



The Arizona 1000 Rally

A High Desert Back Road Tour

GENERAL INSTRUCTIONS

April 1 – 7, 2007

Welcome to the 51st edition of “The 1000”, newly relocated, and presented by Arizona Region, SCCA. The event will travel from Fountain Hills to Cottonwood in five days. Each day will end at a reasonable time to allow for “bench rallying” and social time. We’re glad you’re here, and hope you enjoy the event. Significant changes to these General Instructions are marked with a change bar in the left margin.

A. HEADQUARTERS

The 1000 will start from the Holiday Inn in Fountain Hills, AZ. Directions to the hotel are on their website. Directions from the hotel to the Photo Opp and Registration / Hospitality are at the end of this document. Hotels for the rest of the week are located at the end of each day’s run.

B. REGISTRATION

Both crew members must sign the Liability Agreement (waiver). The driver must present a valid driver's license, and the team must show a current SCCA membership card for each discount claimed. Drivers must also show proof of required minimum auto insurance (25,000/40,000/10,000). If you use a rental car, your personal policy proof is required. Arizona State law (as of 5/1) prohibits smoking in hallways, lobby, and all bars & restaurants. Smoking may be permitted in some guest rooms, but some of the hotels are completely non-smoking also. We appreciate your cooperation.

C. SCHEDULE

First car start and finish times will vary slightly each day, and will be included with the route instructions, along with expected times for breaks and lunch. This chart is pre-official mileage, so it’s approximate.

	day	FIRST CAR OUT	LUNCH	FINISH	FIRST CAR IN	DINNER
SUN. 4/1		4:45 – 5:15 PM 7:00 - 8:30 PM 8:30 PM	Please bring your car & both rallyists to the “far” side of the fountain for team pictures. The fountain only “goes off” from the top of the hour for 15 minutes. Cars will be staged from 4:45 – 5; then pictures. We’ll be done by 5:15 so you can have dinner or work on the car until registration. Registration and hospitality at R. Dale & Francesca’s home. Mandatory participant meeting immediately following registration.			This is optional, but we’d really like to get at least one good picture of each team Route instructions for all days issued
MON.	1	8:00 AM	Punkin Center	Payson	4:45	Main Street Grill 7:30
TUES.	2	8:30 AM	Pine	Cottonwood	4:15	TBD
WEDS.	3	8:00 AM	Black Canyon City	Cottonwood	4:15	TBD
THURS	4	8:00 AM	Williams	Cottonwood	4:45	TBD
FRI.	5	8:00 AM	Sedona	Cottonwood	3:30	Banquet, Murphy’s Grill 7:30

D. SAFETY, INSPECTION & YOUR CAR

At registration you will complete the Safety check by self-inspection. The Rally Committee may inspect vehicles at any time throughout the event, for adherence to equipment limitations.

We will NOT be using car numbers on the side of the car. A sticker will be placed in the center of the front bumper to identify the car. If we have duplicate car/colors, the sticker will be modified. ProRally and/or ClubRally car numbers and stickers MUST be removed. It is our intent to be “invisible” as we travel.

Each car competing on The 1000 shall carry, and be prepared to use, a CB radio. The CB radio must be ON during the rally day. This requirement will allow communication of emergency information, route blockage, etc. Use and protocol will be discussed at the MANDATORY safety meeting.

When running on unpaved roads, it is not uncommon to experience a flat tire. You are strongly urged to carry at least one full size (not space saver) spare. The rallymaster also suggests that you consider raising the air pressure in the tires on the car to decrease the likelihood of a flat.

E. QUESTIONS

Contestants having questions concerning these General Instructions should submit them in writing, to: The 1000, 1194 Verde Santa Fe Pkwy, Cornville, AZ 86325; or via e-mail to bill@retiredaz.4t.com. Deadline for receipt of questions is Thursday, March 29, 10 PM Arizona Mountain time. Questions must be phrased so they may be answered Yes/No/Does not occur. Properly submitted, and phrased, questions will be posted along with the answers at Registration. Remember that answers to competitor questions are informative, though not official. Any official changes or clarifications to the General Instructions will be in an addendum in the registration packet. Keep in mind that this is a TOUR rally, and there are no intended ambiguities in course following.

F. THE START

The morning Start is at the exit from the hotel parking lot each day. The specific daily location is defined in the Route instructions. Official rally time is Arizona Mountain Time (we don't do Daylight Savings), synchronized with WWV. Official time will be available each morning from 45 minutes until 30 minutes before first car out time (the lead car has to be in front of the rally....).

G. RULES OF THE ROAD

Unless otherwise posted, the speed limit in Arizona is 55. Arizona has a mandatory seat belt law for front seat occupants and for children seated anywhere in the vehicle. Headlight use is mandatory when windshield wipers are in use. Right on red after stopping is permitted, unless otherwise posted. Where the speed is posted at 25 – they really mean it!

H. COMPLIANCE WITH REGS, CLASSES, TROPHIES

The 1000 consists of 5 regional events and will comply with the SCCA Road Rally Rules (RRR's) for Tour Rallies and these General Instructions. In case of conflicts, the GI's take precedence. Claims committee information will be posted at registration. Overnight stops are not considered to be "during the competition" as each rally ends at "1000" at the motel.

Each participant in The 1000 will receive an award recognizing their participation. Each team will receive one "1000" car plate. Overall winners in each class (for the week) will receive the traditional 1000 medal. Daily wins provide bragging rights (and series points) only, not awards.

Ties will be broken in this manner: First, the less "equipped" team [Stock, then Limited, over Equipped]; next most legs won (simultaneous for all tied teams); most zeroes, most ones, etc. until a winner is declared.

I. MILEAGES, SPEED CHANGES & INSTRUCTIONS

The course was measured in a 2005 Subaru Outback XT, equipped with a Timewise computer driven off the left front wheel. All action points and speed changes were measured to 0.001 miles. Mileages at intersections were taken to the STOP or Yield sign if one exists, otherwise at the center or apex of the intersection. Conditions on the day of the mileage run will be listed on the cover page for each day's route instructions. However, the five days were completed in somewhat less than four, and not continuously.

Route instructions will be of the standard word type. Most instructions will indicate mileage. Speed changes at quoted signs use the .00X information. All calculations use the .00X information except as described at Key Times. As one might expect with an event of this length, there are rare occasions where the notes taken during pre-checks are un-decipherable. In those few places where we simply could not figure out the information, you may find a "?".

The entrances to the designated motel parking lots and break locations are valid roads for the purpose of starting, pausing (breaks), and ending a rally. Other private roads and parking lot entrances do not exist. If the mileage and instruction apply, do it. There is no intent to lead a contestant off the correct course. Please deny any opportunity to convince yourself otherwise.

J. PHILOSOPHY

The 1000 is intended to be fun. Over its many years of existence, it has been a planned vacation for many, and we hope to keep it that way. The roads are primarily good quality unpaved, with exceptions noted in the route instructions, and with appropriate pauses. This is not a race, but speeds may be brisk in some areas. Pauses are provided at main intersections, at road wash-outs, sharp curves with big drop-offs, and other locations as needed. Please use pauses as intended: for safety and to remain "invisible".

Using a concept developed in Finger Lakes Region, competitors will work controls. This will enable us to average over 30 controls per day - so you can prove how well you rally.

When 1000 veterans gather to tell tall tales, you will hear many traditions discussed. Some of them are fact (past winners really do wear all their prior event medals at the banquet). Some are false (set your clock off by plus or minus "x" on the last day), and some are merely rumor... well, we'll let you hear them for yourself and decide. Just remember - when your time comes up - leave; when your mileage comes up - turn; and enjoy the event.

K. CONTROLS

All controls will be of the "passage" type and will be identified by a checkpoint (aka control) sign. Samples will be displayed at registration. The control car may or may not be physically located on the road, but the sign will be visible AT the timing line. Competitors are not to stop at controls (except as noted in Section L Run/Work). The control crew & sign may be on the right or left of the rally course. Timing is cumulative from the start to time-of-day restarts on each day. Numerous key times, pauses, and the availability of time allowances will help you to stay on time.

This year we are adding a new type of control, adopted from the BRM (Bob Ridges Memorial) Rally in Virginia. A few control locations will time cars at their location and also at an additional location some distance away. The hilly, switchback terrain allows this to occur. Crews working "double" controls will receive two clocks and timing logs.

Timing information for passage controls will be available at the subsequent break, lunch, and / or at the rally finish.

There will be multiple passage controls between key times. While we have had only rare instances of problems during many years of utilizing this concept, it does provide the potential for "double jeopardy". If you believe you have been penalized more than once for a single error made in a previous leg, you may be eligible for some relief. (On the other hand, you may not be.) The burden of proof here is upon the contestant to submit sufficient written detail and fact to enable the committee to reach a decision. Example: "I missed a .25 pause in leg 9 and was therefore 24 early at control 9. I also got a 25 on leg 10 and a 24 on leg 11 due to this error, as both occurred before the next key time. We request adjustment of our scores for legs 10 and 11".

This procedure shall not be a substitute for proper and appropriate use of time allowances. Nor shall the occurrence of multiple nearly identical scores, in and of itself, constitute sufficient proof of "double jeopardy". We expect the event to be won on the road, not in claims or scoring.

L. RUN / WORK

The lead car arrives at a control location and places a "1000" sign at the timing line. When the first car arrives, the lead car times them. If you see the "1000" sign, then you are the assigned workers for this control. You should stop as soon as you can after the timing line, and back up into the pre-designated location as directed, and a regular control sign will be placed at the timing line. The actual timing location will also be marked with a 12" length of surveyor's tape (pink) located across the road from where you will park. You then time the remainder of the field, and enter the times on the log provided. When all cars have passed, you (the competitor/worker) will restart two minutes behind the last competing car. We will give you the exact mileage and time for the control location (after you are timed). Make a note on the timing log to indicate you have restarted as car "x". The timing log will indicate the due time for cars one through 120. **Any TA's you were carrying when you arrived at your run/work control disappear when you leave the control as a specific "car number"**. To facilitate this process, all cars will run at two-minute intervals. So there will be cars 2, 4, 6, etc. This gives us time to get you into location and still stay ahead of the car after you.

Obviously a control will be slightly more visible to the team that works it than it may be to other teams. But since work duties will rotate, so will the slight advantage this might provide.

We have used this concept on The 1000 since 1996, and it has been very successful - even with people who had never worked a control. If you are car #4 and 20 cars participate: car #2 becomes car #42 after working the first control. You (car #4) will become car #44 after working control #2, etc. The lead car will place your control sign at your first control of the day. You will need to turn in any control logs at the breaks. Please locate the LUNCH RESTART LOG each day when you arrive at lunch, and enter your incoming "car number". Check the list again before you leave to see your correct time out / current virtual car number. This will enable us to close up any gaps that have occurred, and we will try to put you all back in car number sequence. We hope that you enjoy this concept. Clocks will be collected at the end of each day, and synchronized with official time in the morning before being reissued. Signs will be collected at the end of each day.

REMEMBER TO PICK UP THE SIGN AS YOU LEAVE THE CONTROL as you will need it at subsequent controls during the day.

M. TIME ALLOWANCES (TA's) and BALK'S

Time Allowances will be accepted per Article 21 of the RRR's. On the Time Allowance form you must indicate the beginning and ending Official Mileage for the TA. You may return to your original time slot, if you wish, at any time you find it convenient (such as at a long pause or a time of day restart) -- if you make it clear in writing what you intend. **TA's MUST be taken in ½ minute increments**, but as cars are 2 minutes apart, you may use whole minutes (.50, 1.00, 1.50, etc.) If your TA puts you in the same time slot as another car, the higher numbered car should take additional time. If you fail to indicate your car number on the TA slip, we will try to identify whose it is, but the jeopardy is yours - we might not figure it out and you won't get the TA.

The maximum accumulated time allowance per contestant will be 5.50 minutes for each section of the event (The time you take after working a control as described in L above is not considered a TA). A section is the period between breaks. So, if you take 0.50, but return to your original slot at the next key time, you still have 5.50 available to you.

Transit Zone A part of the route in which there are no timing controls and no specific speed need be maintained. An exact travel time and / or mileage will be given. Begin Transit Zone / End Transit Zone instructions will define the Zone.

Q. SCORING

Scoring is an ongoing process throughout the event, with control logs collected at each break and lunch and end of day. There is a lot of data entry with 30 + controls (average) per day, and the potential for error always exists. The scoring "committee" makes every attempt at accuracy and proofreading. However, the ultimate responsibility is the competitor's to double check posted information. Possible errors/ questions should be reported on the provided score review forms, and will be acted upon as quickly as possible. Thirty minutes after scores are posted as "official", score reviews will no longer be accepted. **BE SURE YOUR CAR NUMBER IS ON ALL LOGS AND TA FORMS SUBMITTED.**

R. EMERGENCY CONDITIONS

Should anything occur which adversely affects the course integrity; an emergency notice with "1000" will be handed to the first car to arrive, along with any instructions necessary to clarify the nature of the emergency and/or action to be taken. A pause will be added to give you time to read the instruction, sign the notice, and pass it on to the next car. The notice will be passed on, and the car number noted, until all cars have acknowledged the instruction. A sample sign will be posted at Registration. The last team to sign should turn in the notice with control logs at the next break or finish. CB radios may also be used to pass emergency information to teams, with specific directions and protocol defined at the mandatory safety meeting.

S. OTHER

The air is very dry in Arizona. We suggest that you carry a supply of drinking water for your daily use. Most days there is only one break at lunch due to total unavailability of places to stop. You should drink at least 16 oz per day **more** than you do in an environment with higher humidity.

END GENERAL INSTRUCTIONS

Instructions to reach Photo Opp (please arrive by 4:45 on Sunday).

 Exit Holiday Inn from front Parking lot.
/0.00 Zero odometer at the street. Right out of parking lot.
0.24 Right at STOP
0.43 Left at STOP
0.69 Right at Traffic Light
1.20 Right on El Lago
1.40 Pull to curb and line up for pictures.

Instructions to reach R.Dale and Francesca's house for registration

 Exit Holiday Inn from front Parking lot.
0.0 Right out of parking lot
0.24 Left at STOP
0.93 Left at Traffic Light
1.65 Right on Golden Eagle
2.45 Left on Sierra Madre
3.58 Registration is at # 14909, the left most driveway in the cul-de-sac at end of road.

Park around the cul-de-sac but please don't block our neighbor's driveways. (If you can, car pool to registration but, be sure to bring insurance, etc. with you). Tech is by self-inspection, so we don't need to see your car.