

The Totem Rally

November 12-13, 2011



Presented by West Coast Rally Association



The Totem Rally is a time-speed-distance rally, the final round of the BC Rally Championship, and the final round of the Pacific Coast Challenge. The rally follows the current BC Rally Regulations, which are posted on www.rallybc.com. The rally runs on straight-forward instructions. In addition to the route instructions, maps will be provided. The rally will be about 800km long, entirely within the province of BC, and will start with an odometer check section of about 15km. Roads are expected to be about 50% clear pavement and 50% gravel, much of it snow-covered, however, conditions are extremely variable at this time of year. Instructions are provided in both km and miles, but the official measurements and calculations are based on the km figures.

Required equipment: 1 self-supporting, reflective warning triangle (30cm per side), first aid kit, 5BC fire extinguisher, open 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.

Recommended equipment: 4 snow tires, map light, driving lights, warm clothing, shovel, tow rope, ice scraper. Some helpful hints: Handbrakes can freeze if left on overnight. Roads are often ploughed off their summer routes, so beware of snow-filled ditches. Maximum distance between gas stops is 250km (150mi) but remember that many cars get worse mileage in winter conditions. BC Highway regulations sometimes require vehicles without 4 wheel drive to carry chains. The sweep truck will have 4 wheel drive and a winch, but may not always be able to extract wayward cars from the BC scenery. Drivers are asked always to drive with their headlights on and to be particularly courteous to traffic not connected with the rally.

The rally will be divided into a number of legs, each leg ending with a meal stop or overnight stop. Each leg is divided into Transit stages and Regularity stages. Transit stages give a stage time that is adequate for completing the stage well within speed limits. Your time will not be recorded in these stages. Regularity stages list specific average speeds, which are below the posted speed limits, which you must maintain in each part of the stage. Your timing in these stages determines your score.

Timing controls will be 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 time may be recorded early when that happens. Procedure when approaching a control is simply to drive straight past without stopping. The control official will record your time. For double checking the results, you may wish to note the time and mileage at each control, but this is not required. The target time calculated for each control location is truncated to the whole second.

Timing & Scoring: Timing will be to 0.1 second, but scoring is one point per whole second early or late. This means that there is effectively a 0.9 second grace period either side of perfect time, to allow for inaccuracies in checkpoint position and timing accuracy. There won't be additional "winter scoring" margins.

Time Declarations: Please bear with me here! We have been experimenting with different time declaration systems over the past few events, with varying success. Before I explain what we will be doing this year, I would like to lay out the goals:

- Competitors should be able to stop and render first aid at an accident without penalty.
- Competitors should be able to stop and deal with a public situation (concerned local, grader blocking road, law enforcement etc.) without penalty.
- Competitors' own errors should earn them penalties.
- Competitors should not be able to engineer a lower score post-facto through a time declaration.
- Competitors requiring outside assistance to extract them from a snowbank should be penalized.

There will therefore be 2 categories of time declaration: For situations involving public safety (stopped for a red cross incident, stopped to determine if there is injury, stopped by a member of the public, heavy traffic making it impossible to pass, etc.) the time dec will not incur any penalty. For competitor's fault situations (missed a turn, couldn't make the average, blew a tire, mis-calculated the time, etc.) the time dec will cost you 20 points. In addition, if you require extraction assistance, whether from sweep, another competitor or anyone else, this will result in a 3 minute penalty.

Teams will be given a Time Declaration sheet for each regularity. If you are delayed in a regularity, (e.g. if you have to stop for an accident, or if you are stopped by someone not connected with the rally) do not race to catch up your time. The time declaration sheet includes a field for the distance, a check box for fault/no-fault, a field for recording the reason if it is a no-fault, and the delay requested, which must be in whole minutes plus 30 seconds (0:30, 1:30, 2:30 etc.), up to 9:30 late. In each case, you must fill in the time dec form at the time when the delay occurs. To ensure that competitors don't engineer their time decs post-facto, there may be a stop control at any location along the route, where the time dec forms will be collected. Stop controls will be indicated by a yellow advance board ahead of the control and a red stop board at the control. These will be on display at registration. At the end of the day, when you check in to the main time control in the restaurant, hand in any time declarations that weren't previously collected.

The maximum penalty at a single control is 300 points (5 minutes) and the maximum penalty for a regularity stage is 600 points (10 minutes). Control officials will remain in place at least until all remaining cars are beyond 10 minutes later than absolute rally time. Ties will be broken by the most zero scores, then the most 1 second penalties, etc.

Officials of the Event:

Route Master: **Paul Westwick (paul@rallybc.com)** Co-Organizer: **Nicki Beverly (nicki@rallybc.com)**
Registrar: **Dennis Wende (dennis@rallybc.com)** Steward: **TBA**

Awards and Classes: Trophies will be awarded, for overall position and according to the classes laid out for the BC region rally 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: Neither team member having entered more than 3 TSD rallies prior to the start of the competition year and navigation equipment to conform to calculator class.
Historic: Vehicles manufactured more than 25 years prior to Dec 31 of the year preceding the current competition season. Navigational equipment is unlimited.

Schedule:

Friday November 4

Close of Early Entries. Preliminary start order assigned.

Friday November 11

19:00h – 21:00h

Registration at Rally HQ (Bear's Claw Inn, main dining area) in Cache Creek.
Tech Inspection at Rally HQ.

20:00h – 22:00h

Novice Workshop at Rally HQ (Bear's Claw Inn Conference Room Upstairs) in Cache Creek. This will be a classroom session. This workshop is based on the WCRA Novice Workshop Series. Novices are highly encouraged to attend this workshop.

21:30 h

Final start order posted, based on current paid entries. Any entries received after this time, or without payment yet confirmed, will start at the end of the field.

Saturday November 12

07:30h – 09:30h

Late Registration and Breakfast at Rally HQ, Tech Inspection at Rally HQ

10:00h

Novice Driver's Meeting

10:30h

Driver's Meeting

11:01h

First Car Out

20:30h

End of Day 1, Wells Grey Inn, Clearwater

Sunday November 13

08:00h

Driver's Meeting at Wells Grey Inn, Clearwater

08:30h

First Car Out

15:00h

End of Day 2 at Bear's Claw Inn, Cache Creek.

16:00h

Dinner & Awards presentation (start making up your stories)

Directions to the rally HQ: The Bear's Claw Inn is on the east side of Highway 97, about 800m north of the junction with Highway 1, just north of the small bridge. The Best Value Desert Motel is on the east side of Highway 1, about 200m south of the junction with Highway 97.

Fees and Costs

Entry Fee: \$180 (\$180 US) for entries received before midnight November 4, 2011. \$210 (\$210 US) for late entries. Members of WCRA and IRC are eligible for a \$10 (\$10 US) discount each (i.e. \$10 for driver, \$10 for navigator). Please make cheques payable to West Coast Rally Association. Payment can also be made by PayPal, Interac Email Money Transfer or hyperWALLET, email to the registrar, dennis@rallybc.com. If paying by PayPal, add \$10 service charge.

Maximum entries accepted: 50. Any entries received above the maximum will be notified by phone and held on a waiting list. If entering late, please confirm by phone. Entry fee cheques may be post dated up to the close of early entries (November 4), or current dated, for the entry to be accepted.

Accommodation

Competitors are responsible for their own accommodations; however, we have arranged group rates at the following hotels – to get the rate, be sure to mention the Totem Rally when booking:

Friday:	Best Value Desert Motel	1-800-663-0212 (\$79.99 double + taxes).
	Bear's Claw Inn	1-888-552-2529 (call for rate)
Saturday:	Wells Grey Inn	1-800-567-4088 (\$69.99 + taxes)