

2015 "STARLITE" STYLE MONTE CARLO ROAD RALLY GENERAL RULES, DEFINITIONS, AND REGULATIONS
IMPORTANT NOTE: these are NOT the same as the Generals for SCCA Monte Carlo rallies.

A. RULES

1. Drive safely.
2. Have fun.

B. DEFINITIONS

1. Map-based Monte Carlo-style Road Rally

An open road driving event which uses Official Maps and Route Instructions to communicate the intended ("preferred") route to the entrants. Before Start, Entrants examine the Route Instructions and Official Maps to determine the correct route. After Start, Entrants must follow the course so that they arrive at the Rally Controls on time and in the specified direction. Events are held on paved, public roads and timing is calculated at or below legal speed limits.

2. Rally Controls

There are three types of RALLY CONTROLS: STANDOFFS, COURSE CONTROLS, and CHECKPOINTS. They may be staffed or unstaffed. Unless otherwise stated, you must stop and check in at staffed RALLY CONTROLS each and every time you encounter them. STANDOFFS and COURSE CONTROLS will generally be marked as exactly as possible on the Official Maps, and their exact location described in the Route Instructions.

3. Route Instructions

The Route Instructions usually give the general location of each CHECKPOINT by some means, and the exact location of each STANDOFF and COURSE CONTROL by road name and mileage or other reference. The exact location of the Checkpoint will usually not be given to you, per se. You may be given some kind of map reference, whether a road name or a general area. The Route Instructions usually will state the direction from which each STANDOFF, CHECKPOINT, and COURSE CONTROL must be approached. The Route Instructions also provide TRUE TIMES for each CHECKPOINT. These times are added to your Out Time (see B. 17, below) to determine the exact correct time of day you are to arrive at each CHECKPOINT. Cars run one minute apart.

4. Official Maps

Rally maps will be provided and are the only Official Maps for the event. Supplemental maps may be used if desired, but at your own risk. Also, names on the Official Maps are considered the actual names for purposes of the rally, even if different from those on signs found on course. The Official Maps take precedence over signs and all other maps.

5. Standoff

Before entering a CHECKPOINT, you must first go to the corresponding STANDOFF. There will be a sign on course identifying the location as "STANDOFF" or "S.O." or something similar. Please stop BEFORE you pass the Standoff sign, and park so that your door, when opened, does not extend into the traffic lane. At the Standoff the location of the Checkpoint may be given via a photo or visual reference, a flashing light, a mileage, or by some additional information.

On daytime CHECKPOINTS the general area of the CHECKPOINT may be visible from STANDOFF and may be identified with the aid of a photograph. On nighttime CHECKPOINTS, the general CHECKPOINT location may be identified by means of a flashing light. Unless otherwise specified, this light will be located within 1500 feet of the CHECKPOINT and will be aimed so it may be seen by Entrants at the STANDOFF. It may not necessarily be seen from any other point on the course. If you believe you are early and do not wish to proceed immediately to the CHECKPOINT, you may remain at the STANDOFF until you believe it is time to proceed to the CHECKPOINT. If more than one STANDOFF is at a single location, you need only go there one time. One visit counts for all the Standoffs at the location. Furthermore, STANDOFFS need not be visited in numerical order. Only one leg will allow time to reach a given Standoff. The Entrant is expected to determine on which Leg to go to each Standoff.

6. Checkpoint

Rallies are divided into sections or segments called LEGS. All Legs will end with a CHECKPOINT. There are two types of Checkpoints – Active and Passive. An Active Checkpoint, where your time will be recorded, will be indicated by an INMARKER (see B.7. below). A Passive Checkpoint will be marked by a PASSAGE CONTROL sign pictured in the Route Instructions. Start looking for the Passage Control sign as soon as you turn onto the Checkpoint road. If you reach a Checkpoint INMARKER before you reach the Passage Control sign, then the Checkpoint is ACTIVE. Try to cross the Inmarker as close to your True Time as possible. Then stop at the timing vehicle (or Table) to collect your official time.

Conversely, if you reach the Passage Control sign before encountering an Inmarker, then the Checkpoint is Passive, and no time will be recorded. Specified information from the Passage Control sign must be recorded on your Control Card in the "In Time" box for that Leg.

Unless otherwise specified, the Passage Control (see B.8 below) information will be one of two places. If the picture of the sign has an arrow indicating a blacked-out area, then record the missing information from that area. If no arrow is present, look for a 2-to-3 inch stick-on letter (or number) on the sign, its back or its support. CHECKPOINTS, whether Active or Passive, are to be entered only in chronological order.

7. Inmarker

An INMARKER physically consists of a small black rubber hose stretched across the road and marked on the side of the road by a "box" or sign approximately 2 ft. by 2 ft. reading "ITN," "IN," "✓." or some combination thereof. When your tires cross the hose, they will trip a clock and the crew will record your IN TIME. You should try to cross the ACTIVE CHECKPOINT (Inmarker) exactly at your True Time. After crossing the INMARKER, please proceed immediately to the timing vehicle (or table) to collect your time. Be sure to ask if there is any additional information available.

8. Passage Controls

Not all legs will have Active Checkpoints, but you won't know which ones are Active or Passive until you get there. In the Route Instructions, each Leg has a picture of a "Passage Control" sign. If you are using the preferred search

pattern for the Checkpoint road(s), and you encounter an Inmarker first, before you reach the pictured sign, then the Checkpoint is ACTIVE. The Passage Control sign no longer matters. Run the Inmarker as described in B.7, above.

However, if you are searching on the correct Checkpoint road in the correct direction, and you encounter the pictured PASSAGE CONTROL sign first, before you have encountered an Inmarker, STOP at the sign. That Leg has a PASSIVE CHECKPOINT. There will be no Inmarker for that leg. No time will be recorded. Begin the next Leg at the pictured sign. Unless otherwise specified, the Passage Control information will be one of same two places listed in B.6, above. Record the information where you would normally record your In Time for that leg on your Control Card. Turn it in at the next staffed Rally Control. Failure to turn in Passage Control information correctly will incur a 500 point penalty.

9. Course Controls

Instructed COURSE CONTROLS (i.e., included in the Route Instructions) are used to direct Rally traffic past certain intended good roads or cool places. They may be staffed or unstaffed. They may be restricted to Entrants in certain classes. Generally, unstaffed COURSE CONTROLS are "informational" controls in which you must obtain information from signs on course and record this information on your CONTROL CARD. Unless otherwise specified, the Course Control information will be one of same two places listed for Passage Controls in B.6, Paragraph 3, above. Record this information in the specified box on your Control Card. This information must be turned in by the Entrant at the location specified in the Route Instructions, usually a STANDOFF, CHECKPOINT, or staffed COURSE CONTROL. You are expected to turn in the information the first time you pass through the specified turn-in location, unless otherwise specified. It is also your responsibility to make sure no other Entrant hears or sees your Course Control or Passage Control information at any time. NEVER exchange Course Control information with another Entrant.

Where the COURSE CONTROL is listed in the pages of the Route Instructions does not necessarily indicate where the Control will be found on course. Only one Leg will include time to reach a given Course Control. The Entrant is expected to figure out which leg that is. Missing, or failing to turn in correctly, an instructed, unstaffed COURSE CONTROL shall incur a penalty of 100 points. COURSE CONTROLS are scored as part of the Leg where they are reported. There are 500 MAXIMUM points per leg. In other words, if you're already going to miss a Checkpoint, failing to turn in a Course Control will NOT make your score any worse. Do not attempt to go to any Checkpoint for any reason if you are going to be 5 minutes late or more.

Uninstructed COURSE CONTROLS (i.e., not in the Route Instructions) may be used, if necessary, to give Entrants emergency information or in an "off course" capacity. They may be staffed or unstaffed and will be identified with a standard "CONTROL," "ITN," "S.O." or some similar sign. There will not be any uninstructed COURSE CONTROLS within sight of a CHECKPOINT or in the general area of a CHECKPOINT. Failing to stop at a staffed, uninstructed COURSE CONTROL shall incur a penalty of 200 points added to your final total score (i.e., not against any particular Leg).

10. Leg

Section or segment of a rally, ending in either an Active or Passive Checkpoint.

11. Preferred Route

This is the precise route the Rallymaster intends you to use, and it is the basis for the timing of the legs. If you use another route, you may still be able to find the CHECKPOINT, but you may not be able to make it within your True Time. NEVER use excessive or illegal speeds in an attempt to make it to a Checkpoint on time, or for any other reason. A rally is nothing over which to risk life or limb, yours or anyone else's.

12. Safe Roads

This does not refer to traffic safety. SAFE ROADS (for purposes of the rally) are the roads where the CHECKPOINT will NOT be located. Information about Safe Roads will not be given unless necessary. For example, they may be used in cases where the exact location of the CHECKPOINT is not given in the Route Instructions. Roads, or sections of roads listed as SAFE for one leg are not SAFE for any other leg, unless otherwise specified.

13. Creeping

Unless otherwise specified, if you find a CHECKPOINT early, i.e., BEFORE your True Time, you can creep, or go as slowly as possible, but you may not deliberately stop, except as specified in D.5, below. When you are creeping, please stay as far to the right as possible so as to remain out of the normal traffic lane. Last car in line should use their flashers.

14. Control Card

You will receive a CONTROL CARD at Rally registration on which your OUT TIME and TRUE TIMES for each leg should be entered in the correct boxes before Start. Your Out Time will be the same for all Legs (see B.17, below). You should give your card to the crew at each CHECKPOINT, STANDOFF or staffed COURSE CONTROL.

You should also record any unstaffed COURSE CONTROL information in the appropriate boxes. This CONTROL CARD must be completely filled out (name, address, car & club info, IN TIMES, ERRORS, PASSAGE CONTROLS and COURSE CONTROLS) and turned in to Rally personnel at the FINISH. Novices and Beginners can ask for help with their cards at FINISH. If there is anything to be filled out on the BACK of the Control card, please do so as well.

15. Generals

Short for "Monte Carlo Road Rally General Rules, Definitions, and Regulations," i.e., this document.

16. Start Time

The official time for the Start of the Rally, (theoretically, the correct time for "car number zero" to leave the Start.)

17. Out Time

The official time for YOUR car to leave Start is obtained by adding YOUR car number to the START TIME. For example, if START TIME were 10:00 pm, Car #1 would have an Out Time of 10:01 pm, Car #5 would have an Out Time of 10:05, etc. Your OUT TIME can be entered in the correct box for each Leg before Start. Please note that your OUT TIME will be the

same for all legs, as True Times are cumulative.

18. In Time

The time of day you actually cross the hose for an Active Checkpoint (Inmarker).

19. True Time

The time from your Out Time when you should cross the hose for each Active Checkpoint (Inmarker). It will be given as the time difference in hours, minutes and *hundredths of a minute* (not seconds) from your Out Time until the time you are supposed to cross the CHECKPOINT. The True Time for each leg is calculated by the Rallymaster based on traveling the preferred route at or below legal speeds (much below if conditions warrant), with additional allowances as needed for traffic, etc. Additional time allowances for Gas or Meal Breaks may be specified in the Route Instructions. Each leg other than the first one will also include a one minute (1.00) time allowance to collect your In Time and exit the previous CHECKPOINT. Also, time is usually allowed for STANDOFFS, and the amount of time allowed is usually specified in the Route Instructions.

20. Rally Equipment

No restrictions. Suggested equipment includes: clipboard; paper; pens; colored highlight markers for the maps; a good light inside the car to read the maps (not the dome light, if possible); some kind of digital watch or timing device (stopwatches are not very accurate over long periods); and perhaps a calculator if you want to add up map mileages.

C. Classes

There are five classes: Group 1, Group 2, Group N, Group R and Group X. Based on the most experienced person in the car, you will be placed in Group 1 if you have run fewer than five ITN style Monte Carlo road rallies. If you have run 5 or more ITN style rallies, or if you have previously placed 1st in Group 1, you will be placed in Group 2. Groups 1 and 2 will receive a special set of maps and/or directions, giving you the course in a "mapquest" or "google maps" type format.

Entry in Groups N, R and X is by choice only. These Groups receive Official Maps and Route Instructions, similar to the Starlite rally. The exact Checkpoint locations will usually be presented as a bit of a puzzle. However, each Leg will have a unique solution, i.e., no "coin toss," or enough time will be allowed for you to search the possible Checkpoint roads in the most logical order. For Group X, compass bearings may be required to locate Checkpoints. Entrants in Group X may be expected to determine Checkpoint location and direction of entry from time alone, and may be expected to determine which roads or portions of roads may be "safe," i.e., without a Checkpoint. Group X Checkpoints may be at a different place or time from all other classes. Group R runs a slightly simpler version of the Group X course, and receives a bit more information at Standoffs. Group R is very similar to the Starlite Regular Class. Group N is like the Starlite Novice Class and is allowed for your first 3 rallies in this format. If you've run more than 3, you should go to Group R.

D. Regulations

1. Events are timed at or below legal speed limits. Some legs may require searching several roads. Time will be allowed for at least one search pattern, usually the shortest one that covers all possible Checkpoint roads.
2. Only paved roads are required unless otherwise specified in the Route Instructions.
3. Unless you are instructed otherwise, you must exit each STANDOFF, CHECKPOINT, or COURSE CONTROL in the direction entered. (U-turns are not allowed at Rally Controls unless specified in the Route Instructions.)
4. The CHECKPOINT will be identified by a sign bearing the legend "ITN," "IN," "✓.", something similar or some combination thereof. Entrants will be able to see this sign on approach no less than 250 feet (0.05 miles) away, unless otherwise specified. Also, the timing car (or table) will be visible from the Inmarker, unless otherwise stated.
5. Once you have passed through a STANDOFF, you will be penalized if you STOP before you reach the corresponding CHECKPOINT for anything other than the following:
 - 5a. as required by law (stop signs, signals, etc.)
 - 5b. another RALLY CONTROL (STANDOFF, CHECKPOINT, or COURSE CONTROL)
 - 5c. as otherwise specified in the Route Instructions.
6. Timing is to the 1/100th minute, synchronized to WWV time and corrected to current local time.
7. Any timing discrepancies must be recorded (not necessarily resolved) by the Worker Captain at the CHECKPOINT.
8. Entrants will be timed at the INMARKERS using one of the following methods:
 - 8a. Only the front wheels of the car are automatically timed as they cross the timing hose.
 - 8b. Only the front wheels of the car are automatically timed as they cross the beam of an infrared sensor (a white line on the road will mark the location of the sensor beam).
 - 8c. Only the front wheels of the car are manually timed as they cross the timing line.
 - 8d. Both front and rear wheels are timed as they cross the timing hose (called "split time").
 - 8e. Two timing hoses are used and the car's front wheels are timed as they cross each hose. ("double hose")

In the last two methods (D.8.d. & D.8.e.), your IN TIME is the first time recorded. However, you will be assessed a PENALTY amounting to the difference between the first and second times recorded. You will usually be told in the Route Instructions when a CHECKPOINT will be using either of these last two methods. To minimize the possibility of such a penalty it is suggested you cross the hose at an ACTIVE CHECKPOINT identified as having a "split time" or "double hose" at a speed of at least 15 mph.

9. After crossing the CHECKPOINT proceed directly to the timing vehicle (or table) to receive your IN TIME. Unless otherwise specified in the Route Instructions, the timing vehicle (or table) should be visible from the CHECKPOINT.

10. Entrants may be required by the Route Instructions to enter a CHECKPOINT at a minimum speed.

Penalty for entering such a CHECKPOINT below specified minimum speed will be 100 points.

11. CHECKPOINTS, STANDOFFS, and staffed COURSE CONTROLS should be set up on course 30 minutes prior to the TRUE TIME for the first car, and will be closed immediately after the maximum late error for the last car (or sooner if all cars go through), unless otherwise specified.
12. Error is scored on the basis of one point per .01 minutes early OR late at each CHECKPOINT, with a maximum possible error of 500 points per CHECKPOINT. If, for any reason, it appears you are going to be more than 5 minutes late to a CHECKPOINT, skip the CHECKPOINT. You're going to get a MAX anyway. Do not risk driving at an unsafe or illegal speed. It's only a rally. Plan a new course from wherever you happen to be to the next RALLY CONTROL, and continue with the Rally.
13. STANDOFF, CHECKPOINT and staffed COURSE CONTROL personnel will keep timing logs and will record turned-in information from Course Controls and Passage Controls on those logs as well. These logs will be used for scoring at the finish. Individual scores will be checked against the CONTROL CARDS at Finish, and discrepancies will be resolved as well as possible before scores are posted.
14. In the case of a tie, a tiebreaker sequence from hardest to easiest legs, as predetermined by the Rallymaster, will be used. If ties cannot be broken in this manner then they may be broken by alternate means.
15. Protests and claims are not allowed. HOWEVER, if you feel the Rallymaster has made a mistake or was inconsistent with these Generals, write down a description of the error and suggest some reasonable corrective action you would like taken. Submit this description to the rally workers within 30 minutes of your arrival at the FINISH. This description must be the honest and actual reason for a mistake you made on-course, and not something you came up with after the fact. Decisions by the rally committee are final. Excessive verbal protests may be considered unsportspersonlike conduct.
16. The provisions of these Generals may only be superseded by the following:
 - a. Course Workers
 - b. Emergency Instructions
 - c. Addenda or Additions to the Generals.

E. Penalties.

1. CREEPING PENALTY. Creeping, or the art of going as slowly as possible without actually stopping, is generally allowed, except on Minimum Speed CHECKPOINTS, or unless otherwise stated in the Route Instructions. However, if a Rally worker believes that you have UNintentionally stopped, you may be assessed a 3 point penalty for each such infraction. This penalty will be added to your timing error.
2. MAXIMUM PENALTY. 500 points may be assessed for the following:
 - a. If, in the opinion of a Rally worker, you intentionally stop your vehicle between a STANDOFF and its corresponding CHECKPOINT for any reason except those provided in D.5., above.
 - b. You block the hose (when it's not your minute) or otherwise interfere with the IN TIME of another Entrant.
 - c. You enter or leave a RALLY CONTROL area in a direction other than that specified in the Route Instructions, or if you fail to stop every time you pass through a RALLY CONTROL (unless otherwise instructed). Entering a Rally Control AREA, such as a Checkpoint area, is defined as driving on the section of the Control road between the 2 closest paved intersections (one on each side of the Control location) marked on the Official Maps. In the Route Instructions, direction of entry may refer to the immediate Control area, as in "Enter heading east," or "Enter heading north." Alternately, direction of entry may refer to the road in general, as in "Enter westbound," or "Enter traveling generally west," or "Enter from the east," all of which mean driving from the east end of the road to the west end of the road.
 - d. You fail to check in at the designated STANDOFF before entering the corresponding CHECKPOINT.
 - e. You are observed taking evasive action (other than creeping) in a Rally Control area. (Weaving and U-turns are not allowed.) Turning onto a paved road marked on Official Maps is not generally considered evasive action.
 - f. You operate a communications device in the vicinity of a CHECKPOINT, or in any way use a communications device to divulge a Checkpoint location. This violation carries a 500 point penalty for all cars involved.
 - g. You leave the START prior to your assigned starting time. Please check in with the START worker before beginning the rally.
3. DISQUALIFICATION. You may be disqualified if:
 - a. You display unsportspersonlike conduct.
 - b. You hassle or argue with Rally personnel, or otherwise interfere with normal Rally operation.
 - c. You are observed driving unsafely or illegally.
 - d. You are combative, abusive, or use foul language toward Rally personnel before, during or after the rally.
 - e. You consume or are under the influence of alcohol, etc. before or during the event.
 - f. You are observed (by Rally personnel) receiving a moving traffic violation from any law enforcement agency.
 - g. You file a dishonest protest, i.e., one arising from tearing apart the rule book as opposed to a legitimate Rallymaster mistake that actually caused you to make an error on-course.
 - h. You fail to fulfill a financial obligation (such as payment of an entry fee) to ITN or its associates, affiliates, etc.
 - i. You fail to provide complete, accurate and current information on your entry form, release, and control card. You must give us your current home, not business, address. You must be prepared to show us ID to verify address. Also, please give us your real email address. We do not share email lists with anyone, period.
 - j. There is a \$10 fine for WHINING. Failure to pay this fine, when levied, may result in a DQ.