

The Totem Rally - "since 1962"

November 13/14, 2004

Presented by West Coast Rally Association.



Sponsored by:

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**SPECIALTY
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The Totem Rally is a time-speed-distance (TSD) rally. It is the final round for two championship series: the "2004 BC TSD Rally Championship" and the "Pacific Coast Challenge". This rally follows the BC Rally Regulations, which are posted at http://www.rallybc.com/html/regional_regs.htm, and are available from the BC Rally Director, Paul Westwick (paul@rallybc.com) by calling (604) 682 3296. The rally runs on straightforward instructions. In addition to the route instructions, maps will be provided. The rally will be about 850km long, entirely within the province of BC, and will start with an odometer check section of about 15km. Roads will be about 30% clear pavement, 70% gravel and mud and snow (depending on weather conditions) snow. Instructions are provided in both kilometers and miles, but the official measurements and calculations are based on the kilometer figures.

Required equipment:

- 1 reflective warning triangle
- A basic first aid kit
- A fire extinguisher
- Open cars require a roll bar.

Recommended equipment:

- Map light
- Driving lights
- Warm clothing
- Shovel
- Tow rope

Maximum distance between gas stops is 305km (187mi). 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 fuel stop or overnight stop. Each leg is divided into Transit stages and Regularity stages. Transit stages give a target 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, 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.

There is a one second penalty free zone each side of perfect time. A penalty of one point per second early or late is assessed at each control *after the one-second penalty free zone is exceeded*. At the finish scores will be totaled and the lowest score wins. The maximum penalty at each control is 300 points (5 minutes). The maximum penalty during each regularity (TSD) section is 600 points (10 minutes) Control officials will remain in place at least 5 minutes until any remaining cars are beyond 5 minutes late. Ties will be broken by the most zero scores, then the most 1 second penalties, etc.

Weather conditions will affect if Winter Scoring is used – Winter Scoring: Scoring is one point per second early or late, from a grace period that depends on your time at the immediately previous control, but is always at least one second each way. At the first control in a leg, the grace period is one second each way. At each subsequent control in the leg, the grace period is extended to 10 seconds closer to perfect time than your immediately previous time. In other words, you never need to make up more than 10 seconds between any two controls. If you are late x seconds at one control, the grace period at the next control will be from one second early to $(x - 10)$ seconds late, or one second late, whichever is greater. If you are early x seconds at a control, the grace period at the next control will be from one second late to $(x - 10)$ seconds early, or one second early, whichever is greater. In every case, the grace period depends only on the immediately previous control. As long as you are running close to perfect time, this is effectively a perfect time event. If you have a problem, however, and lose some time (e.g. stuck in a snow bank) you don't need to make up all of your time immediately, but you are encouraged to work your way gradually back towards perfect time.

Winter Scoring example: If you are 35 seconds late at the first control in a leg, you are assessed 34 points. If you are then 41 seconds late at the next control, you are assessed 16 more points (grace period was to 25 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was to 31 seconds late). If at the next control you are back to 35 seconds late, you are assessed 20 more points (grace period was to 15 seconds late). If at the last control in the leg you are 18 seconds early, you are assessed a further 17 points, for a total of 87 points for the leg. Scoring reverts to absolute time at the beginning of each leg. This may require habitually slow competitors to forfeit some of their gas or meal time allowance. The organizers may decide to delay sections in order to keep the competitors together. If so, an information control will be set up to inform all competitors. 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.

Exceptions to scoring: A competitor coming upon an accident is required to stop and render aid if necessary (e.g. in case of injury.) In such cases, the competitor should record the mileage in the section, and the time when they stopped as well as the time they restarted, and give a written declaration of this to a rally official or the event steward. Scoring adjustments will be made in such cases, and the crew should not try to regain the lost time until they reach a sufficiently long break (e.g. gas stop.) Declarations of time lost will also be considered for organizers' errors, which make official time unattainable and other discretionary safety concerns. In the case where a competitor is stuck, but not injured or in any danger, they should wave rally traffic past and await the assistance.

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 prior to January 1, 1974 as per the date stated on the vehicle registration. Navigation equipment must conform to Calculator class.

In addition to the BC championship classes, an award will be given for **Historic Equipped:** Vehicles manufactured prior to January 1, 1974 as per the date stated on the vehicle registration. Navigation equipment is unlimited. Historic Equipped entries will be scored in the BC championship as unlimited, as well as for the purpose of class awards in the Yokohama Contingency program. For the purpose of Pacific Coast Challenge (PCC) points, Unlimited and Historic Equipped are classed as Unlimited, Calculator, Novice and Historic are classed as Equipped, and Paper is classed as SOP.

Officials of the Event

Route Master/Organizer: Fred Wiedemann (Fred@rallybc.com) ph: 604-533-9656

Co-organizer: Shelley Wiedemann (Shelley@rallybc.com) ph: 604-533-9656 fax: 604-533-9647

Registrar: Dennis Wende (Dennis@rallybc.com)

Steward: Paul Westwick (Paul@rallybc.com) ph: 604-682-3296

Schedule of Events

Wednesday November 3	Close of Early Entries. Preliminary start order assigned.
Friday November 12	
19:00h – 21:00h	Registration at Rally HQ (Bear's Claw Inn, main dining area) in Cache Creek. Tech Inspection at Rally HQ.
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 13	
07:30h – 09:30h	Late Registration and Buffet 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 Gray Inn, Clearwater
Sunday November 14	
08:00h	Driver's Meeting at Wells Gray Inn, Clearwater
08:30h	First Car Out
15:00h	End of Day 2 at Bear's Claw Inn, Cache Creek.
16:30h	Dinner & Awards presentation (start making up your stories)

Schedule Subject to change

Directions to the rally HQ:

The Bear's Claw Lodge is on the east side of Highway 97, about 800m north of the junction with Highway 97C.

Fees and Costs

Fees: please make all cheques payable to **West Coast Rally Association**.

\$150 (\$120 US) up to Nov 3, 2004

\$180 (\$145 US) after Nov 3, 2004

Members of West Coast Rally Association and Island Rallysport Club are eligible for a \$30 (\$24 US) discount. Please make cheques payable to West Coast Rally Association. Maximum entries accepted: **50** Any entries received above the maximum will be notified by phone or email 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 3, 2004), or current dated, for the entry to be accepted.

Mail entries to: West Coast Rally Association, 2065 Alpine Court, Coquitlam, BC, V3J 2K7

Accommodation

Cache Creek (Friday Night and/or Sunday Night)

The Desert Motel:

1069 S. Trans-Canada Hwy
1-800-663-0212 or 1-250-457-6226.

Rate: TBA no Calls before October 15, 2004

Clearwater (Saturday Night):

The Wells Gray Inn

228 East Yellowhead Hwy
250-674-2214

Room Rate: \$49.00 (double) Quote The Totem Rally
Limited space available

The Clearwater Lodge

331 Eden Road
250-250-674-3080

Room rate \$65.21(double) - Quote The Totem Rally