

Mudlark Rally – April 26, 2008

Round 3 of the Rally West TSD Championship

<http://www.mudlarkrally.ca/>

Supplementary Regulations

The 2008 Mudlark Rally is the second TSD event of the year hosted by the Calgary Sports Car Club, and is the third event in the Rally West TSD Championship. This rally will be held under the Rally West Regional Rally Regulations, which are available at: <http://www.rallywest.com>

The rally runs on straight-forward instructions. In addition to the route instructions, maps will be provided for recovery purposes. The rally will be about 500km long, entirely within the province of Alberta. An odometer check section of about 20km will be provided. Roads will be about 30% clear pavement, 70% gravel and all instructions will be provided in KM units.

Required Equipment:

One (1) self supporting reflective warning triangle (at least 30cm per side), a basic first aid kit, 5BC fire extinguisher, open (convertible) cars require a roll bar. Additional lights on the front should meet legal requirements as to type and mounting height; and must be wired to the high beam lights such that the additional lights turn off when switching to low beam. Fog lights may be wired independently.

The recommended first aid kit (known as Alberta #2), and 5BC extinguisher are available from any safety supply company.

Notes:

The sweep vehicle may not always be able to extract wayward cars from the distant scenery. Drivers are asked always to drive with their headlights on and to be particularly courteous to traffic not connected with the rally.

The Event:

The rally will be divided into two legs, each leg ending with a fuel stop. Each leg is divided into Transit stages and Regularity stages. Transit stages give a stage time that is adequate for completing the section well within speed limits. Your time will not be recorded in transit sections. Regularity sections list specific average speed, which are below the speed limits, which you must maintain in each part of the stage. Your timing in these stages determines your score. Timing controls will be placed in regularity stages only, at various unannounced locations, and will not be placed near stop signs or busy intersections.

Cars may not slow down excessively within sight of a timing control. At the control official's discretion, the competitor's time may be recorded early when that happens. Procedure when approaching a control is simply to drive straight past without stopping and the control official will record your time. For double checking the results, you may wish to note the time and mileage of each control - this is highly recommended but not required.

Scoring:

"Winter Scoring" will be used! Yes we are aware that this is a Spring event... ;)

Timing controls will be in regularity stages only, at various unannounced and hidden, locations. Scoring is one point per second early or late, with a grace allowance of 1 second in either way. With winter scoring, this grace allowance increases depending on the circumstances, such that a competing team will never need to 'catch up' more than 10 seconds per control to avoid collecting points. This is so that if a team were to lose a large amount of time (for instance a flat tire or a wrong turn), they would be assessed full penalty for being late at the first control they pass, but then would only need to get 10 seconds closer to 'perfect time' to zero the next check point. For example, if a team were 60 seconds late at the first control, they would be assessed 59 points. At the next control, the team would have anywhere from 'perfect time' to 50 seconds after to pass the control without any penalty. If they did cross at 50 seconds after, then the control after that would be 0 to 40 seconds late for a no penalty points, and so forth.

Scoring reverts to absolute time at the beginning of each leg. This may require habitually slow competitors to forfeit some of their gas or meal time allowance. The organizers may decide to delay sections in order to keep the competitors together. If so, an information control will be set up to inform all competitors.

The maximum penalty that will be assigned at a single control is 300 points (5 minutes) and the maximum penalty for a regularity stage is 600 points (10 minutes). The team with the fewest points wins, and ties will be broken by the most zero scores, then the most 1 second penalties, etc.

Exceptions to scoring:

A competitor coming up on an accident is required to stop and render aid if necessary (e.g. in case of injury). After rendering aid, the competitor should record the mileage in that section and the time when they stopped as well as the time they restarted, and give a written declaration of this to a rally official or the event steward. Scoring adjustments will be made in such cases, and the crew should not try to regain the lost time until they reach a sufficiently long break (e.g. gas stop). Declarations of time lost will also be considered for organizers' errors which make official time unattainable and other discretionary safety concerns. In the case where a competitor is stuck, but not injured or in any danger, they should wave rally traffic past and await the assistance of the sweep vehicle.

TSD Rally Primer Course

Please contact the Registrar if you are interested in attending a how-to course for TSD rallies – an informal night at the CSCC clubhouse can be arranged. Please let us know as soon as possible if you are interested in attending – this course is NOT mandatory for entrants.

Awards and Classes:

Trophies will be awarded (based on attendance levels) to overall position and according to the classes laid out for the Rally West TSD Championship.

Paper: No calculators, rally tables or accessory odometers.

Calculator: Accessory odometers, non-programmable calculating devices that are not driven by a wheel.

Unlimited: Unlimited equipment.

Novice: A novice crew shall be defined as one in which neither crew member has finished a total of five (5) regional NAVIGATIONAL rallies before the beginning of the current competition year, or where neither crew member has won the regional novice navigational championship.

Officials of the Event:

Route Master: Kurt Schantz (kurt@rubberchicken.net) or (403) 891-5550

Registrar: Kurt Schantz (See above)

Grill Master: Smokey the Bear

Tech Inspector: TBD

Steward: TBD

Scoring: TBD

Sweep: None

Schedule:

Friday, April 18, 2008

Close of early entries. Preliminary start order assigned.

Saturday, April 26, 2008

Start:	Somewhere (in Southern Alberta... please check the website)
09:00 – 10:30	Registration and Tech inspection (early birds encouraged)
10:30	Driver's meeting and introduction of Officials
11:00	First car out
14:30	End of Leg 1 at STOP (rest, food and gas stop)
18:00	First car finishes (approximately)
Finish Location:	Unknown Campground (BBQ)

Fees and Costs:

\$60 for entries received before midnight on Friday April 18, 2008

\$75 for late entries

Members of any CARS affiliated club are eligible for a \$5 discount. (2 members = \$10)

Please make cheques payable to the Calgary Sports Car Club.

Maximum entries accepted: 25

Minimum entries accepted: 5

Any entries above the maximum will be notified by email or phone and held on a waiting list. If entering late, please confirm by phone. Entry fee cheques must be post dated up to the close of the early entries (April 18, 2008) or current dated to be accepted.

Send completed entry form (with cheque) to:

Mudlark Rally
c/o Kurt Schantz
131 Bedford Place NE
Calgary, Alberta
T3K-2J9



The 2008 Mudlark Rally is presented by the Calgary Sports Car Club
4215 - 80th Avenue NE
Calgary, Alberta T3J 4B9