

**TSD Rallye General Instructions**  
MGCC-RMC  
Revision 2.3 (Last Updated May 28, 2026)

**A. Introduction**

Time-Speed-Distance (TSD) rallies are precision driving events where a driver-navigator team is given a set of route instructions containing both navigation and speed information. The goal is to arrive at a series of checkpoints, or Timing Controls, in the “perfect” amount of time based on the provided instructions. A bit of math is used to calculate “perfect” time for each leg:

$$\text{DISTANCE} = \text{TIME} \times \text{SPEED.}$$

You’re scored based on the error between your drive duration and the “perfect” leg time. Each leg is scored individually, so don’t worry if you find yourself behind or lost on one section. There’s a maximum score for each leg, so you won’t be overly penalized for getting “way off” -- *It happens to everyone!*

*Driving carefully and accurately is the key to success, along with strong driver-navigator communication. Pay attention to the written route instructions and the Main Road Rules listed in these General Instructions.*

Interpreting these rules:

- Terms in **BOLD CAPITAL LETTERS** font have specific rallye-unique meanings and should be interpreted only as defined in these rules. Refer to the Glossary for a summary of all terms.
- *Sections in Italic letters are written as aids to help interpret the rules and formulate basic driver/navigator team strategy. These sections are not required for proper interpretation of the rules.*

**B. Safety & Legal Notices**

Registration is required to participate in this rallye, and all rallyists and workers must sign a waiver releasing the organizers from all liability. Minors must submit a release signed by a parent or guardian. Proof of liability insurance to satisfy the Colorado minimum requirements must be presented.

All assigned speeds will be reasonable and within speed limits for that section of the course. Do not exceed posted speed limits at any time!

A few other reminders applicable to our beautiful Colorado roads:

- Seat belt law – Safety equipment on vehicles so equipped shall be used at all times
- Double yellow lines and no-passing zones – many backroads and highways have short passing zones designed for passing slower farm equipment. No unsafe passing is allowed on this rallye!
- Stopped school buses with flashing lights – remember it is the law to stop and do not pass. Watch for children!
- Crosswalks – it is the law to stop for a pedestrian in a marked crosswalk
- Use a Time Allowance if needed to “catch up” for any reason, rather than driving unsafely.

These rules are critical for the safety of all participants, other motorists, and the future of these events. Speeding, reckless driving, or other unsafe behaviors will result in disqualification and potential barring from future events.

**Good luck and Safety Fast!**

## C. Basic Rules

This section provides the basic rallye rules at-a-glance. Understanding of Section C should be enough to participate in the rallye and perform well on most legs. Some information is repeated and elaborated upon in later sections to define the complete set of rules for this rallye.

1. **Team:** Teams shall consist of two persons per car, not counting children under 12 years of age. Larger team sizes are permissible to participate in the event but may not be eligible for an award (at the discretion of the Rallyemaster).
2. **Car Numbers:** all cars will be issued a car number sticker to identify them for the event. Unless otherwise instructed, place the sticker on the lower right corner of the windshield. Numbers must be visible to rallye workers outside of the car.
3. **Rules of the event:**
  - a. **GENERAL INSTRUCTIONS** (this document) provide the overall rules for the rallye.
  - b. **SUPPLEMENTAL INSTRUCTIONS** may be issued by the rallyemaster to provide variations or additional rules for that particular event. If applicable, Supplemental Instructions override the General Instructions.
  - c. **ROUTE INSTRUCTIONS** are provided by the rallyemaster for navigation to each checkpoint. These instructions should be interpreted per the rules outlined in the General and Supplemental Instructions.
  - d. **Traffic laws, speed limits, etc.** – Yes, these laws still apply on all events! At no time do rallye instructions usurp legal requirements and all applicable laws and regulations shall be followed at all times in the interests of safety.

*Rallyists are responsible for examining all provided materials for completeness and legibility before the start of the event. Rallyists are expected to refrain from laborious, obscure, or illogical interpretations of these rules and participation in any capacity will be construed as evidence of acceptance of these rules.*

4. **Navigation & Course Following:** Navigation and route finding is subject to the rules explained in [Section D](#) (which is summarized here for quick reference):
  - a. **Road Eligibility:** private roads, driveways, dead ends, parking lots, alleys, and unpaved roads DO NOT EXIST for the purposes of the rallye unless specifically noted or directed.
  - b. **MAIN ROAD RULE:** the Main Road is the road you take unless a route instruction directs you otherwise. These determinants are used to identify the Main Road:
    - i. **ON or ONTO (“ON”)**
    - ii. **CURVE or TURN WARNING ARROW (“CWA”)**
    - iii. **STOP or YIELD SIGN (“PROTECTION”)**
    - iv. **RIGHT AT T or Y**
    - v. **STRAIGHT AS POSSIBLE (“SAP”)**

- c. **ROUTE INSTRUCTIONS:** these are directions provided before the start of the rallye. While generally straightforward, a rallyemaster may use a combination of Numbered Instructions and Notes to provide navigational challenge and “traps” to test rallye teams.
  - i. **NUMBERED INSTRUCTIONS** must be executed in order and completed fully or cancelled before the next instruction.
  - ii. **NOTES** are intended to be executed whenever possible until cancelled. Multiple notes may be active at once. They are given a name in the format “NOTE <NAME>:”
  - iii. **SPECIAL INSTRUCTIONS** may be provided during the rallye to provide additional information, clarify an instruction, or provide emergency directions.
- 5. **Timing and Control Types:** Timing and controls will be accomplished using the Richta Rally App, traditional manually-timed manned checkpoints, or both. The type of control used for the event shall be specified in the Supplemental Instructions and/or Route Instructions.
  - a. **Richta Rally App** may be used for automatically synced GPS timing and automated checkpoint controls. See [Section G](#).
  - b. **Traditional Timed Checkpoints** shall use clocks synchronized to the WWV Time Signal. See [Section H](#).
- 6. **Scoring:** The lowest score of the rallye wins. Each second early or late at a checkpoint (called a **TIMING CONTROL**) counts as a penalty of one point. See [Section I](#) for scoring rules, penalties, and disqualifications based on the rallye type that is being presented.
- 7. **Time Allowances:** may be taken for any reason in any leg. Use these to adjust for traffic, slow moving vehicles, construction, personal breaks, rest stops, etc. See [Section G](#) or [Section H](#) for Time Allowance instructions based on the rallye type that is being presented.
- 8. **Measurements:**
  - a. **Richta Rally App:** location and timing is assessed by the location of the phone/device in the car running the Richta application. Unless otherwise specified, the location of the phone/ device running the Richta app is used for timing and subsequent scoring.
  - b. **Manually-timed events:** timing is assessed at the centerline of the right front wheel as it passes the applicable measurement location or timing line.

Unless otherwise specified, the measurement and instruction units used in this rallye are:

Variable	Unit	Format	
Distance	Miles	###	(e.g. 3.14)
Elapsed Time	Minutes:Seconds	MM:SS	(e.g. 1:23)
Speed	Miles per Hour	##	(e.g. 25)

- 9. **Lead and Sweep Cars:** There will be a lead car traveling ahead of the rallye to ensure that all signs and landmarks essential to the rallye are present. A sweep car will follow the rallye to assist those with car trouble and to verify that no sign or landmark has been removed during the rallye. Note: lead and sweep cars may be omitted for smaller and informal events, at the judgement of the rallyemaster.
- 10. **Communication Devices:** The use of any device for person-to-person communications during the event shall be limited to emergency and non-rallye purposes. Communication to aid or hinder yourself or other teams is prohibited.
- 11. **GPS Speedometers:** GPS speedometers are permitted for use only if there is no timing interface to automate TSD calculations. unless specifically permitted for a given event or competition class.

## D. Navigation and Course Following

*The printed instructions provided by the rallyemaster prior to the rallye start do not necessarily contain all the navigation instructions spelled out for you... Course Following on an MGCC rallye requires knowledge of the following rules along with critical thinking and problem solving. The rules explained here are not intended to trick or mislead you – that’s the job of the rallyemaster!*

Navigation decisions on the rallye are subject to the following rules, which shall be followed in the order they are presented here:

1. **ROAD ELIGIBILITY:** private roads, driveways, dead ends / No Outlet (either marked or clearly visible), parking lots, alleys, illegal turns, and unpaved roads (dirt or gravel) DO NOT EXIST for the purposes of the rallye unless you are specifically instructed to enter them. A forced turn may be required to avoid such roads, however uninstructed U-turns are not to be made at any time. Roads are considered to become ineligible at the last intersection before the condition or sign can be seen to disqualify the road.

Ineligible roads may also be marked by a rallye- or club-specific sign designated with an “O”.

2. **MAIN ROAD RULE:** The Main Road is the road you take unless a route instruction directs you otherwise. At each intersection you must determine the Main Road by applying the following determinants in the order listed. If a determinant fails to apply or does not determine a unique road, disregard that determinant and go to the next. If all fail to apply or do not determine a unique road, there is no Main Road at that intersection and you must execute a route instruction.
  - a. **ON or ONTO (ON):** If instructed ON or ONTO a road by stated name or number, that is the “Main Road” that should be followed at all intersections where labeled by visible signage identifying the road. This applies until a Course Directing Route Instruction is executed to take a different route off of the Main Road. If an unmarked intersection is encountered or if the route designation ends, the ON or ONTO determinant does not apply at that intersection.
  - b. **CURVE or TURN WARNING ARROW (CWA):** The Main Road goes in the direction indicated by the curve or turn warning arrow as intended by the erecting agency.
  - c. **PROTECTION (STOP or YIELD SIGN):** The Main Road is the only road that does not have a stop or yield sign on that road at that intersection. Rallyists are required to recognize stop and yield signs by their standard shapes.
  - d. **RIGHT AT T or Y:** At a T or Y the Main Road is the road that goes to the right.
  - e. **STRAIGHT AS POSSIBLE (SAP):** The Main Road is the road that is straight ahead or as nearly straight ahead as possible. This determinant shall not cause you to leave a limited access highway.

*Tip: write out the Main Road Rule determinants (in order!) and have them handy during the rallye. Assess them at every intersection to make sure you’re headed on the correct route. Spending an extra few seconds going through these steps is far better than making a navigation mistake and needing to turn around!*

**3. ROUTE INSTRUCTIONS:** Route instructions are used to direct a course different from the Main Road (as defined above) and to provide other information needed to complete the rallye.

**a. Course Directing Actions (LEFT, RIGHT, STRAIGHT, TURN, U-TURN):**

Execute a Course Directing Route Instruction only where it directs a unique course of travel. Execution of a Course Directing Route Instruction requires that the rallyist follow a course other than the Main Road, except for instructions noted as **redundant** or **may be redundant** (which signify that the specific instruction is redundant to a navigation decision dictated by Main Road Rule). An instruction using **redundant** or **may be redundant** is to be considered Course Directing even if it takes you the same way as the Main Road.

A **LEFT** or **RIGHT** cannot be executed if the instruction **STRAIGHT** would take you the same way.

*Remember that the Main Road Rule is to be followed unless otherwise directed by a Route Instruction! If it doesn't say "redundant", hang onto that instruction for the next opportunity.*

**b. Instruction Types**

There are three types of Instructions that may be encountered on the rallye:

- i. **NUMBERED INSTRUCTIONS** are identified numerically in ascending order. They shall be initiated in ascending order only after the completion or cancellation of the previous instruction, except as modified by OVERLAP (see following page).
- ii. **NOTE INSTRUCTIONS** are identified by the word NOTE with a title (e.g. "NOTE CECIL: ") and are intended to be executed whenever possible until cancelled. A Note Instruction becomes active when the previous Numbered Instruction is completed or cancelled, and execution is required at each applicable opportunity between that point and the point of the Note Instruction's cancellation. Several Note Instructions may be active at the same time and may overlap numbered instructions. Note Instructions are cancelled only by a Route Instruction or Special Instruction.

<i>Example:</i>	41. LEFT at T	<i>This is a numbered instruction</i>
	43. NOTE KIMBER: LEFT	<i>Start Note "Kimber", turn left whenever possible</i>
	44. RIGHT at STOP SIGN	<i>Numbered instruction; you would have turned left before this instruction if the opportunity existed</i>
	45. CANCEL KIMBER	<i>End Note "Kimber" immediately after Inst. 44</i>

*Common usage of Notes includes activities that are repeated or to give you an instruction to be executed later (e.g. "PAUSE 15 SECONDS AT STOP SIGN" tells you to pause 15 seconds at every stop sign until the note is cancelled). Tip: write down any active Notes so you don't forget and cross them off as they're cancelled.*

- iii. **SPECIAL INSTRUCTIONS** may be provided during the rallye via rallyemaster broadcast on the Richta App, written instructions distributed by rallyemaster or other rallye official, or as part of the Route Instruction materials provided at the start of the event. Special Instructions may also be verbal instructions given by rallye or club officials depending on circumstances. Special Instructions supersede other rules and must be followed above all other rallye instructions until cancelled or overridden.

- c. **Instruction Modifiers** may be applied to route instructions as specified:
  - i. **ITIS (If There Is Such):** A Numbered Instruction ending with the notation ITIS shall only be executed if the opportunity exists prior to the next Numbered Instruction. Consecutive ITIS Instructions may be provided but must be addressed in order; the initiation point for a higher-numbered ITIS Instruction cancels any previous ITIS Instructions and must be completed before initiating any subsequent instructions.
  - ii. **WCF (Whichever Comes First):** A WCF Instruction is a Numbered Instruction containing the notation WCF and two parts separated by the word "OR". Complete that part whose initiation point occurs first and cancel the other part. A speed shown in a CAST column applies to both parts.
  - iii. **OVERLAP or MAY OVERLAP:** A Numbered or Note Instruction with OVERLAP or MAY OVERLAP does not need to be completed prior to initiating the following instruction(s). *Remember – Instructions must be completed in order only after the completion or cancellation of the previous instruction, unless OVERLAP is specified.*
  - iv. **REDUNDANT or MAY BE REDUNDANT:** Signifies that the instruction directs a course in the same direction as the Main Road Rule.
- d. **CAST – “Change Average Speed To”**  
 The provided Route Instructions will contain “CAST” instructions which identify the average speed in miles per hour you should achieve until the next “CAST” is provided. A CAST is effective until another CAST is instructed. If a CAST is specified for a specific time or distance, revert to the previous CAST at the end of that time or distance.  
  
 Speed changes are to be made at the referenced sign, landmark, official mileage, or start of a turn or other Course Directing Action.
- e. **PAUSE:** may be specified to add time to an instruction or action at a location or over a specified distance. Pauses may be executed concurrently with other actions if appropriate. Pause durations specified by two or more instructions are cumulative. Pauses shall be executed in a safe location – pull over if needed (e.g. do not stop at an intersection with a green light, continue through the intersection and pull over in a safe location to wait out the pause duration).  
  
*Example:*
  - NOTE RED: PAUSE 30 SECONDS AT STOP SIGN
  - 30. STOP SIGN. PAUSE 30 SECONDS.
  - 31. RIGHT.*In this example, a total pause time of 60 seconds is required. The RIGHT may be initiated just after the stop sign, if the opportunity exists.*
- f. **Counting:** Counting of signs, landmarks, opportunities, distance, etc., begins at zero at the point where the applicable instruction becomes active.
- g. **Multi-Step Instructions:** a route instruction may consist of multiple instructions each separated by a period. This group of instructions is to be treated as if the individual instructions in the group were listed separately in the order given. See example above.
- h. **Parenthesis:** Information contained in (parentheses) is intended to be helpful and not mislead. It is not required for proper execution of the instruction.

- i. Instruction Separation:** The maximum distance between initiation points of route instructions is 5 miles unless otherwise noted.

Observe a sign, landmark, or opportunity stated in the Route Instructions (see [Section E](#)) as your rallye vehicle passes even with it. Each observed sign, landmark, or opportunity must be further along the rallye route than the previously observed sign, landmark, or opportunity (unless otherwise noted or modified by OVERLAP).

*This rule is used to make sure you're headed in the right direction. No tricks here!*

The following example shows three separate speed limit signs that would be observed in order. See [Section E](#) for sign formatting rules.

*Example:*

- 27. SPEED LIMIT 45.
- 28. SPEED LIMIT 35.
- 29. "SPEED LIMIT 45".

- 4. Execution Priorities:** When instructions conflict, e.g. it is impossible to execute both instructions at the same point, execute the highest priority instruction and defer the lower priority instruction(s). The priorities in order of precedence (for conflicting situations only) are:

- 1) Execute a Special Instruction
- 2) Execute a Note Instruction
- 3) Execute a Numbered Instruction
- 4) Follow the Main Road

- 5. Next Numbered Instruction After Control:** Encountering a Control (as explained below) will make any previous and unexecuted route instructions void. Execute the next Route Instruction or note as specified at the Control.

All Controls on the Richta app shall associated with a Numbered Route Instruction. Upon encountering the Control, execute the associated Numbered Route Instruction and begin looking for the next instruction.

When encountering a Traditional Control, the next numbered route instruction shall be noted on the critique slip provided at the control.

*This isn't trying to trick you – we're just saying that if you encounter a control, skip to that step in the instructions and ignore any steps you may have missed before that point.*

*Example: you've executed Step 28 and are looking for Step 29. Your Richta app notifies you that you've encountered a checkpoint, which isn't supposed to be until Step 30. At this point, you're now at Step 30 and looking for Step 31.*

## E. Signs, Landmarks, and Instruction Notation

1. **SIGNS:** Words, letters, and/or numbers enclosed in quotation marks refer to the text of a sign. A sign used in executing an instruction must bear the full quoted caption.
  - a. **Sign Accuracy:** Signs may be quoted in full or in part by the route instruction. The sign must bear the quoted text in order with no words, letters, or numbers skipped or added between the quoted text. No instruction will quote only part of a word or number on a sign, but a sign containing only part of a word may be quoted.
  - b. **Punctuation and Symbols:** Punctuation (including hyphens, apostrophes, percent signs, ampersands, etc.), emblems, symbols (except for arrows), and exact spacing are considered irrelevant.
  - c. **Sign Visibility:** Signs must be prominently visible under expected rallye conditions. Signs may or may not apply to the road you are on, but the rallyist will never have to look backward to read a sign. Separate signs on a common support are considered to be separate signs; multiple signs conveying a single message shall be considered one sign.
  - d. **Sign Location:** Signs will be overhead or on the right hand side of the rallye route unless indicated by one of the following modifiers:
    - i. **SA** (sign anywhere) – may be overhead or on either side of the rallye route
    - ii. **SOL** (sign on left) – sign on the left hand side of the rallye route
  - e. **Exceptions:** the following features are not considered signs unless specifically permitted:
    - i. Utility pole numbers and utility box labels
    - ii. Markings on the road surface or curbs
    - iii. Text/signage painted on or attached to vehicles
    - iv. Text/signage on mailboxes, paper boxes, or their supports
2. **LANDMARKS:** A landmark is an object or feature along the rallye route, indicated in the instructions by capital letters without quotation marks. A valid landmark must have a sign identifying the landmark or be a common road feature defined in [Section K: Glossary](#).

Signs identifying landmarks have the same requirements as those identifying quoted signs. A sign used to identify a landmark may or may not be attached to the landmark, but the identification will be obvious.



<i>Example:</i>	30. SPEED LIMIT 45.	<i>This identifies a speed limit sign as a landmark</i>
	31. "LIMIT 25".	<i>This identifies a speed limit sign (partially quoted)</i>
	32. "SPED LMIIT 35" ITIS.	<i>This identifies a sign that probably doesn't exist!</i>
	32. ROUNDABOUT.	<i>This identifies a roundabout as a landmark</i>

*In practice, there's not really a difference between a sign or a landmark in terms of what you do when you encounter it, but they are specified differently. A rallyemaster may use either as a location for an instruction or activity. Pay extra attention if something like "ITIS" is noted with a sign in quotes like shown in the previous example (if it doesn't match, it doesn't exist!).*

- 3. ROADS:** Roads may be identified by street signs, highway markers, or road premarkers (located a short distance prior to an intersection). A road may have multiple identifications specified by the same or multiple signs, and any of those identifiers may be used to identify that road. This frequently applies to named roads with state or national highway numbers, in which case both may be used to identify the road.

*Example: A street sign reading “N Cecil Kimber Rd” can be identified by its sign: “N”, “N Cecil”, “Kimber Rd”, etc., or identified as a landmark: N CECIL KIMBER RD, KIMBER RD, CECIL KIMBER, etc. It cannot be identified as “Cecil Rd” (breaks the Sign Accuracy rule) or CECIL RD (that isn’t the correct name of the landmark).*

- 4. SPECIAL SIGNS:** You may encounter signs along the route placed there to aid you. These signs will be marked with the club’s initials and with one of the following:

- a.  --- TIMING CONTROL checkpoint (see following section)
- b. X --- You are not on the rallye route; go back.
- c. O --- Ignore this sign, landmark, opportunity, or apparent situation. For example: if on a sign, ignore the sign; if on a road, ignore the road or opportunity.
- d. ARROW --- Go in the direction indicated. Do not execute a route instruction or count any apparent opportunities at this point unless a route instruction is also specified.
- e. INSTRUCTION NUMBER or NOTE IDENTIFICATION --- Marks the location of a sign used in the rallye instructions that is found to be missing on the day of the rallye.
- f. SPECIAL INSTRUCTION: Treat the instructions posted on the sign as a Special Instruction given by control personnel.
- g.  --- EMERGENCY CONDITIONS: If you encounter an upside-down checkpoint sign, pull past the sign and stop. A rallye official will tell you what to do next.

## F. Controls

A “CONTROL” is the name given to the checkpoint locations encountered by a driving team during the rallye. The interaction with controls is different depending on whether the rallye is using the Richta GPS system or traditional timed checkpoints.

### 1. Types of checkpoints:

- a. **TIME CHECK (Richta only):** this simply sounds a chime and displays the current time. It is not scored and no action is required.
- b. **RESTART (Richta only):** this control is used to begin a timed and scored section of the rallye. These may be used after “transit zones” or built-in breaks in the rallye. The app sounds a chime and displays that the RESTART has been passed, indicating that you’re now “on the clock”.
- c. **TIMING CONTROL:** this control marks the end of a timed section, measured from the previous RESTART or TIMING CONTROL. Timing errors do not carry over to the next control. Once rallyists reach a TIMING CONTROL, they start fresh with “zero error” for the next timed section.
  - i. **Richta App:** TIMING CONTROLS are automatically registered by the app when passing a GPS location and a score is assigned. Drivers continue directly into the next leg. The “in-time” (end of previous leg) and “out-time” (start of next leg) are the same by default.
  - ii. **Traditional Checkpoints:** Manual timing is required with use of scorecards as explained in Section TBD.

### 2. Approaching Controls:

Control locations shall be approached at more or less the assigned average speed. Do not stop, creep, or back up within 350 feet of any control. “Creeping penalties” are not manually enforced on the Richta system but you may be mistimed by the app when near a control location. Penalties will be applied for unsafe approach to manned checkpoints to maintain safety of all checkpoint workers and rallyists. As always, safe driving is required for this rallye whether near a control or not.

### 3. Missed Controls:

Once rallyists enter a TIMING CONTROL, they will be scored as missing any lower numbered TIMING CONTROLS that they have not previously entered. Their error at this TIMING CONTROL is the difference between their elapsed time from the last encountered start and the sum of the perfect times for the missed TIMING CONTROLS and this TIMING CONTROL.

*For example, a driver that missed Control #2 would receive the “missed control” penalty for Control #2 (per Section I: Scoring) and the score for Control #3 would be the difference between their elapsed Control #1-3 time and the “perfect” time for both Control #2 and #3.*

Should rallyists enter the same control more than once, they will not be allowed a new departure time, and their first arrival time will be used to score that leg.

4. **Time Allowances:** must be submitted prior to arriving at the next TIMING CONTROL. See following section for details on Time Allowances.

## **G. Richta GPS App Rallye – Measurement, Timing, Scoring**

*Richta Rally Apps (<https://richtarally.com/>) are used for the automatic timing and scoring of a rallye. This suite of phone applications allows for the execution of a rallye without requiring manned checkpoints, as well as enabling more frequent and “rolling” checkpoints to facilitate a smoother and more enjoyable rallye experience. The Richta apps have been used for events around the world, including SCCA rallies.*

### **1. Participant Smartphone App Required: Richta Competitor**

The “Richta Competitor” app is used by each team to automatically time and score their rallye performance. This app provides a synchronized clock, elapsed leg time, time allowance requests, immediate scoring with feedback, and a running score total.

#### **a. Prior to arriving at the event:**

Each participating driver/navigator team must download the Competitor App from their smartphone’s app store prior to the event. Only one phone/app is required per vehicle.

*Tip: charge up your external power bank and bring any phone cables required!*

#### **b. At the beginning of the event:**

Follow the instructions provided by the rallyemaster to join the event on the Competitor App. A unique Car Number and event password is required to join the event and begin the route.

Upon logging into the event, the phone will seek geolocation information using cellular and/or GPS service. Location accuracy is shown on the app. Do not begin driving until location has been identified within an accuracy range of ~10m. *Typical accuracy during use is within a few feet, which requires strong cell service or GPS signal.*

Verify app connectivity and performance before beginning to drive. Failure to do so may result in no scores provided for the rallye.

#### **c. Driving the event:**

Keep the Competitor App open on the smartphone throughout the rallye. Follow the provided route instructions (generally beginning with an odometer check) and the app will automatically score each leg as the car arrives or passes a Control checkpoint. Scoring and feedback (late/early) will be announced as each Control location is passed. Time allowances may be added at any time during each leg (see below).

#### **d. After the event:**

Upon finishing the event, the app may be closed or deleted. Scores are sent to the rallyemaster real-time and no scoring cards are to be submitted.

### **2. Optional Smartphone App: Richta Scoreboard**

The “Scoreboard” app may be used by any contestant, organizer, or interested third party to display the current scores for an event. The number of Controls passed and total score is displayed for each competitor. Leg-by-leg scores may also be viewed. Note that the information is “real-time” so scores only include the Controls that have been completed as of that moment.

All scores on the Scoreboard app are to be considered preliminary and may be adjusted by the Rallyemaster for several reasons (including individual penalties for unsafe driving or omitting entire legs/Controls for all participants).

### 3. Timing

Timing is performed by the Richta App. In-time and Out-time for each leg is recorded automatically to the hundredth of a second. Unless otherwise noted, your personal device and the Richta app will be the only source of timing for the rallye.

### 4. Time Allowances

Time allowances may be used in any leg for any reason and should be used by the driver/navigator team to make up for any unavoidable variations in “perfect time” for a leg. Time allowances are to be added directly within the Richta Competitor App as each leg is completed, and may not be submitted after a Timing Control is reached and a score is provided. It is recommended to add time allowances immediately as the need arises, as they cannot be removed or edited once a Control location is reached.

Time allowances may be added by pressing the (TA+) button in the Richta app. Time allowance is added only to the current leg, with allowable values of 0:10, 0:20, 0:30, 1:30, 2:30, 3:30, and additional minute increments up to 19:30.

*Use time allowances to your advantage! There is no rationale required and no penalty for their use. Stuck behind a slow truck? Got lost? Need the restroom mid-leg? ---- Use a time allowance!*

### 5. Battery Life, Device Management, and Data Loss

The Richta Competitor App uses GPS and/or cell signal and will drain mobile devices faster than usual. An external power bank with appropriate charging cable is *strongly recommended* and likely required to complete longer events.

Any Timing Control timing data or scores lost due to a “dead phone” or other device issue is the responsibility of the driver/navigator team. Missed sections will result in penalties as explained in the following section.

### 6. Manned Checkpoints and Activities

Rallyes running the Richta timing system may still include manual checkpoints as locations to pull over, use the restroom, participate in other activities, etc. This does not have any impact on timing or use of the Richta app, but be aware that a checkpoint sign indicates a location to pull over:



## H. Traditionally Timed (Manual non-GPS) Rallye – Controls, Measurement, Timing, Scoring

**1. Timed Controls:** Traditional manually-timed rallyes require the use of a scorecard to record arrival (in-time) and departure (out-time) of each control checkpoint. There are two types of Controls:

**a. OPEN CONTROL:**

An open control is located on the right hand side of the rallye route with a timing line marked by the checkpoint sign:



These controls are staffed by checkpoint workers. An audible signal will be given as you pass the timing line. Pull ahead past the timing line and park as far off the road as possible. Maintain arrival order with other cars and stay in your vehicle. A runner will collect your scorecard and return it with your arrival time for this leg and your departure time for the next leg plus other pertinent information. After you have received your scorecard, proceed to the out marker and begin the next leg at your assigned departure time.

The distance between the timing line and the out marker is dead mileage and is not included in the official mileage for a leg. Signs and landmarks pertinent to the rallye will not be located between the timing line and the out marker. They may be located even with the timing line or the out marker.

It is the rallyist's responsibility to verify recorded arrival time. Discrepancies smaller than three seconds will not be adjusted. Bring discrepancies to the attention of the control captain immediately. If the difference cannot be settled promptly, request that the captain record the facts available so the scoring committee or rallyemaster can make a later determination and assign you a new departure time. Rallyists that continue to dispute at the control and impede the normal and safe operation of the control risk additional penalties or disqualification.

**b. Do-It-Yourself-Control (DIYC):**

A **DIYC** may be staffed or unstaffed. Record what you believe to be your correct arrival time in the "IN TIME" space on your scorecard or timing slip. Record a departure time (which begins the next leg) of your arrival time plus exactly 2 minutes in the "OUT TIME" space for the next leg. If it is a staffed DIYC, hand your scorecard or timing slip to the rallye official after you have filled it out. The locations of DIYCs will be clearly stated in the route instructions.

**2. Time Allowances**

A time allowance is intended to prevent rallyists from being penalized unfairly by events beyond their control and to discourage speeding to make up for delays along the route. Time allowances will be granted regardless of the reason. When claiming a time allowance, the rallyists must treat the delay as a pause at the point of delay and then continue along the route at the assigned speed.

Time allowances may be requested via written form in one minute increments starting at 30 seconds (0:30, 1:30, 2:30, etc.). Present the form to the captain of the next OPEN CONTROL before receiving your time or critique.

*Scorecards for manually timed events can seem a bit daunting and require a bit of math to compute score. Ask around at the start line for help deciphering the scorecard if necessary. Events were run for many years with just stopwatches and pens/paper, and don't take away from the fun of the rallye!*

## I. Scoring

The lowest score wins the rallye. A “perfect time” for each section and the entire rallye is zero points.

1. **Timing/Scoring:** Scoring is performed either automatically by the Richta app or by the rallyemaster/ committee based on submitted scorecards for a traditionally-timed event. Timing, penalties, and scoring is assessed the same for both types of event as listed below.
2. **Penalties:**
  - a. Each second early or late at a TIMING CONTROL 1 point  
Maximum penalty per TIMING CONTROL 150 points
  - b. Missing a timing control 150 points
  - c. Conduct-related penalties:
    - Interfering with a control worker 300 points
    - Unsafe entry into control (2<sup>nd</sup> offense = disqualification) 300 points
    - Unsportsmanlike conduct or irresponsible driving disqualification
3. **Score Adjustments:** the rallyemaster may modify scores after the conclusion of the event to fairly impact all driving teams, e.g. removing an entire leg for all participants, removing the highest scored leg(s) for all participants, etc. These adjustments may only be made to affect all teams and individual adjustments on a case-by-case basis are not permitted (see [Section J: Claims](#)).
4. **Leg Scoring:** Each leg is scored individually and does not affect previous or subsequent leg scores.
5. **Tiebreaking:** in the event of a tie, the competitors winning the most legs will be awarded the better place. Further ties are very unlikely but may be settled by the rallyemaster if required.
6. **Poor Sportsmanship:** Any rallyist who, in the opinion of the rallyemaster, is guilty of unsportsmanlike conduct, which includes but is not limited to willful misrepresentation of class, tampering with the route, endangering rallye workers, third parties or other rallyists, being verbally abusive towards rallye officials, other rallyists or members of the community at large, a moving traffic violation or at fault in an accident, consumption of alcoholic beverages or other disorienting drugs before or during the rallye, may be disqualified.

## J. Claims

A rallyist may claim a perceived error that unfairly results in a penalty by submitting a written claim form within one hour of arrival at the final control. The matter in dispute must be described in detail, clearly showing how it was the direct cause of a penalty to the claimant. The claimant may request an oral supplement to the claim by notifying the claims committee of intent to do so via the written claim form. If an oral supplement is requested it must be allowed. The claims committee may allow or deny a claim. If the claim is allowed, the committee may take one of the following actions:

1. Adjust the leg score for the contestant only by allowing a new time allowance.
2. Adjust the official leg time for all contestants.
3. Discard the leg score for all contestants.

The Claims Committee will be appointed by the rallyemaster. All decisions of the Committee are final.

## K. Glossary

The following landmarks and terms are restricted to these definitions for purposes of the rallye. Definitions preceded by a \* are **LANDMARKS**; all others are general terms.

**AFTER:** indicates that action is to be taken at the first opportunity beyond the referenced sign/landmark.

**\*AFTER PREVIOUS INSTRUCTION:** A specified time or distance after completion of the previous Numbered Instruction.

**AT:** indicates that action is to be taken on a line with (or as near as possible to) the referenced sign/landmark. The opportunity must be clearly visible from the sign/landmark.

**BEFORE:** indicates that action is to be taken at the last opportunity prior to reaching the referenced sign/landmark. The sign or landmark must be clearly visible from the opportunity.

**\*BEGINNING OF PAVEMENT:** a point on the rallye route where the road surface changes from unpaved to paved. A paved bridge on an unpaved road does not count, nor does crossing a paved road.

**CAST:** Change Average Speed To (in MPH)

**\*CONTROL:** Rallye timing location. See [Section F](#).

**\*CURVE WARNING ARROW (CWA):** an official highway sign containing a curve or turn warning arrow, black on yellow only, which governs rallye traffic. Double-headed arrow and chevrons are not CWAs. The following are examples of CWAs:



**DEAD MILEAGE:** distance along the rallye route not used in calculating time or distances.

**\*DIYC:** Do-It-Yourself-Control. See [Section H](#).

**\*END OF PAVEMENT:** a point on the rallye route where the road surface changes from paved to unpaved. Short stretches of disrepair does not count, nor does crossing an unpaved road.

**\*FREE ZONE:** a section of the rallye route free of timing controls, which must be clearly defined in the route instructions. No penalties will be assessed for stopping within a FREE ZONE, even if a CONTROL is in sight.

**\*INTERSECTION:** a meeting of public roads from which the rallye vehicle could proceed in more than one direction without making a U-TURN. INTERSECTIONS involving divided highways and sets of entrance/exit ramps to a limited access highway are considered to be one, no matter how many lane crossings exist.

**LEFT / RIGHT:** a Course Directing Action to leave the Main Road in the direction indicated. Do not assume a 90 degree turn. The terms “bear left/right” or “acute left/right” may be used to refer to turns less than or more than 90 degrees. LEFT / RIGHT cannot be executed if the instruction STRAIGHT would take you the same way.

**MILE:** as defined by the ODOMETER CHECK of the rallye route.

**\*ODOMETER CHECK:** a defined-length section of the rallye used to calibrate odometer and which is free of timing controls.

**\*OPPORTUNITY:** a point where a specified action of the instruction could be executed.

**PAUSE:** a delay at a specific point or during passage of a specified distance. See [Section D.3.e](#).

**\*RAILROAD CROSSING:** A point where the rallye route crosses one or more sets of railroad tracks, at the same grade as the rallye route. A RAILROAD CROSSING may or may not be identified by a sign. Multiple sets of tracks at the same crossing count as only one RAILROAD CROSSING.

**REDUNDANT (or MAY BE REDUNDANT):** the instruction must be executed even though it may direct you the same way as the Main Road. This is indented to help you stay on course through a potentially confusing INTERSECTION. REDUNDANT and MAY BE REDUNDANT will not be used as the basis of a trap.

**\*ROUNDAABOUT:** a traffic circle where cars enter the circle and travel counterclockwise, exiting to the right when leaving the circle. Route Instructions will clearly state where to exit the ROUNDAABOUT.

**\*RXR:** an official regulatory sign advising of an approaching RAILROAD CROSSING that crosses the rallye route. These are black on yellow signs and must have two "R"s separated by a large "X".

**SA (Sign Anywhere):** indicates that an Instruction refers to a sign overhead or on either side of the route.

**SOL (Sign on Left):** indicates that an Instruction refers to a sign on the left-hand side of the rallye route.

**\*SPEED LIMIT:** an official regulatory sign limiting the speed to the stated maximum (e.g. SPEED LIMIT 40), and which governs rallye traffic. Black-on-yellow speed advisory signs are not SPEED LIMITS.

**\*STOP SIGN:** an official octagonal sign governing rallye traffic. If multiple STOP SIGNS apply at the same point, count only one of them.

**STRAIGHT:** a Course Directing Action to leave the Main Road on an opportunity requiring little or no change in direction.

**\*T:** an intersection having the shape of the letter T and approached from the base. Not required to be a perfect 90-degree intersection.

**\*TRAFFIC LIGHT:** a signal consisting of red, yellow, and green lights, operating or not, which is intended to govern rallye traffic. If multiple TRAFFIC LIGHTS apply at the same point, count only one of them.

**\*TRANSIT ZONE:** a clearly defined section of the rallye route having no assigned speed or timing CONTROLS, but having a specified time allowed for passage of the entire zone (or a restart time specified to exit the TRANSIT ZONE).

**TURN:** a Course Directing Action to leave the Main Road at an intersection on a unique road. A TURN cannot be executed if the instruction STRAIGHT would take you in the same direction.

**\*TURN POCKET:** a shortcut at an intersection specifically for making right turns. When executing RIGHT at an intersection with a TURN POCKET, take the shortest possible route through the pocket unless otherwise directed. Any traffic lights, stop signs, or yields at the intersection apply to traffic using the turn pocket.

**U-TURN:** a Course Directing Action to change direction 180 degrees at the specified location. The distance required to make the U-turn is dead mileage so turn around wherever it is safe to do so. Resume mileage directly across from the specified location.

**\*Y:** an intersection having the shape of the letter Y, requiring both LEFT and RIGHT to be <90 degrees.

**\*YIELD:** an official sign in the shape of a triangle or trapezoid which governs rallye traffic. If multiple YIELD signs apply at the same point, count only one of them.

**L. Example Route Instructions**

Route instructions use the following format which is provided for reference only – the rallyemaster may choose slight differences in formatting and advance notice of checkpoint (✓.) and RESTART locations may not be provided depending on the type of rallye being presented.

Instr. #	Official Miles	✓. RESTART CAST	INSTRUCTION
1			TIME CHECK AT “MGCC START”. (NORTH SIDE OF COURTYARD MARRIOTT PARKING LOT)
2			LEFT TO EXIT THE PARKING LOT.
3	/0.000	RESTART	BEGIN ODOMETER CHECK AT STOP SIGN. ZERO YOUR ODOMETER. IMMEDIATE RIGHT.
4	0.37		W. MEADOWS DR.
5	1.10		LEFT
...		...	...
30	13.51		RIGHT AT STOP SIGN (into parking lot). END ODOMETER CHECK. Restart route at parking lot exit at “Glenwood Ave.” at your start time plus 20 minutes.
31		RESTART 23	RIGHT ONTO GLENWOOD AVE
32		33	“Speed Limit 35”
33		42	“City Limit”
34			RIGHT
35		26	STRAIGHT AT STOP SIGN. PAUSE 30 SECONDS.
...		...	...
40		✓. 34	CO 138
41		42	“Ranger Station” SOL
...		...	...

### M. Revision Change Log

Revision	Description of Change	Date / Point of Contact
2.0	Complete overhaul of rallye instructions from 2015 Generals to include Richta GPS rallye details and improve readability. No substantive change to contents or interpretation of rules.	March 23, 2025 C. Bollendonk
2.1	Corrected several typos and formatting issues	April 5, 2025 C. Bollendonk
2.2	Corrected missing section reference on page 7. Revision 2.2 published to MGCC webpage and sent to RGS participants ahead of 2025 event.	May 5, 2025 C. Bollendonk
2.3	Section D.3.c:  Clarified that “OVERLAP or MAY OVERLAP” affects the initiation of the following instruction(s). Previous revision was vague on whether OVERLAP applied to following or previous instruction.  Added “REDUNDANT or MAY BE REDUNDANT”. This was already explained in Section D.3.a Course Directing Actions and is added to Instruction Modifiers for clarity and completeness.  Added Section D.5: “Next Numbered Instruction After Control” to clarify which instruction to perform upon encountering a checkpoint.	May 28, 2026 C. Bollendonk