



WEST COAST RALLY ASSOCIATION

presents

TSD Novice Rally Workshop #2

~~July 7, 2001~~

~~Squamish, BC~~

~~Road is 75%—80% gravel~~

~~All Afternoon and Evening Event (2:30pm—11:30pm)~~

This course is part two of the 2001 BC TSD Novice Rally Workshop Series. During this workshop, we will cover the fundamentals of navigation and it will also be an introduction to twilight driving.

(The following is quoted from "The Road Rally Handbook" by Clint Goss)

The largest stumbling block faced by many teams in TSD rallying is the problem of developing a strategy of navigation.

Up to a point, it is satisfying to simply run an event without going off course or maxing a leg. But, as a team turns it's efforts to getting consistently low leg scores, the method for staying on time is strewn with obscure formulas and a bewildering array of special rally equipment to compute those formulas. Rallies for the novice navigator may begin to feel like a bad dream where they are suddenly back in high school algebra class on the morning of a surprise exam.

Many teams respond by never learning to navigate – they simply run the course with little or no timing calculations and take the scores they get. With no way to calculate, they have no idea why they arrive early or late at each checkpoint and have no real basis on which to improve their scores. Their results plateau and they begin to lose interest in the sport.

Some teams that have the bucks go straight into a specialized rally computer and hope to match the consistent zeros and ones of the top Computer Class teams. And their scores do improve, but only to a point. Without a depth of understanding, the navigator is just acting by rote – “plugging in the numbers” in the standard rally situations. This will yield low leg scores, but often twos and threes rather than ones and zeros. If the situation becomes non-standard, such as an emergency speed or calculation problem, the max is still lurking.

Some teams feel that doing and “serious” navigating will take away the fun from rallying. However, after an initial period of several events spent learning a system, navigating becomes far easier with a good strategy. In the common rally situations, the team knows exactly what to do and is able to devote more time to considering the event as a whole, working on traps, or just enjoying the scenery. In the long run, the team has a shot at top placings and this, for many, adds great sense of satisfaction.

In the end, each team has to decide how much effort they want to put into the sport and how far they want to go towards improving their scores.

What you will need to bring for a TSD event: (Updated)

Equipment Required:

- Calculator-battery powered, not solar
- Clipboard
- Pens or pencils
- Digital watch
- Notepad or paper for notes
- Flashlight or night light, if running a night rally
- Highlighter
- Safety Triangle
- Basic First Aid Kit
- Fire extinguisher rated 5BC or 10BC*
-

Equipment Recommended:

- Blanket
- Snacks and boxed beverages (no 7-11 on route)
- Gravol or Motion Sickness Medicine (optional)
- Toilet Paper (trust me on this one!)
- BCAA Card (if you have one)
- Full Size Spare Tire
- Additional Headlights
- Basic Tool Box
- Duct Tape
- Tow Rope*
- Spare in a Can (Fix-A-Flat in a can)

Car preparation checklist for TSD event:

(in compliance with 2001 BC TSD Rally Regulations : section 4)

- Is car road worthy?
- Proper safety belts for all people in vehicle
- Operational horn
- Operational lights
- Operational windshield wipers
- Operational exhaust system
- Operational brakes
- Safe tires, including spare
- Windshield, extent of any damage allowed is at the discretion of the organizers
- Significant loose objects must be placed in trunk OR if kept in the passenger compartment, tied down adequately to hold in position during a possible rollover.
- No loose gas cans are allowed. Any added gas tanks must be vented to the outside.
- Roll bars and cages are encouraged, but only required in soft-top vehicles in Championship events.
- Additional lights on the front must be able to be turned off with one switch, leaving only the low beams operating.
- Auxiliary backup lights must have an interior warning light when on.
- No brake light kill switches are allowed.

Registration Information:

You should have the following ready for registration and inspection:

- Your driver's licence
- Vehicle registration
- Proof of insurance
- License plate number.
- Make, model, colour and year of your vehicle

Course Plan for the day:

Time	Title	Content
14:30	Registration Opens	Registration desk will open at this time — please do not be late.
15:00	Introduction	Brief intro to club, the people and the course.
15:10	Re-cap of Course #1	Quick re-cap and review of the materials from Workshop #1.
15:40	Navigation	Calculations, formulas and Tables (Tips and Tricks)
16:30	Driving	Discussion about Driving under different light conditions and what to expect.
16:40	Q&A	Session to field questions.
17:00	Car Tech / Inspct	Inspection of Car and Get Ready
17:30	On Road	On Road TSD — First Car Out
22:30	End of Rally	Regroup at Howe Sound Inn — First Car In
23:00	Re-group	Assemble in Conference Room for Wrap-up / Results / Awards Brief Intro to Pro Rally Scene in BC and Canada
23:30	End of Workshop	Pub is open for Apres Rally Socials

The above is strictly a guideline. — We will try to follow the above schedule as close as possible.

OK – Now that we have some of the necessary information out of the way – the following will detail how to get to the registration point and what to expect once you arrive.

Some Important info – in case you get lost or otherwise:

Organizers Cell Numbers:

Ken Kwong Cell# 604-808-0536

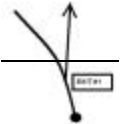


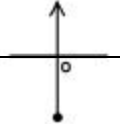
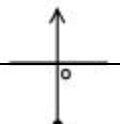
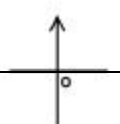
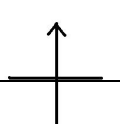
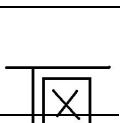
Mark Ward Cell# 604-828-3105

Chi Tsang Cell# 604-889-4723

FRS Frequency will be 5.10 (at least that's what reads on our Motorola FR60s)

To get to registration:

(General rule for tulips – enter at dot and exit at arrow)

Tulip	Meaning	Instruction
	R at Y (Right at Y)	<ul style="list-style-type: none"> - Get onto Hwy #99 – heading North towards Squamish and Whistler - Right at Exit #1 – drive towards Squamish, BC (approx 45 min) - Note signs for direction to Squamish
	L at TS (Left at Traffic Signal)	<ul style="list-style-type: none"> - Turn Left at Traffic Signal onto Cleveland Avenue - into the CITY OF SQUAMISH - Watch for traffic
	SA at TS (Straight ahead at Traffic Signal)	<ul style="list-style-type: none"> - Straight ahead at the set of traffic signals - But stop for red lights of course
	SA at Stop “Pemberton”	<ul style="list-style-type: none"> - Straight ahead at stop sign - Sign says “Pemberton”
	SA at Stop “Winnipeg”	<ul style="list-style-type: none"> - Straight ahead at stop sign - Sign says “Winnipeg”
	SA at Stop “Victoria”	<ul style="list-style-type: none"> - Straight ahead at stop sign - Sign says “Victoria”
	SA at “Main”	<ul style="list-style-type: none"> - Straight ahead at sign says “Main”
	<i>This tulip should be self-explanatory.</i>	<ul style="list-style-type: none"> - the “X” is the registration location - Howe Sound Inn and Brewing Company - Turn Right into Parking lot before the Inn and Park Car - Enter through the front of the building and go to “Giribaldi Room”

NOTE: PLEASE PARK CAR IN THE EAST PARKING LOT

IMPORTANT TIPS FOR JULY 7TH WORKSHOP:

- ~~If you get there early, top up your gas — it will save you time later.~~
- ~~Due to the warm weather — check radiator fluid levels.~~
- ~~Check oil level.~~
- ~~Top up Washer Fluids.~~
- ~~Since the workshop starts at 2:30 pm, it is advisable to have lunch BEFORE registration. The restaurant will be open at 11:00am for lunch (and the conference room is next to the restaurant anyways)~~
- ~~Order any coffee, tea or drinks you may want during the 2 hour classroom portion of the workshop as the kitchen will be closed at 2:30pm (bring your beverages into the workshop with you)~~
- ~~Included in this package — you will find a “take out” lunch menu — the On Road portion of the workshop will run from 5:30pm until 10:30pm. You can order from this take-out menu at the restaurant and they will prepare the meal for you to take with you at 5:30pm when you leave.~~
- ~~There are a number of convenience stores at the gas stations around the area that carry a good selection of drinks and sandwiches that you can buy.~~
- ~~Or of course, you can always pack a lunch and dinner with you.~~

What to do when you get there?

- ~~Registration will open at 2:30pm sharp in the Giribaldi Conference Room.~~
- ~~Come in and bring your clip board and pens~~
- ~~Go to the registration table and find Betty~~
- ~~She will confirm your registration and have you sign waivers and give you any additional course materials and stuff.~~
- ~~Ask for Rally time and synchronize your digital watch to the second~~
- ~~Find yourself a seat and settle in.~~
- ~~Introduce yourself around and meet some of the people~~
- ~~We will begin the workshop at 3:00pm~~

SOME ADDITIONAL CHARTS AND INFO:

Code	What is it?	Symbol
AL	Acute Left	
AR	Acute Right	
BL	Bare Left	
BR	Bare Right	
CAS	Car Average Speed	
Caution!	Be Careful	
Caution!!	Really be careful	
Caution!!!	Slow down or else	
EOS	End Of Stage	
EXP	Exposure	
KL	Keep Left	

Code	What is it?	Symbol
KR	Keep Right	
MBCU	May Be Considered Unnecesary	
RRX	Rail Road Crossing	
SA	Straight Ahead	
SC	Surface Change (to or from gravel)	
SOL	Sign On Left	
SOR	Sign On Right	
SSA	Sign Straight Ahead	
CG	Cattle guard	
	Bridge	
TS	Traffic Signal	

These are just some additional information (I wish someone would have explained to me when I started) that you might find useful. The course will cover this stuff but here's a quick note for you to read.

At a full TSD rally event , here are sequences of events that may happen once you arrive:

1. When you arrive - You will register and confirm your entry. Sign the waiver.
2. Note any last minute changes or notes that the rally master may have posted.
3. Get the navigator to sync your stopwatch and/or digital watch to Rally Time.
4. Tech inspection may be done at this time – so Driver’s be aware of the announcements.
5. Once you pass the tech – you will be given a form that is signed by the official and you will take this to the registrar and get assigned your car number.
6. You may or may not get the route book assigned to you at this time.
7. There may be a Driver’s meeting – where the rally master will verbally update you on the event.
8. Have the Navigator go thru the whole route book and scan for “key” points. Good time to squeeze in some calculations (this will be covered in detail at the course).
9. Navigator will determine your “out time” based on your car number and route book instructions.
10. Drivers – please do not bother the navigator – they are as excited and as wired as you – they are focusing on the calculations and trying to make sense of the instructions – so do what ever they need to help them out – because, for the next 4-8 hours – they are going to be in CONTROL!
11. Go to the bathroom!!!
12. Make sure car is topped up with fluids (gas, washer fluid, oil, etc)
13. Secure all loose items in the driving cockpit.
14. Make sure Navigator is settled in comfortably in the passenger seat (yes – treat them very well!!)
15. OK – now that the navigator has determined when to leave – navigator will instruct the driver on how to get to the starting point and “zero” your odometer when you get there.
16. The first section of the TSD rally is usually what they call the “ODO Check” section. The instructions will give you LOTS of time to complete this section. The purpose of this section is so you can calibrate your Odometer to the rally master’s Odometer readings. The formula is outlined as [Your Distance / Rally Distance = Odo Correction Factor] REMEMBER THIS NUMBER!!!!
17. Navigator’s will now apply this “odo correction factor” to all the distances in the route book and come up with the corrected odo reading for your car!
18. Now you will be ready for the first stage of the TSD.

Three golden rules to a successful TSD rally (highest to lowest in priority):

- 1) Stay on the road
- 2) Stay on the course
- 3) Stay on time

Things to keep in mind:

- Competitors receiving any sort of traffic violation will automatically be disqualified from the event
- Teamwork is important – drivers listen to the navigator – after all, they have the route instructions.
- Drivers – keep both hands on the wheel and your eyes on the road – read the terrain and surface conditions and adjust your driving attitude accordingly.
- Drivers – be nice to your navigator – they will feed you and hand you drinks, as you need them.
- You are an ambassador of the sport – if you run into locals – BE POLITE and BE COURTEOUS.
- If you run into local law enforcement – just explain you are on a recreational navigational rally – if they have any questions, they can contact the organizers or WCRA.
- Do not throw any pages of the route instruction away – inevitably – it will be the page you may need later (In afterthought - Do not throw any thing out the window – period.)
- If you get severely lost – do not worry about time – try to get back on course and continue to the next stage or cut straight back to base camp and report / call / leave message for rally master (meaning “check – in” so the organizer will not send out search party to look for you)
- Never assume you know where the organizer is taking you their rally.
- MOST IMPORTANT: **HAVE FUN!!!!!!**

Some Formulas for your reference:

Subject	Formula	Example
Odometer Correction Factor	$\frac{\text{Your Odo Distance}}{\text{Rally Odo Distance}} = \text{Correction Factor}$	$\frac{13.50 \text{ km}}{13.25 \text{ km}} = 1.0189$
Calculating Speed	$\frac{\text{Distance (km)} \times 60}{\text{Time (min)}} = \text{Speed (km/h)}$	$\frac{75 \text{ km} \times 60}{60 \text{ min}} = 75 \text{ km/h}$
Calculating Distance	$\frac{\text{Speed (km/h)} \times \text{Time (min)}}{60} = \text{Distance (km)}$	$\frac{75 \text{ km/h} \times 60 \text{ min}}{60} = 75 \text{ km}$
Calculating Time	$\frac{\text{Distance (km)} \times 60}{\text{Speed (km/h)}} = \text{Time (min)}$	$\frac{75 \text{ km} \times 60}{75 \text{ km/h}} = 60 \text{ min}$
Calculating Rate from Time and Distance	$\frac{\text{Time (min)}}{\text{Distance (km)}} = \text{Rate (min per km)}$	$\frac{60 \text{ min}}{75 \text{ km}} = 0.8 \text{ min / km}$
Calculating Rate from Speed	$\frac{60}{\text{Speed (km/h)}} = \text{Rate (min per km)}$	$\frac{60}{75 \text{ km/h}} = 0.8 \text{ min / km}$
Calculating Time from Distance and Rate	$\text{Distance (km)} \times \text{Rate (min / km)} = \text{Time (min)}$	$75 \text{ km} \times 0.8 \text{ min/km} = 60 \text{ min}$
Adjusted Speed based on Odo Correction Factor	$\text{Rally Speed (km/h)} \times \text{factor}$ = Your corrected Speed	$75 \text{ km/h} \times 1.0189$ = 76.42 km/h
Adjusted Distance based on Odo Correction Factor	$\text{Rally Distance (km)} \times \text{factor}$ = your corrected Odo Reading	$75 \text{ km} \times 1.0189$ = 76.42 km

Some Tables for your reference:

Minutes in most rallies are not divided into 60 seconds, but rather into 100 hundredths-of-a-minute or “cents”. A time period of 25 means 25/100 of a minute or 15 seconds.

Why do rallists time in decimal parts of a minute (cents) rather than seconds? Since there are more cents in a minute than seconds, timing in cents gives added precision to calculations and timing at checkpoints. Also, when the navigator is doing timing calculations, it is far easier to add and subtract minutes and cents than to keep carrying and borrowing 60s when doing math on minutes and seconds.

Here is a conversion chart for your reference.

Cents	Seconds	Cents	Seconds	Cents	Seconds	Cents	Seconds	Cents	Seconds	Cents	Seconds	Cents	Seconds
1	0.60	16	9.60	31	18.60	46	27.60	61	36.60	76	45.60	91	54.60
2	1.20	17	10.20	32	19.20	47	28.20	62	37.20	77	46.20	92	55.20
3	1.80	18	10.80	33	19.80	48	28.80	63	37.80	78	46.80	93	55.80
4	2.40	19	11.40	34	20.40	49	29.40	64	38.40	79	47.40	94	56.40
5	3.00	20	12.00	35	21.00	50	30.00	65	39.00	80	48.00	95	57.00
6	3.60	21	12.60	36	21.60	51	30.60	66	39.60	81	48.60	96	57.60
7	4.20	22	13.20	37	22.20	52	31.20	67	40.20	82	49.20	97	58.20
8	4.80	23	13.80	38	22.80	53	31.80	68	40.80	83	49.80	98	58.80
9	5.40	24	14.40	39	23.40	54	32.40	69	41.40	84	50.40	99	59.40
10	6.00	25	15.00	40	24.00	55	33.00	70	42.00	85	51.00	100	60.00
11	6.60	26	15.60	41	24.60	56	33.60	71	42.60	86	51.60		
12	7.20	27	16.20	42	25.20	57	34.20	72	43.20	87	52.20		
13	7.80	28	16.80	43	25.80	58	34.80	73	43.80	88	52.80		
14	8.40	29	17.40	44	26.40	59	35.40	74	44.40	89	53.40		
15	9.00	30	18.00	45	27.00	60	36.00	75	45.00	90	54.00		

Second	Cents	Second	Cents	Second	Cents	Second	Cents
1	1.67	16	26.67	31	51.67	46	76.67
2	3.33	17	28.33	32	53.33	47	78.33
3	5.00	18	30.00	33	55.00	48	80.00
4	6.67	19	31.67	34	56.67	49	81.67
5	8.33	20	33.33	35	58.33	50	83.33
6	10.00	21	35.00	36	60.00	51	85.00
7	11.67	22	36.67	37	61.67	52	86.67
8	13.33	23	38.33	38	63.33	53	88.33
9	15.00	24	40.00	39	65.00	54	90.00
10	16.67	25	41.67	40	66.67	55	91.67
11	18.33	26	43.33	41	68.33	56	93.33
12	20.00	27	45.00	42	70.00	57	95.00
13	21.67	28	46.67	43	71.67	58	96.67
14	23.33	29	48.33	44	73.33	59	98.33
15	25.00	30	50.00	45	75.00	60	100.00

The following is reprinted from the WCRA website for your reading. Most of the following details will be covered at the course.

Rally Formulas & Calculations:

- Time (minutes) = Distance x 60 / Average Speed
- Odo Correction Factor = Your Distance / Rally Distance
- Rally speed (or distance) x Factor = Your speed (or distance)

Do your calculations based on rally time/speed/distance and use factor to correct your odo to determine your relative position. Example Instructions for Car 5 - Car 0 out at 9:05:00

Info	Time / Speed	Kms	Miles	Reference	Calculations	.	Sub-Total (decimal)	Total / hh:mm:ss
9:05:00
1	40	0.00	0.00	SA at Stop	.	.	0.00	9:10:00.0
2	45	1.61	1.00	L at TS	$(1.61-0) * 60 / 40 =$	2.415	2.415	9:12:24.9
3	60	3.25	2.02	R at Wood	$(3.25-1.61) * 60 / 45 =$	2.1866666	4.6016666	9:14:36.1
4	40	5.63	3.50	L at Spider	$(5.63-3.25) * 60 / 60 =$	2.38	6.9816666	9:16:58.9
.	.	7.22		(CP Location)	$(7.22-5.63) * 60 / 40 =$	2.385	9.3666666	9:19:22.0

1. Route Instructions

The TIME/SPEED column will have a time printed at the start of each Section. This is the Car 0 start time. **Your time is Car 0 plus your car #.**

2. Start / Finish of Sections:

During the layout phase of this rally, convenient locations were chosen to Zero the odometer. These don't necessarily have room for 10 cars. No checkpoint will be within 0.4 kilometers of the start of a TSD. Please don't block the road.

3. Time

The event is run as a perfect time rally, timed to the second. Your time is Car 0 time plus your car number. Car 0 time is set at the start of each section.

4. Scoring

Checkpoint locations are hidden. Your time is taken as you pass a checkpoint without stopping.

5. The Rally:

Tour of vehicles, spaced at one minute intervals, following a measured and precise route. The rallyists will follow all applicable laws. A scoring process times the rallyists along the route, with points scored for deviation from the predicted time for their arrival at those points. Lowest accumulated points determines the winners.

6. Entry and Eligibility requirements

- a) Entrants must be prepared to present:
 - 1) Driver must have valid Driver's License.
 - 2) Proof of-Insurance.
 - 3) Registration certificate for vehicle.
 - 4) Permission of vehicle owner if other than rally participant, in writing.
- b) Completion of Entry Form.
- c) Additional passengers are allowed.
- d) Signature of all participants on Liability Waiver Form. A separate form covers minors.

7. Safety Inspection and Vehicle Eligibility

- a) Vehicles must be road legal and licensed.
- b) All vehicles must have at least seat belts, to be worn during the event.
- c) Each vehicle may be inspected for: working lights, usable spare tire, and other "road legal" items.

8. Route Instructions

- a) The Route Instructions will contain an instruction number, time or speed, distance from start of section, Alpine, and reference for following the route. The distance has precedence when given for route following instructions.

Precedence of route - at intersections where the next instruction cannot be used.

Remain on the named or numbered road if directed 'onto' (and only by the word onto) it by name or number.

That is protected from entering traffic by STOP or YEILD signs.

That is of similar road surface (paved vs unpaved).

That follows numbered or named highway.

Continues straight ahead or as nearly straight as possible.

- b) In the absence of a Route Instruction, the obvious main road should be followed. Usually, an instruction isn't needed for you to continue straight, or to follow the road you are on when it curves and another road bears off.

- c) Redundant instructions may be used to clarify the main road, or to provide references confirming-you are on the correct route. Such instructions may be appended with "MBCU" (May Be Considered Unnecessary) or "REF" (Reference).

- d) SOL, SOR (Sign On Left, Right)- indicates a reference on a specific side of the rally road.

- e) HR, HL (HARD RIGHT, LEFT)- Used to warn you of tight turns.

- f) All rally roads are public, through roads unless otherwise noted in the Route Instructions. Dead End or Private roads are to be considered non-existent. Such roads may be indicated in the Alpine without noting such status as private or dead end. Exception: Usable roads will be specifically noted: "Ignore Dead End" or equivalent.

- g) The RI's may or may not note the road surface. i.e. paved vs. gravel.

- h) Definitions and abbreviations - see Section 14.

- i) Distances relate to 1) the action point, i.e. when you commence a turn, or 2) a reference where there is no action indicated. RI's will be a tenth (.10) kilometer apart, if possible.

9. Definitions of Sections

a) Monte (MTE) or Transit (TRN): Rallyists may be early or late within the section, but must be at the finish at the correct time. No CP's are located in Monte or Transit sections. Allowed time will be based on legal speed limits, and reasonable speeds.

b) TSD: Rallyists must average speeds as indicated in the Route Instructions, and checkpoints maybe passed anywhere in the section.

c) The Start Time for car 0 is printed at the start of each Section. The Start Time of each Section is the Finish time of the previous section, which may include extra time for stops and refreshment. This is also a "zero point" for mileages. The correct time for each rally car would be the CAR 0 time + car number

10. Checkpoints, Controls, and Timing

a) Checkpoints may be visible or hidden. Rallyists will be timed at a predetermined point. Rallyists do not stop at checkpoints.

b) All controls will open 10 minutes before the ideal arrival time of car #1, and close after the maximum scoreable late time for the last car

c) Main Time Controls (MTCs) are not used. Rallyists may arrive early or late.

d) Time standard is WWV, adjusted to local hour.

11. Penalties and Scoring

a) TSD Sections: 1 point per second early or late. Maximum 600 (10 minutes).

b) DNF: Unsportsmanlike conduct, failure to control vehicle, violation of laws, harassment of Officials or the public, etc. will be grounds to exclude a vehicle from the event. The rallyist involved may or may not be so advised by a rally official.

12. Force Majeure

It is the intention of the Rallymaster that everyone should be at the finish at an appropriate time. If you are delayed beyond the max. time for a Section, please attempt to shortcut to regain your position in the rally. This will save us the suspense of wondering what happened. The Route Instructions were written with enough references to aid you in such shortcuts.

13. General

a) Rallyists must assume that notifications of the event have been sent to all law enforcement officials in the areas we traverse.

b) Failure to stop at an accident may result in disqualification. However, if you can't render aid, move on.

c) The official rally measuring device was a Timewise 796, using 2 magnets on the left front wheel of a Subaru Turbo Legacy. Distances were recorded at or below rally speeds.

d) Checkpoint placement will be such that most rallyists could zero each control; reasonable driving will allow rallyists to be averaging the correct speed at control locations (i.e. don't try to "average" 45 through 20 mph corner...) **don't overdrive the roads**. There is no "balking" penalty, but unsafe control of vehicle "will be noted for later action".

e) CLASSES

2 classes based on calculating method:

- Experienced - Unlimited equipment. And not an Novice.
- Novice - No previous pro rally experience, and neither team member having entered more than 3 TSD rallies.

14. Abbreviations and Definitions

a) REFERENCES

1. Signs will be in capital letters and enclosed in quotes " ". Representation will be as accurate as possible. "BROADWAY AVE." "NO. C ST. CT. E." "PAGAN CHURCH"
2. Clarifying signs will be in parenthesis (). Portions of sign may not be included. (BROADWAY) (C ST.) (CHURCH)
3. Clarifying comments may be in parenthesis. Comments may be in lower case. (CAUTION ROCKS ON RIGHT) , (Green church on left)
4. Objects will not be in quotes. i.e. BRIDGE, GREEN CHURCH, DAM. BROADWAY AV.
5. Exceptions: MP (mileposts), STOP and YIELD signs will not be in quotes. STOP and YIELD signs control your movement, but may not control an intersection (RRX for instance).

b) Alpine Instructions: A diagram of an intersection of rally roads, with the dot as the entry point and an arrow as the exit point. Scale will vary. Private, Dead End and other non-rally roads may be included for accuracy. References and distances will relate to the first action point of the intersection.

West Coast Rally Association

WCRA is a member of RPM (Rally Pacific Motor Sports) which is the representing CARS (Canadian Association of Rallysport) in BC Region. CARS is the Canadian Authority for Rallying.

IRC (Island Rally Sport) is also a member of RPM.

WCRA 2001 Club Executive

Position	Name	Email Address
Club Address	West Coast Rally Association	wkra@rallybc.com
President	Martin Wilson	martin@rallybc.com
Vice-President	Ken Kwong	ken@rallybc.com
Treasurer	Andrew Dobric	andrew@rallybc.com
Secretary	Dennis Wende	dennis@rallybc.com
Membership	Betty Third	betty@rallybc.com
Promotions Director	Bill Westhead	bill@rallybc.com
CARS Rep	Paul Westwick	paul@rallybc.com

TSD Novice Rally Course – July 7, 2001

Rally Masters:	Ken Kwong Mark Ward	Chi Tsang	
Instructors / Checkpoints	Andrew Dobric Mark Ward Shelly Donaldson	Dennis Wende Ken Kwong Chi Tsang	Martin Wilson* Bill Westhead* * may be present
Registration & Member Services:	Betty Third		
Sweep Truck	Ken Kwong (Jeep Grand Cherokee Limited)		

Hosted @ Howe Sound Inn and Brewing Company – 37801 Cleveland Avenue, Squamish, BC
Tel (604) 892-2603 or 1-800-919-2537