



GENERAL INSTRUCTIONS

TULIPS BY NIGHT IV

18 MAY 2019

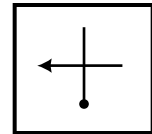
Welcome to this fourth edition of Tulips by Night, a Saturday evening road-rally/tour of approximately 60 miles. Tulips by Night is organized under the rules for road rallies established by the Sports Car Club of America, as well as by the items we outline here. This is not a contest of speed but rather a modest exercise in teamwork, navigation skills, and route-following.

If you are new to rallying, here are a few things you need to know tonight:

- What a “tulip” diagram is.
- How to “read” a tulip diagram.
- How to follow the route instructions for this event.
- The kinds of roads we use on this event.

1. **A tulip diagram is a representation – a small stick drawing – of an intersection.** It indicates the direction the rally team will travel when it encounters that intersection on the rally route. This kind of instruction was pioneered by Holland’s Tulip Rally in the early 1950s, hence the name of the diagram.

2. **A tulip diagram is read in this manner:** At the base of each diagram is a ball, which shows how the rally team approaches the intersection in question. One of the arms of the diagram will contain an arrow. This shows the team how it will leave the intersection. It’s that simple.



3. **The route instructions:** On Tulips by Night, there is a diagram for each occasion along the rally route at which a team will do something other than simply continue straight ahead. Each route instruction (commonly called an NRI, for “Numbered Route Instruction”) is accompanied by the mileage at which the instruction occurs, as well as by additional information that might prove helpful. Simply execute the instructions in numerical order at the accompanying mileage.

There are several items about our NRIs that are important:

- **Official mileages (“OM”):** The mileages for this rally were measured to the nearest 0.01 mile with a 2003 Mazda Protégé 5. The measuring device was a Timewise 797A rally computer driven from the left rear (undriven) wheel. Because no two vehicle measure miles *exactly* alike, your mileages may vary from our official mileages, not by a lot, but perhaps by a little here and there. To keep all this manageable, we will have you zero your odometer several times during the event. This will reduce any large discrepancies.
- **The “CZT” column.** CZT stands for “Car Zero Time.” Car Zero Time is the official time at which “Car Zero” arrives at, passes, or departs a referenced location on the rally route. To calculate your time for arriving at, passing, or departing the referenced location, add your car number in minutes to the CZT.
- **Signs along the rally route:** (a) In the “Route Information” column of the route instructions, words that appear in boxes refer to the text of signs along the rally route. These signs may be quoted in full or in part. (b) Also, some signs along the route are represented by illustrations of the sign.

4. **Roads.** Only public roads are used on this event. Roads marked Dead End, No Outlet, Private Drive, Keep Out, etc., do not exist for the purposes of this event.

OTHER IMPORTANT THINGS TO KNOW

- **Speeds.** Because Tulips by Night is essentially an evening tour and a social event, you do not have to stay on time. You may run this event at your own pace. Also, Tulips by Night may be completed by observing posted speed limits and the normal rules of the road. The idea this evening is to enjoy the drive, the roads, the scenery, and the full moon.
- **DIYC arrival times tonight have been calculated at 30 mph (2 minutes/mile).** So, just follow the rally route, keep track of your miles, and fill in the blanks on your scorecard to calculate your arrival time at each of the DIYCs listed in your route instructions.
- **Scoring.** Tulips by Night will be scored in minutes and hundredths of a minute, with one penalty point for each 01. minute off your calculated perfect arrival time up to a maximum of 100 points per leg.
- **Finally, below, you will find a formula for converting your vehicle's mileage at a DIYC to official rallymaster miles.** You don't have to do this if you simply plan to cruise along and enjoy the ride, but if you want to compare your efforts to others, it will improve your chances for a good score.

CALCULATING AN ODOMETER FACTOR

At the end of tonight's Odometer Calibration Run, to calculate your odometer factor, do the following:

- Record your odometer reading. (Hint: If you are using a stock odometer that reads only in tenths, estimate what the hundredth reading might be. Often, when I'm using a stock odometer, I simply use one of the middle numbers, .04, .05, or .06, and that works reasonably well.)
- Divide the official mileage by your mileage. This will give you your correction factor.

$$\text{RALLYMASTER OFFICIAL MILEAGE} \div \text{YOUR MILEAGE} = \text{YOUR CORRECTION FACTOR}$$

CORRECTING YOUR MILEAGES

In rallying, a correction factor can be used for multiple calculations, but tonight we will use it for just one: correcting your mileages so that when you arrive at a DIYC, you can convert your odometer reading to the rallymaster's official mileage reading and achieve a better score. So, to change your odometer reading at a DIYC to the rallymaster's official mileage reading, do the following:

$$\text{YOUR ODOMETER READING AT A DIYC} \times \text{YOUR FACTOR} = \text{OFFICIAL RALLYMASTER MILEAGE}$$

Here's an example: Let's say my correction factor is 0.98. So, if my recorded mileage for a DIYC is 10.75, by multiplying 10.75 by 0.98, I get 10.53, which means that, based on *my* odo and *my* correction factor, the official mileage here is 10.53. Now, if I multiply 10.53 by our average speed tonight (30 mph, i.e., 2 minutes/mile), I will come closer to the rallymaster's official calculated time (21.06 minutes) than if I simply use the mileage

indicated by my odometer (10.75 miles), which would give me a time of 21.50 minutes—and a late penalty of 44.

GLOSSARY (SOME FREQUENTLY USED RALLY TERMS)

DIYC. A do-it-yourself control, where the rally team calculates its perfect arrival time at the identified location.

Left. A turn to the left of 10 degrees to 179 degrees.

Leg. The part of a rally route extending from one timing control (DIYC) to the next, or from an assigned starting point to the next timing control.

Odometer Calibration Run (odo check). A portion of a rally in which a team can compare its odometer to the event's official odometer.

OM. Official mileage.

NRI. Numbered Route Instruction.

Right. A turn to the right of 10 degrees to 179 degrees.

Stop. An official octagonal sign at which the rally vehicle is obliged to stop.

Straight. Proceed within plus or minus 10 degrees of directly ahead at an intersection.

T. An intersection of exactly three roads having the general shape of the letter T as approached from the base by the contestant. It is not possible to execute the instruction *straight* at a T.

Tire warm-up. In the era of bias-ply tires, a portion of the rally that allowed a rally team to bring its car's tires up to temperature before the start of the Odometer Calibration Run. Today, with radial tires, a tire-warm-up is no longer considered essential. However, as a tradition, many rally committees continue to include it at the first section of the rally.

Transit Zone. A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone must be given. An approximate distance for the length of the Transit Zone is desirable.

Y. An intersection having the general shape of the letter Y when approached from the base.

Yield. An official triangular sign at which the rally vehicle is obliged to yield.

