

# The Totem Rally- “since 1962”

November 21-22, 2009



Presented by West Coast Rally Association

The Totem Rally is a time-speed-distance rally, the final round of the BC Rally Championship, and the final round of the Pacific Coast Challenge. The rally follows the current BC Rally Regulations, which are posted on [www.rallybc.com](http://www.rallybc.com). The rally runs on straight-forward instructions. In addition to the route instructions, maps will be provided. The rally will be about 800km long, entirely within the province of BC, and will start with an odometer check section of about 15km. Roads are expected to be about 30% clear pavement, 50% snow-covered, and 20% gravel, however, conditions are extremely variable at this time of year. Instructions are provided in both km and miles, but the official measurements and calculations are based on the km figures.

**Required equipment:** 1 self-supporting, reflective warning triangle (30cm per side), first aid kit, 5BC fire extinguisher, open cars require a roll bar. Additional lights on the front should meet legal requirements as to type and mounting height; and must be wired to the high beam lights such that the additional lights turn off when switching to low beam. Fog lights may be wired independently.

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

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

Timing controls will be in regularity stages only, at various unannounced locations, and will not be placed near stop signs or busy intersections. Cars may not slow down excessively within sight of a timing control. At the control official's discretion the time may be recorded early when that happens. Procedure when approaching a control is simply to drive straight past without stopping. The control official will record your time. For double checking the results, you may wish to note the time and mileage at each control, but this is not required.

**Winter Timing:** 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 your time at the immediately previous control. Thus, if you are late  $x$  seconds at one control, the grace period at the next control will be from one second early to  $x$  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  $x$  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.

**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 6 more points (grace period was to 35 seconds late). If you are then 25 seconds late at the following control, you are not assessed any penalty (grace period was to 41 seconds late). If at the next control you are back to 35 seconds late, you are assessed 10 more points (grace period was to 25 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 68 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 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.) After rendering aid, 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 of the sweep truck.

#### **Officials of the Event:**

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

**Awards and Classes:** Trophies will be awarded, for overall position and according to the classes laid out for the BC region rally championship:

**Paper:** No calculators, rally tables or accessory odometers.

**Calculator:** Accessory odometers, non-programmable calculating devices that are not driven by a wheel.

**Unlimited:** Unlimited equipment.

**Novice:** Neither team member having entered more than 3 TSD rallies prior to the start of the competition year and navigation equipment to conform to calculator class.

**Historic:** Vehicles manufactured more than 25 years prior to Dec 31 of the year preceding the current competition season. Navigational equipment is unlimited.

## Schedule:

### Friday November 13

Close of Early Entries. Preliminary start order assigned.

### Friday November 20

19:00h – 21:00h

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

20:00h – 22:00h

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

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 21

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, Fraser Inn, Williams Lake

### Sunday November 22

08:00h

Driver's Meeting at Fraser Inn, Williams Lake

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)

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

## Fees and Costs

Entry Fee: \$180 (\$165 US) for entries received before midnight November 13, 2009. \$210 (\$195 US) for late entries. Members of WCRA and IRC are eligible for a \$15 (\$10 US) discount each (i.e. \$15 for driver, \$15 for navigator). Please make cheques payable to West Coast Rally Association. If you wish to pay by paypal, please add \$5 and send it to paul.westwick@telus.net with the category service, then email your entry form to dennis@rallybc.com

Maximum entries accepted: 50. Any entries received above the maximum will be notified by phone and held on a waiting list. If entering late, please confirm by phone. Entry fee cheques may be post dated up to the close of early entries (November 13), or current dated, for the entry to be accepted.

## Accommodation

Competitors are responsible for their own accommodation; however, we have arranged group rates at the following hotels:

Cache Creek (Friday Night and/or Sunday Night): The Best Value Desert Motel: 1-800-663-0212 (\$69.99 double + taxes)

Williams Lake (Saturday Night): Fraser Inn: 1-800-716-6199 (\$90 + taxes)

Williams Lake (overflow): Sandman Inn: 1-250-392-6557 (\$90 + taxes)