



The Arizona 1000 Rally

A High Desert Back Road Tour

GENERAL INSTRUCTIONS

May 11-15, 2009

Welcome to the 52nd edition of "The 1000", presented by Arizona Region, SCCA. The event will travel from Gold Canyon to Grand Canyon in five days. Each day will end at a reasonable time to allow for "bench rallying" and social time. We're glad you're here, and hope you enjoy the event. Significant changes (from the previous event) to these General Instructions are marked with a change bar in the left margin.

A. HEADQUARTERS

The 1000 will start from the Best Western in Gold Canyon, AZ about 35 miles east of the Phoenix airport. Directions to the hotel are on their website. Hotels for the rest of the week are located at the end of each day's run.

B. REGISTRATION

Both crew members must sign the Liability Agreement (waiver). The driver must present a valid driver's license, and the team must show a current SCCA membership card for each discount claimed. Drivers must also show proof of required minimum auto insurance (25,000/40,000/10,000). If you use a rental car, your personal policy proof is required. Arizona State law prohibits smoking in hallways, lobbies, and all bars & restaurants. Smoking may be permitted in some guest rooms, but some of the hotels are completely non-smoking. We appreciate your cooperation.

C. SCHEDULE

First car start and finish times will vary slightly each day, and will be included with the route instructions, along with expected times for breaks and lunch. This chart is pre-official mileage, so it's approximate.

	day	FIRST CAR OUT	LUNCH	FINISH	FIRST CAR IN	DINNER
SUN. 5/10		7:00 - 8:30 PM 8:30 PM	Registration and hospitality. Mandatory participant meeting immediately following registration. Route instructions for all days will be issued			On your own
MON.	1	8:00 AM		Globe	4:45	
TUES.	2	8:30 AM	Payson	Payson	4:15	
WEDS.	3	8:00 AM	Happy Jack	Cottonwood	4:15	
THURS	4	8:00 AM	Black Canyon City	Cottonwood	4:45	
FRI.	5	8:00 AM	Williams	Grand Canyon	3:30	5 PM Canyon Café, Yavapai Lodge in Market Plaze

D. SAFETY, INSPECTION & YOUR CAR

At registration you will complete the Safety check by self-inspection. The Rally Committee may inspect vehicles at any time throughout the event, for adherence to equipment limitations.

We will NOT be using car numbers on the side of the car. A sticker will be placed in the center of the front bumper to identify the car. If we have duplicate car/colors, the sticker will be modified. ProRally and/or ClubRally car numbers and stickers MUST be removed. It is our intent to be "invisible" as we travel.

Each car competing on The 1000 shall carry, and be prepared to use, a CB radio. The CB radio must be ON during the rally day. This requirement will allow communication of emergency information, route blockage, etc. Use and protocol will be discussed at the MANDATORY safety meeting.

When running on unpaved roads, it is not uncommon to experience a flat tire. You are strongly urged to carry at least one full size (not space saver) spare. The rallymaster also suggests that you consider raising the air pressure in the tires on the car to decrease the likelihood of a flat.

E. QUESTIONS

Contestants having questions concerning these General Instructions should submit them in writing, to: The 1000, 1194 Verde Santa Fe Pkwy, Cornville, AZ 86325; or via e-mail to bill@retiredaz.4t.com. Deadline for receipt of questions is Thursday, May 7, 10 PM Arizona Mountain time. Questions must be phrased so they may be answered Yes/No/Does not

occur. Properly submitted, and phrased, questions will be posted along with the answers at Registration. Remember that answers to competitor questions are informative, though not official. Any official changes or clarifications to the General Instructions will be in an addendum in the registration packet. Keep in mind that this is a TOUR rally, and there are no intended ambiguities in course following.

F. THE START

The morning Start is at the exit from the hotel parking lot each day. The specific daily location is defined in the Route instructions. Official rally time is Arizona Mountain Time, synchronized with WWV. Official time will be available each morning from 45 minutes until 30 minutes before first car out time (the lead car has to be in front of the rally....).

G. RULES OF THE ROAD

Unless otherwise posted, the speed limit in Arizona is 55. Arizona has a mandatory seat belt law for front seat occupants and for children seated anywhere in the vehicle. Headlight use is mandatory when windshield wipers are in use. Right on red after stopping is permitted, unless otherwise posted. Where the speed is posted at 25 – they really mean it!

H. COMPLIANCE WITH REGS, CLASSES, TROPHIES

The 1000 consists of 5 regional events and will comply with the SCCA Road Rally Rules (RRR's) for Tour Rallies and these General Instructions. In case of conflicts, the GI's take precedence. Claims committee information will be posted at registration. Overnight stops are not considered to be "during the competition" as each rally ends at "1000" at the motel.

Each participant in The 1000 will receive an award recognizing their participation. Each team will receive one "1000" car plate. Overall winners in each class (for the week) will receive the traditional 1000 medal. Daily wins provide bragging rights (and series points) only, not awards.

Ties will be broken in this manner: First, the less "equipped" team [Stock, then Limited, over Equipped]; next most legs won (simultaneous for all tied teams); most zeroes, most ones, etc. until a winner is declared.

I. MILEAGES, SPEED CHANGES & INSTRUCTIONS

The course was measured in a 2005 Subaru Outback XT, equipped with a Timewise computer driven off the left front wheel. All action points and speed changes were measured to 0.001 miles. Mileages at intersections were taken to the STOP or Yield sign if one exists, otherwise at the center or apex of the intersection. Conditions on the day of the mileage run will be listed on the cover page for each day's route instructions. However, the five days were completed in somewhat less than four, and not continuously.

Route instructions will be of the standard word type. Most instructions will indicate mileage. Speed changes at quoted signs use the .00X information. All calculations use the .00X information except as described at Key Times. As one might expect with an event of this length, there are rare occasions where the notes taken during pre-checks are un-decipherable. In those few places where we simply could not figure out the information, you may find a "?".

The entrances to the designated motel parking lots and break locations are valid roads for the purpose of starting, pausing (breaks), and ending a rally. Other private roads and parking lot entrances do not exist. If the mileage and instruction apply, do it. There is no intent to lead a contestant off the correct course. Please deny any opportunity to convince yourself otherwise.

J. PHILOSOPHY

The 1000 is intended to be fun. Over its many years of existence, it has been a planned vacation for many, and we hope to keep it that way. The roads are primarily good quality unpaved, with exceptions noted in the route instructions, and with appropriate pauses. This is not a race, but speeds may be brisk in some areas. Pauses are provided at main intersections, at road wash-outs, sharp curves with big drop-offs, and other locations as needed. Please use pauses as intended: for safety and to remain "invisible".

Using a concept developed in Finger Lakes Region, competitors will work controls. This will enable us to average over 30 controls per day - so you can prove how well you rally.

When 1000 veterans gather to tell tall tales, you will hear many traditions discussed. Some of them are fact (past winners really do wear all their prior event medals at the banquet). Some are false (set your clock off by plus or minus "x" on the last day), and some are merely rumor... well, we'll let you hear them for yourself and decide. Just remember - when your time comes up - leave; when your mileage comes up - turn; and enjoy the event.

K. CONTROLS

All controls will be of the "passage" type and will be identified by a checkpoint (aka control) sign. Samples will be displayed at registration. The control car may or may not be physically located on the road, but the sign will be visible AT the timing line. Competitors are not to stop at controls (except as noted in Section L Run/Work). The control crew & sign may be on

the right or left of the rally course. Timing is cumulative from the start to time-of-day restarts on each day. Numerous key times, pauses, and the availability of time allowances will help you to stay on time.

Timing information for passage controls will be available at the subsequent break, lunch, and / or at the rally finish.

There will be multiple passage controls between key times. While we have had only rare instances of problems during many years of utilizing this concept, it does provide the potential for "double jeopardy". If you believe you have been penalized more than once for a single error made in a previous leg, you may be eligible for some relief. (On the other hand, you may not be.) The burden of proof here is upon the contestant to submit sufficient written detail and fact to enable the committee to reach a decision. Example: "I missed a .25 pause in leg 9 and was therefore 24 early at control 9. I also got a 25 on leg 10 and a 24 on leg 11 due to this error, as both occurred before the next key time. We request adjustment of our scores for legs 10 and 11".

This procedure shall not be a substitute for proper and appropriate use of time allowances. Nor shall the occurrence of multiple nearly identical scores, in and of itself, constitute sufficient proof of "double jeopardy". We expect the event to be won on the road, not in claims or scoring.

L. RUN / WORK

The lead car arrives at a control location and places a "1000" sign at the timing line. When the first car arrives, the lead car times them. If you see the "1000" sign facing you, then you are the assigned workers for this control. You should stop as soon as you can after the timing line, and back up into the pre-designated location as directed. A regular control sign will be placed at the timing line. The actual timing location will also be marked with a 12" length of surveyor's tape (pink or orange) located across the road from where you will park. You will then time the remainder of the field, and enter the times on the log provided. When all cars have passed, you (the competitor/worker) will restart two minutes behind the last competing car. We will give you the exact mileage and time for the control location (after you are timed). Make a note on the timing log to indicate you have restarted as car "x". The timing log will indicate the due time for cars one through 120. **Any TA's you were carrying when you arrived at your run/work control disappear when you leave the control as a specific "car number"**. To facilitate this process, all cars will run at two-minute intervals. So there will be cars 2, 4, 6, etc. This gives us time to get you into location and still stay ahead of the car after you.

Obviously a control will be slightly more visible to the team that works it than it may be to other teams. But since work duties will rotate, so will the slight advantage this might provide.

We have used this concept on The 1000 since 1996, and it has been very successful - even with people who had never worked a control. If you are car #4 and 20 cars participate: car #2 becomes car #42 after working the first control. You (car #4) will become car #44 after working control #2, etc. The lead car will place your control sign at your first control of the day. You will need to turn in any control logs at the breaks. Please locate the LUNCH RESTART LOG each day when you arrive at lunch, and enter your incoming "car number". Check the list again before you leave to see your correct time out / current virtual car number. This will enable us to close up any gaps that have occurred, and we will try to put you all back in car number sequence. Clocks will be collected at the end of each day, and synchronized with official time in the morning before being reissued. Signs will be collected at the end of each day.

REMEMBER TO PICK UP THE SIGN AS YOU LEAVE THE CONTROL as you will need it at subsequent controls during the day.

M. TIME ALLOWANCES (TA's) and BALK'S

Time Allowances will be accepted per the RRR's. On the Time Allowance form you must indicate the beginning and ending Official Mileage for the TA. You may return to your original time slot, if you wish, at any time you find it convenient (such as at a long pause or a time of day restart) -- if you make it clear in writing what you intend. **TA's MUST be taken in ½ minute increments**, but as cars are 2 minutes apart, you may use whole or half minutes (.50, 1.00, 1.50, etc.) If your TA puts you in the same time slot as another car, the lower numbered car should take additional time. If you fail to indicate your car number on the TA slip, we will try to identify whose it is, but the jeopardy is yours – we might not figure it out and you won't get the TA.

The maximum accumulated time allowance per contestant will be 5.50 minutes for each section of the event (The time you take after working a control as described in L above is not considered a TA). A section is the period between breaks. So, if you take 0.50, but return to your original slot at the next key time, you still have 5.50 available to you.

Could there be an occasion where you need more than a 5.50 minute TA? Perhaps. In such cases, we urge you **NOT TO SPEED**. No one will be disqualified for accumulating more than 5.50 minutes, but there is no guarantee that controls will remain open. It may be simpler to join us at the next break location if you are very late. Use the information on page one of the Route Instructions or within the Route Instructions to determine that location.

If you are delayed within sight of a control, beep your horn to signal the control crew. The crew will respond with a wave or flash of lights, if at all possible, to acknowledge the "balk" and will note it in the control log. Be sure to submit the information on your TA form at the next break before receiving the log for that section. TA forms and Call Logs for the next day's run will be handed out each evening as you turn in control logs and clocks. Be sure to pick up your set. We urge you

to turn in a Call Log each day, showing the time you “hacked” at each control. It will save us having to track you down for most questions.

Reminder: balks **MUST** occur within sight of a control. If a situation occurs, and then goes away, you must take a TA. **The maximum balk allowed is 0.49 per occurrence. If you are more than 0.49 late, take a TA!**

N. KEY TIMES

Within the Route Instructions are KEY TIMES (= the perfect departure time for Car 0 from a location). Your correct departure time is your (current) car number plus any time allowances you are currently using, added to the Key Time.

Key Times are given as shown. Arrival time and mileage are on the left side of column 3. On the right side of the column the arrival mileage is truncated to the hundredth to provide for cars without thousandth mileage, and at least a ½ minute pause is included in the departure time. In the example below, the departure mileage is 19.720 and the time is 11:30.500.

At some Key Times the odometer was reset. Be sure to check for “Zero Odometer” within the instruction.

Most Key Time instructions also include an action, listed below the time and mileage information. Be sure you complete the action.

Overall	NRI	Instruction	Other Info
19.723	96.	Key Time at "SPEED LIMIT 45":	
		Arrive: 11:29.97	Leave: 11:30.50
		19.723 miles	19.720 miles
End Free Zone. CAST 42.			

O. PENALTIES

Timing	Each hundredth of a minute early or late at a control, up to 1 minute	1 point
Maximum penalty	Per leg, including timing (plus any additional penalties)	100 points
Creeping	Driving less than 1/2 rally speed when entering and/or in sight of a control. Penalty is in addition to timing penalty; total will not exceed a max. When waved (or lights flashed) by control crew, you must accelerate briskly or the penalty will be assessed.	25 points
Time Allowance	There is no penalty for use of a TA	None
Traffic ticket	Receipt of a traffic ticket for any moving violation will result in immediate disqualification. (Be sure to stop for stop signs, etc.)	
Drinking & drugs	Use of alcohol or any illegal drug before or during the competition will result in immediate disqualification.	
Conduct	Un-sportsmanlike conduct, including but not limited to, pre-running any portion of the route; use of equipment not permitted in the designated competition class; or unduly haranguing the committee or other entrants. We reserve the right to check equipment at any time during the event.	100 points

P. GLOSSARY (we use very few abbreviations in the Route Instructions, so you won't have to memorize a list)

Cattle Guard	Several parallel metal rails in the road, over which the rally car travels. There may or may not be a sign identifying it.
Free Zone	A part of the route in which there is no timing control. Begin Free Zone / End Free Zone instructions will define the Zone and a pause included if appropriate. Obey posted speed limits.
Roundabout	Elsewhere known as a rotary or a traffic circle. In Arizona they have appeared with increasing regularity and increasing annoyance. In the absence of a route instruction, proceed around the roundabout half way, to continue on the road upon which you entered (SAP sort of).
SAP	Straight as Possible
Transit Zone	A part of the route in which there are no timing controls and no specific speed need be maintained. An exact travel time and / or mileage will be given. Begin Transit Zone / End Transit Zone instructions will define the Zone.

Q. SCORING

Scoring is an ongoing process throughout the event, with control logs collected at each break and lunch and end of day. There is a lot of data entry with 30 + controls (average) per day, and the potential for error always exists. The scoring "committee" makes every attempt at accuracy and proofreading. However, the ultimate responsibility is the competitor's to double check posted information. Possible errors/ questions should be reported on the provided score review forms, and will be acted upon as quickly as possible. Thirty minutes after scores are posted as "official", score reviews will no longer be accepted. **BE SURE YOUR CAR NUMBER IS ON ALL LOGS AND TA FORMS SUBMITTED.**

R. EMERGENCY CONDITIONS

Should anything occur which adversely affects the course integrity; an emergency notice with "1000" will be handed to the first car to arrive, along with any instructions necessary to clarify the nature of the emergency and/or action to be taken. A pause will be added to give you time to read the instruction, sign the notice, and pass it on to the next car. The notice will be passed on, and the car number noted, until all cars have acknowledged the instruction. A sample sign will be posted at Registration. The last team to sign should turn in the notice with control logs at the next break or finish. CB radios may also be used to pass emergency information to teams, with specific directions and protocol defined at the mandatory safety meeting.

S. OTHER

The air is very dry in Arizona. We suggest that you carry a supply of drinking water for your daily use. Most days there is only one break at lunch due to total unavailability of places to stop. You should drink at least 16 oz per day **more** than you do in an environment with higher humidity.

Much of the Arizona desert is totally void of farms, ranches, or cabins. If you develop car trouble, stop a fellow competitor and develop a solution. There is not a sweep vehicle on this event and the organizers are in the lead cars setting up controls. It's also a good idea to keep track of where you are in the pack since that changes at each control. The organizers have CB radios, as well as Ham radios (for control set-up). Frequencies and channels will be announced at the mandatory safety meeting. Use of the Ham radio frequency by competitors, except for an emergency situation, will be considered unsportsmanlike conduct.