Road Rally Rules

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#CSCC Road Rally

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Welcome to the Cascade Sports Car Club's Road Rally program (aka Geargrinders). If you are new to the sport or the area, feel free to contact a Geargrinders road rally official for information or advice. rally@cascadesportscarclub.org

CSCC's time-speed-distance road rallies are conducted in accordance with the current version of these Road Rally Rules. These rules may be modified by supplemental rules specific to the event.

Rally is a game that takes you places. The object of a time-speed-distance road rally is to complete the rally route on course and precisely on time. Being on course refers to arriving at checkpoints having followed the route intended by the rallymaster. Being on time refers to arriving at checkpoints having taken the amount of time intended by the rallymaster. If you are late or early, you get penalty points. Lowest score wins.

1. Procedures

1.1 Registration and Starting

Register for an event: MotorsportReg.com

Registration closes midnight Wednesday before a Saturday rally.

After completing registration, you will receive an email on Thursday, notifying you of your assigned car number and providing further instructions to complete the pre-rally check-in steps:

- Register your assigned car number in the Competitor Richta GPS Checkpoints app.
- E-sign the SpeedWaiver (all occupants of the vehicle must sign).
- Review and confirm your team's registration data.

On Friday you will receive an email containing the rallymaster's notes and the route instructions for the road rally. You'll need to print them. Submit any questions by 5 p.m. Then attend a Zoom Q&A meeting Friday evening.

The start location for the rally is described in the Rallymaster Notes. On rally day, plan to arrive at the start a few minutes before your out time. Your out time is 10:00 a.m. plus your car number. So, for example, if you are car 5, your out time is 10:05.

You may leave the start location before your out time. Leave the start no later than your out time. Use the time display on the Competitor Richta app to time yourself out.

At the start location, zero your trip meter and begin the road rally by executing the first numbered route instruction, NRI 1. Continue executing the NRIs in numerical order. Where official mileage (OM) is provided, execute the NRI at the OM.

1.2 Odometer Calibration

Each rally starts with an odometer calibration TRANSIT for the purpose of allowing each contestant's odometer to be compared to the official odometer. The odometer calibration TRANSIT is at least ten (10) miles long and contains intermediate mileage reference points.

1.3 Checkpoints

Checkpoints are unmanned timing locations, timed by the Competitor Richta GPS Checkpoints app. The Richta app monitors your location and records your arrival time at each checkpoint to a resolution of one second.

The existence and/or location of checkpoints may or may not be indicated in the route instructions. Checkpoints are not usually identified by a sign.

Do not stop for a checkpoint. Moments after you pass the checkpoint, the Richta app will make a notification sound and display your arrival time, your leg score, and whether you were early or late. Your arrival time is the start time for your next leg, so you should continue rallying on time until you reach the next restart point as identified in the route instructions. There are no checkpoints for one mile after each time-of-day restart (CZT) point.

1.4 Route Controls

Route controls are unmanned locations at which the Competitor Richta GPS Checkpoints app records your arrival. The existence and/or location of route controls may or may not be indicated in the route instructions. Route controls will be either on course or off course. The penalty for arriving at an off course route control or missing an on course route control is 15 points. When you encounter a route control, do not stop; continue following the route instructions.

1.5 Time Allowance

If you are delayed along the rally route for any reason, you may submit a time allowance without any penalty. (How to enter a time allowance.)

1.6 Drive Safely

Contestants must obey all traffic laws and drive in a safe manner throughout the event. Contestants observed driving recklessly or in a manner which may imperil the safety of occupants of their own vehicle, other participants, or the public will be subject to disqualification from the event in progress and may be refused entry to subsequent event(s). Any contestant cited by a recognized law enforcement agency for a moving violation during the event will be automatically disqualified.

1.7 Scoring

Official time – intended or ideal time – is the amount of time it takes to drive the intended route at the average speeds specified in the route instructions. The rally route is measured in thousandths of a mile from speed change to speed change. Ideal time to each checkpoint (leg) is computed to the nearest second. Each leg of the rally is timed and scored independently.

Your leg time is calculated from your most recent time-of-day restart to your checkpoint arrival time or from your previous checkpoint arrival time to your current checkpoint arrival time. Your leg time is compared to the official leg time.

Each second that you arrive early or late at a checkpoint is worth one penalty point. A perfect leg score is zero, arriving exactly on time. The maximum penalty points for any one leg is 60. If you are more than one minute early or late on a leg, your score for that leg is 60.

Your score for the rally is the total of all your leg scores, plus any route control penalties. Lowest score wins! Prizes are awarded to class winners.

The Geargrinders Chair has final authority on all decisions affecting how the event is scored. If the Geargrinders Chair is a competitor, then the Rallymaster Liaison shall arbitrate scoring decisions.

2. Rally Route

2.1 Rally Route

To follow the intended rally route, proceed by taking the following actions in the order listed:

- Execute emergency directions provided by a rally official.
- Execute a note route instruction.
- Execute a numbered route instruction.
- Follow the main road.

2.2 Rally Roads

A rally road is a paved public through road. Unless otherwise directed, unpaved roads are not rally roads. Unless specifically described in the

route instruction (i.e., you may use this dead end road), do not consider the following as valid rally roads.

- Roads marked “PRIVATE”, “KEEP OUT”, “NO OUTLET”, “DEAD END”, “ROAD CLOSED”, “NO THRU TRAFFIC”, etc.
- Roads that are visibly barricaded or impassable.
- Cul-de-sacs that visibly dead-end.
- Roads that visibly dead-end.
- Roads having illegal entry.
- Roads requiring an illegal turn to enter.

When specifically described in a route instruction, entrances and exits to parking lots at start, break and end points are valid rally roads.

2.3 Intersections

An intersection is any joining of rally roads from which the contestant could legally proceed in more than one direction without U-Turning.

A roundabout is a joining of rally roads where traffic travels counter-clockwise around a central island. Traffic enters the roundabout without deviation. Once in the roundabout, the main road continues around the roundabout by PROTECTION since all deviations from the circular route are protected by yield signs. If placed ONTO a road by name or number or TOWARD a landmark, the main road is the road exiting the round-about as so identified by a sign. Exiting a roundabout on the same road where the roundabout was entered is a legal deviation and is not considered a u-turn.

2.4 U-turns

No uninstructed U-turn(s) will be necessary to follow the rally route.

2.5 Course Markers

The club initials “CSCC” identify all course markers.

- On-course markers are bright green.
- Off-course markers are bright orange.
- A course correction marker is an on-course marker upon which a route instruction number is written; execute that numbered route instruction at that location and continue in numerical order from that point on.
- A road posted with an off-course marker upon which “DNE” is written is not a valid rally road (does not exist).

3. Main Road Determinants (MRDs)

A main road exists at every intersection and is identified by applying the MRDs below. For an MRD to apply, it must identify a single road leaving the intersection other than the one upon which the intersection was approached. To determine that single road leaving the intersection, apply the MRDs in the order listed below. If attempting to apply an MRD results in no choice or more than one choice, go on to the next MRD.

3.1 ONTO

The main road is the road that the execution of a route instruction has directed the contestant to travel upon by use of: (1) the term ONTO and (2) the designation (name, number, or letter(s)) of the road as identified by a sign. The designated road is the main road at each intersection where this MRD applies until a deviation requiring the contestant to leave the main road is executed.

3.2 TOWARD

The main road is the road that the execution of a route instruction has directed the contestant to travel in the direction of a landmark by use of (1) the term TOWARD and (2) the designation (name, number, or letter(s)) of the landmark. Follow signs in the direction of the landmark at each intersection where this MRD applies until a deviation requiring the contestant to leave the main road is executed.

3.3 PROTECTION

The main road is the single road which leaves the intersection without a back-facing stop or yield sign on it at the intersection.

3.4 STRAIGHT AS POSSIBLE

The main road is that single road which continues through the intersection in the straightest route. If the routes appear to be equally straight, or no route requires less than a 45-degree course change, this MRD does not apply.

3.5 LEFTMOST

The main road is the leftmost road leaving the intersection.

4. Route Instructions

4.1 Types of Route Instructions

There are two types of route instructions:

- Numbered – Complete the Numbered Route Instructions (NRIs) in ascending numerical order. An NRI is active (available to be initiated) when all parts of the preceding NRI have been completed. Initiate (begin) an NRI when you reach its first reference point.
- Note – Notes are unnumbered route instructions. A note is active from its introduction until cancelled. A note may be executed once, more than once, or never. Action must be taken as directed each time the appropriate action point is encountered. Notes supersede but do not cancel NRIs. Notes are independent of and may overlap NRIs. Canceling a note does not cancel its associated speed.

When a route instruction consists of multiple actions, each action is to be executed in the order given, at the first opportunity. A route instruction is complete when all parts of the instruction have been completed.

Route instructions can refer to other route instructions, reference points, or action points.

4.2 Action Points

An action point is the location where a route instruction is executed. An action point can be any of the following:

- An intersection where the route instruction directs you to deviate from the main road.
- An intersection where a route instruction with official mileage directs you to follow the main road.
- The indicated point, distance, or duration where no change of direction is specified in the route instruction.

4.3 Reference Points

A reference point is accompanied by an official mileage, has an identifying sign, or is defined in the glossary of these Road Rally Rules or the glossary of the event's supplemental rules.

A reference point marking the beginning of a route instruction will occur at a mileage greater than the mileage of the action point marking the end of the previous route instruction. Route instructions labeled API may reference the action point of a previous instruction.

4.4 Landmarks

A landmark is a physical object identified by a sign. A landmark is identified in route instructions in upper case (all capital letters) not in quotation marks ("") and is not a term defined in the Glossary.

4.5 Deviations

A deviation is a change in course off the main road. L, LEFT, R, RIGHT, S, STRAIGHT, and TURN are deviations. Route instructions may contain more than one deviation.

4.6 Official Mileage (OM)

Route instructions that are accompanied by OM must be executed at that mileage provided that:

- The reference is correct and
- An appropriate action point exists.

Deviations referenced by an OM may be executed to follow the main road.

Contestants will not be required to determine OM to greater precision than 0.1 (one-tenth) mile in order to determine the rally route.

4.7 Alpines

An alpine is a diagram drawn to represent an intersection or group of intersections as closely as possible. The dot in the alpine represents the road on which the contestant enters the intersection(s) and an arrowhead indicates the road on which the contestant leaves. If more than one legal route exists, take the shortest legal route through the intersection(s). A speed change associated with an alpine instruction is executed as you enter the first intersection in the diagram. Alpines are not subject to the MRDs (see Section 3).

Example: NRI 23 CAST 34

4.8 Speed Changes

Speed changes that occur at an intersection are executed as you enter the intersection. Speed changes that occur at a reference are executed as you pass by and are even with the reference. When a speed change is to be maintained for a specified time or distance, revert to the previous speed after the specified time or distance.

4.9 Comments

Text within parentheses (()) is to be considered clarifying comments. Any action suggested within parentheses, while probably helpful, is not mandatory. Example: L at STOP. (Use caution, traffic does not stop.)

5. Signs

5.1 A sign is any object on which is written, printed, painted, embossed, inscribed, or otherwise marked words, letters, numbers, and/or symbols. House numbers, utility pole identification letters and/or numbers, mail boxes and newspaper boxes, graffiti and signs of a temporary nature such as political posters, and signs on vehicles will not be used.

5.2 A sign is identified in route instructions in upper case (all capital letters), numbers or symbols enclosed in quotation marks (“”). When quoted, a sign will be exact with respect to spelling, punctuation, detail, and shape of symbols as close as graphically reasonable.

5.3 All or any prominent part of a sign may be quoted; however, no intervening words, letters, or numerals or symbols will be skipped, split, combined, or reordered. Hyphens and dashes are considered integral parts of words, letters, and numerals. A sign is read from left to right, top to bottom, or in the sequence presented on the sign.

5.4 A sign used as a reference may be on the left, right, or overhead, approximately parallel to your line of travel, approximately facing you, or at any angle in between. Exception: A speed limit sign will be used only when the sign is on the road you are currently traveling upon.

6. Glossary

The words and abbreviations listed below when used in route instructions have only the following definitions when they appear in upper case (all capital letters) and not in quotation marks (“”). All words in route instructions appearing in lower case are understood to mean the common dictionary definition.

6.1 AFTER

The first intersection beyond the referenced sign or landmark at which the instruction could be executed.

6.2 API

After previous NRI; at the indicated point beyond completion of the previous NRI.

6.3 BEFORE

The last intersection prior to and in sight of the referenced sign or landmark at which the instruction could be executed.

6.4 BLINKER

An intersection controlled by a conventional traffic caution or stop blinker(s), capable of operating as blinker(s) only. May be off.

6.5 CAST

Change average speed to.

6.6 CP

Checkpoint. See Section 1.3.

6.7 CROSSROAD

An intersection where two rally roads cross at any angle.

6.8 CSD

Change average speed down by the amount indicated.

6.9 CSU

Change average speed up by the amount indicated.

6.10 CZT

Car Zero Time (time-of-day restart). Leave at the CZT plus your car number in minutes. There are no checkpoints for one mile after each time-of-day restart (CZT).

6.11 FREE ZONE

A FREE ZONE is a part of the rally, during which there are no stated average speeds and in which no checkpoints are located. A FREE ZONE may contain route controls. A FREE ZONE will have either a stated length of time or will end with a CZT.

6.12 GAIN

To make up a specified time during a specified or implied distance. The distance over which a GAIN is operative is free of checkpoints and route controls. The GAIN time is subtracted in the leg time calculations.

6.13 ITIS

If there is such. Execute an ITIS instruction only if you encounter its action point before you come to the action point of the next (by number) NRI. Otherwise, skip the ITIS instruction and consider it completed.

6.14 L, LEFT

Leftmost deviation of any angle off the main road.

6. 15 NRI

Numbered Route Instruction.

6.16 OBSERVE

To visually note and pass a sign or landmark.

6.17 ONTO

See Section 3.1.

6.18 OPP

Opportunity. A deviation in the direction indicated that is named or numbered as indicated by sign(s) at the intersection.

6.19 OR

Complete an OR instruction by executing one-half of the given instruction, but not both, separated by the term OR. The reference point of the two possibilities which is located first determines which half of the OR instruction is to be executed. If both possibilities of an OR instruction have the same reference point, execution is determined by the action point which is located first.

6.20 PAUSE

To pause for a specified time. The PAUSE time is included in the leg time calculations.

6.21 R, RIGHT

Rightmost deviation of any angle off the main road.

6.22 S, STRAIGHT

The straightest deviation off the main road within 45 degrees of straight ahead.

6.23 SIDEROAD

An intersection at which the contestant can TURN in only one direction.

6.24 SIGNAL

An intersection controlled by multi-light traffic signal(s) which may be operating as blinker(s) or may be off.

6.25 SOL

Sign must be on left. May not always be given.

6.26 STOP

An intersection with an official highway stop sign at which the contestant is legally required to stop.

6.27 T

An intersection having the shape of the letter T as approached from the base. It is not possible to execute the instruction S or the instruction STRAIGHT at a T.

6.28 TC

Time check. The Richta app displays the time at which you arrived at this non-scored control so you can check the accuracy of your clock. (Of use to teams running with a rally computer in an Equipped class.)

6.29 TOWARD

See Section 3.2.

6.30 TRANSIT

A part of the rally, of known distance or duration, for which there is no stated average speed and in which no checkpoints are located . A TRANSIT will have either a stated length of time or will end with a CZT.

6.31 TURN

A deviation from the main road in the only direction possible. A TURN instruction cannot be executed if an instruction to go straight (S, STRAIGHT) would take the contestant on the same route.

6.32 Y

An intersection having the shape of the letter Y as approached from the base. It is not possible to execute either the instruction S or the instruction STRAIGHT at a Y.

6.33 YIELD

An intersection with an official highway yield sign at which the contestant is legally required to yield.

7. Appendix

7.1 Competition Classes

Competition classes are divided into two categories, defined by the type of equipment allowed:

7.1.1 Unequipped

Stock odometer and stock in-dash navigational display permitted. No calculation equipment allowed. Two classes compete in this category:

Novice – This class is intended for beginners

SOP (Seat of Pants)

7.1.2 Equipped

Navigational and calculation equipment is permitted as described below in the two classes that compete in this category:

GPS – Distance measurement is provided by a GPS source. The GPS source may connect to a calculation device.

Unlimited – This class is not limited in any way. Any contestant may compete in this class, regardless of equipment in use.

7.2 Road Rally Season Awards

Points are awarded based on a competitor's overall placement within their category of competition. Competitors earn points for finishing based on the number of cars in the category, with the lowest placing competitor receiving 1 point. For competitors who run all eligible events, only their best finishes count, less one (e.g., 5 of 6). Ties shall not be broken; duplicate place trophies will be awarded.

7.2.1 Saturday Road Rally Series

Series trophies for First, Second, and Third Place are awarded to the drivers and navigators who accumulate the most points during the Saturday Road Rally Series within their category of competition:

- **Novice**
- **Unequipped** (SOP only)
- **Equipped**

To be eligible for a trophy, a competitor must run at least half the events in the Series. A competitor may receive the First Place Novice trophy only once.

Road Rally Series Winners

	Unequipped		Equipped	
Year	**Driver**	**Navigator**	**Driver**	**Navigator**
2025	Alex Castaneda	Eric Hanson	Bob Morseburg	Cheri Eddy
2024	David Gattman	JoAnn Gattman	Bob Morseburg	Cheri Eddy
2023	Cody Garvin	Sabrina Garvin	Bob Morseburg	Cheri Eddy
2022	Cody Garvin	Sabrina Garvin	Bob Morseburg	Cheri Eddy
2021	Marcus Gattman	Kerrie Steffenson	Bob Morseburg	Cheri Eddy
2020	Bill Ferber	Kerrie Steffenson	Bob Morseburg	Cheri Eddy
2019	Sean Andersen	Kerrie Steffenson	Paul Eklund	Yulia Smolyensky
2018*	Sean Andersen	Fran Hanchek	Kevin Poirier	Chris Hale
2017	Larry Anson	Fran Hanchek	Kevin Poirier	Chris Hale
2016	Steven Smith	John Masterman	Kevin Poirier	Chris Hale
2015	John Lehman	Mitchell Mlinar	Kevin Poirier	Chris Hale
2014	Blake Harer	Brandon Harer	Kevin Poirier	Chris Hale
2013	Tracy Ringering	Simon Levear	Kevin Poirier	Chris Hale
2012	Larry Anson	Fran Hanchek	Brandon Harer	Chris Hale
2011	Brandon Harer	Marcus Gattman	April Song	Marcus Song
2010	Larry LeFebvre	Tie: Rick Vonk / Jill Zurschmeide	Kevin Poirier	Chris Hale
2009	Steven Smith	John Masterman	April Smith	Marcus Song
2008	Jeff Zurschmeide	Jill Zurschmeide	April Smith	Marcus Song
2007	Matt Tabor	Marcus Gattman	April Smith	Marcus Song
2006	Jeff Zurschmeide	Jill Zurschmeide	Monte Saager	Victoria Saager
2005	Jeff Zurschmeide	Jill Zurschmeide	Brandon Harer	Marcus Song
2004	Jill Zurschmeide	Jeff Zurschmeide	April Smith	Ben Bradley
2003	Matt Tabor	Marcus Gattman	Monte Saager	Victoria Saager
2002	John Tabor	Darlene Tabor	Monte Saager	Victoria Saager
2001	Brandon Harer	Jennifer McGrew	Russ Kraushaar	Katy Wood

*Changed from Friday Night Series to Saturday Rally Series

7.2.2 CSCC Championship

CSCC Championship events include the Saturday Road Rally Series and Mountains to the Sea. First Place is awarded to the eligible driver and navigator who accumulates the most CSCC Championship points within their category of competition:

Unequipped (SOP) **Equipped**

To be eligible, the competitor must be a Cascade member at the time of the event for which Championship points are earned. Contact the Geargrinders Chair for more information about eligibility for the CSCC Championship.

CSCC Rally Champions

	Unequipped		Equipped	
Year	**Driver**	**Navigator**	**Driver**	**Navigator**
2025	Alex Castaneda	Eric Hanson	Bob Morseburg	Cheri Eddy
2024	Tie: Alex Castaneda David Gattman	JoAnn Gattman	Bob Morseburg	Cheri Eddy
2023	Cody Garvin	Sabrina Garvin	Bob Morseburg	Cheri Eddy
2022	David Gattman	JoAnn Gattman	Bob Morseburg	Cheri Eddy
2021	Marcus Gattman	Kerrie Steffenson	Bob Morseburg	Simon Levear
2020	Bill Ferber	Kasey Klaus	Bob Morseburg	Brandon Harer
2019	Torm Kelsey-Green	Kasey Klaus	Paul Eklund	Brandon Harer
2018	Torm Kelsey-Green	Kasey Klaus	Kevin Poirier	Chris Hale
2017	Steven Smith	John Masterman	Kevin Poirier	Chris Hale
2016	Steven Smith	John Masterman	Kevin Poirier	Chris Hale
2015	Steven Smith	John Masterman	Kevin Poirier	Brandon Harer
2014	Steven Smith	Brandon Harer	Kevin Poirier	Renee Damm
2013	Lance Lawton	Simon Levear	Marinus Damm	Renee Damm
2012	Steven Smith	John Masterman	Brandon Harer	April Song
2011	Brandon Harer	Marcus Gattman	Marcus Song	Marcus Song
2010	Zack Grant	Simon Levear / John Masterman	Kevin Poirier	Chris Hale
2009	Steven Smith	John Masterman	April Smith	Marcus Song
2008	Jeff Zurschmeide	Jill Zurschmeide	April Smith	Marcus Song
2007	Matt Tabor	Chris Hale	April Smith	Marcus Song
2006	Jeff Zurschmeide	Jill Zurschmeide	Monte Saager	Victoria Saager
2005	Jeff Zurschmeide	Jill Zurschmeide	Brandon Harer	Marcus Song
2004	Jill Zurschmeide	Jeff Zurschmeide	Monte Saager	Victoria Saager
2003	Matt Tabor	Jeff Zurschmeide	Monte Saager	Victoria Saager
2002			Monte Saager	Victoria Saager
2001	Matt Tabor	Chris Hale	Russ Kraushaar	Katy Wood
2000	Matt Tabor	Chris Hale	Russ Kraushaar	Katy Wood
1999	Matt Tabor	Chris Hale	Monte Saager	Victoria Saager
1998	Bruce Tabor	Janice Tabor	Monte Saager	Victoria Saager
1997	Michael Hubler	Ethan Hubler	Monte Saager	Victoria Saager
1996				
1995	Michael Hubler	Ethan Hubler	Russ Kraushaar	Katy Wood
1994	Brad McLean	Ethan Hubler		Katy Wood
1993	Simon Levear	Karen Levear	Russ Kraushaar	Katy Wood
1992	Simon Levear	Karen Levear	Russ Kraushaar	Ben Bradley
1991	Bob Wakehouse	Ben Bradley	David Gattman	Don Abdalla

	Unequipped		Equipped	
Year	**Driver**	**Navigator**	**Driver**	**Navigator**
1990	Russ Kraushaar	Katy Wood	Monte Saager	Ben Bradley
1989	Simon Levear	Karen Levear	Monte Saager	
1988	Erik Thompson	Ben Bradley		

7.3 Time-Speed-Distance Formulas

7.3.1 Odometer Correction Factor

Odometer correction factor = Your odometer Miles / Official miles
Corrected Speed = CAST X Odometer correction factor

If your odometer miles are less than Official miles, you must drive slower. If your odo is greater than Official, you must drive faster to stay on time.

7.3.2 TSD Timekeeping

Use the following formula to calculate precisely how long it should take to travel a specific distance at a specific average speed.

Time = (60 X **Distance**) / **Speed**

Example: **CAST** 30 next 2 miles

Time = (60 X **2**) / **30** = 4 minutes

7.3.3 Gaining Time

Use the following formula to calculate what your average speed should be to complete a GAIN.

Speed = 60 / ((**Time** at stated CAST - GAIN time) / **Distance**)

Example: CAST 30, then GAIN 1 minute next 2 miles

Speed = 60 / ((**4** - 1) / **2**) = 40 mph

7.4 Changes since January 2025 version

- Add 2025 Series and Championship winners to RRR 7.2.