Onto Omni Dr |
| 37 | 31.3 | 32.9 | L | at #3232 - Eastgate Adventure Golf - You have arrived - Time to Play! |

NAME : Tim + Bobbi Ross

TIME OUT: 2:21

TIME IN : 4:34

Queen City Coopers

March 6, 2011

OBSERVATION RALLY

"Some who wander May get lost"

This is not a race, obey all speed limits. Wear seat belts

Today you will see a lot of muddy water ... no swimming!

This drive is set up to be an observation rally thru the West side of Cincinnati. Some of you are new to this type of drive. This drive is fairly simple although it does require both driver and navigator to be alert, cautious and working together. The roads are not in the best shape after the freeze / thaw of winter. Therefore, you will experience some rough areas. With the recent rains there is some standing water at the edges of some of the roads, some gravel washed out onto a few roads. Watch for deer, speed limits and drive cautiously. It's hard to read signs going Mach 2 thru the curves & towns . . . Coming back thru downtown Cincinnati, watch the route signs carefully. Several routes run together in places. Have fun, be safe and if all else fails, the party starts @ the Barn (6193 Cook Rd. 45150) @ 5PM. The Band starts around 6 PM.

Any & all motor vehicle violations are the responsibility of the drivers. This is not a race!

Waiver must be signed before you start event.

*GO... Leaving Cincinnati Mini's dealership lot, turn right onto Stewart Rd.

Saturday, June 14, 2008

GENERAL INSTRUCTIONS:

1. This event is a time-based rallye for MINI's with the goal of finding the most items on a list.
2. The starting point will be "The Root Beer Stand" at 11566 Reading Rd, Sharonville, just south of Kemper Rd. Plan on arriving and parking in the back or on the sides, grab a lunch and especially some home-made root beer. (You may want to bring a cooler and ice to take home a gallon.) We'll want to have a drivers meeting at 1:15 pm with first car off at 1:30 pm.
3. The maximum time limit for the rallye is 2.5 hours. This is plenty of time, even with the Saturday afternoon traffic; there is simply no excuse to speed or cause an accident.
4. The ending point is the Jimmy Buffett "Cheeseburger in Paradise" restaurant in Eastgate, at 812 Eastgate North Drive, off Ohio state route 32, just east of I-275. Plan on arriving no earlier than 3 pm, we'll hopefully all be able to be seated together on the outside patio if the weather is good. You may then order a snack and/or refreshments as required.
5. We've provided an optional set of route instructions for a 38 mile drive from the Root Beer Stand to Cheeseburger in Paradise, but you may take any route you wish. The provided instructions should allow entrants to "scavenge" most, but not necessarily all, of the required items from this route. The provided instructions should allow for a pleasant drive, especially for those not interested in hard-core scavenging.
6. An alphabetic listing of the required items, and their point values, will be given out at the drivers meeting, along with a bag to collect your items. A poster board with examples of the required items will also be on display at the drivers meeting.
7. Some of the required items are "photographic proof" of the team (driver or navigator) at a particular spot or with a particular item. Therefore, bring a digital camera, instant camera, or cell phone camera to record one member of your team at these spots. They will not need to be printed to get credit – just displayed at the end to the Rallyemaster/scorer.
8. In no case should anyone steal, trespass, or stop on roads creating a traffic hazard, in order to scavenge items. Do not remove, destroy, or hide more items than the one you need to get credit. Do not take extra items to swap or give to others. Do not call or inform others of the locations of required items. (Any reports to the Rallyemaster of these rules being broken is cause for disqualification.)
9. There will be no extra credit for more than one example of a required item.
10. The decision of the Rallyemaster/scorer as to the correct items being scavenged and the points awarded is final.
11. In case of questions, problems, etc. call the Rallyemaster, Tim Ross at 513-582-4625.

The Purpose of the Economy Run is to achieve the highest miles per gallon (MPG) average over the set course. Your car will be filled up at the start by the Rallyemaster to the same level, the filler cap will be sealed, and you will follow course instructions to proceed to the end of the run. Here your car will again be filled up by the Rallyemaster to the same level. The amount of gasoline used, divided into the official course mileage will yield your relative MPG for scoring. The route is about 100 miles long, primarily secondary roads, with a 3.5 hour time limit.

As with all Rallies, it is most important to stay on course. The instructions have been made very clear, with a lot of confirmations, and no tricks, so that you may keep on the official course. SS means stop sign, SL means stop light, the words in quotes are intended to be exactly as you would read them along the course. In order to ensure that you do complete all of the official course, you must answer the few questions in bold in the route instructions, and turn in your instructions at the end with the correct answers. You will be penalized -20 miles for each missing or incorrect answer (No you can't confer on answers). If something happens and you want to give up any prizes and just go to the end, open the emergency packet for ending location. Otherwise turn in the unopened emergency packet at the end.

When you are on course, you will probably be going slower than the general population (for once). So be courteous and help others to pass you when it's safe. You just might also have to speed up a little more than you might want to keep everyone happy. There should be plenty of places where you can coast or go slow without hassles. Stay at or under the speed limits (unless you're coasting) and you'll go a long way to getting a great MPG average and finish the course in a reasonable time.

If you go extremely slow and finish the course in over 3.5 hours (at an average of under 30 mph) - the Rallyemaster will not be waiting at the gas pumps for you. (You can still top up the tank and come to the restaurant at the end for a dash plaque, but the prizes will already have been given out.)

A few tips to get better gas mileage:

Higher tire pressures reduce rolling resistance. See the Rallyemaster to borrow a tire gage. Don't exceed the manufacturers recommended maximum pressure on the sidewall.

Coast with the engine idling in neutral when possible. Look for those downhills. It's only an illusion that the longest and best roads seem to go uphill. Never turn the ignition key off - if you lock the steering you will crash!! You need the engine to keep the power steering and power brakes operating. If you coast downhill through curves, remember that you do not have any power to accelerate out of corners and keep the back end of the car pressed to the road for rear-drive cars (especially if you inflated the tires to the maximum), so you will oversteer (spin out) more easily - so you should slow somewhat more than usual. MINIs will understeer off the road if too fast.

Get into top gear as soon as possible using about 2/3 throttle. "Short shift" up at about 3000 rpm. You want to reduce internal engine friction by using as low an rpm as possible, without