



**Rally West Virginia 2008  
Supplementary Regulations, Rev 1  
May 30, 2008**

**Event dates: Jul 31 – Aug 2, 2008**

Part of the NASA Rallysport 2008 Atlantic Rally Cup  
Part of the 2008 United States Rally Championship  
Part of the Max-Attack! Triple Crown for 2WD Rally Cars



The General Regulations are available on the NASA RallySport web site:  
<http://nasarallysport.com/rules.php>

The ESRC regulations are available on the Eastern States Rally Championship web page:  
<http://www.nasarallysport.com/arc.php>

The ESRC regulations are available on the United States Rally Championship web page:  
[http://www.unitedstatesrallychampionship.com/Champ\\_Regs.htm](http://www.unitedstatesrallychampionship.com/Champ_Regs.htm)

The Max-Attack! rules and regulations are available on the Max-Attack! web page:  
<http://www.max-attack.com>

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Web: [www.rallywv.com](http://www.rallywv.com)

**Registration Postal Address:**  
See section 3

**Registration questions:**  
See section 3

## Message from the Chairman:

It's hard to believe but we're heading into our 3<sup>rd</sup> annual event. Allow us to take this opportunity to thank all the volunteers and competitors who have made the first 2 events so successful: without each and everyone of you, the fun simply would not be possible! The 2007 event left us with the happy thought that this event is truly a good one for competitors and spectators alike, and that all of the efforts expended come together in a great rally experience for all. We will do out utmost to keep that good rally spirit going again this year!

The event has found a good home in Randolph County, WV, and we are grateful for the excellent support from Brenda Pritt and the whole staff at the Randolph County Convention and Visitors Bureau. This year, we especially want to bring to light the efforts of the county's Volunteer Fire Department, and EMS crews; they provide all of the excellent safety equipment and expertise that helps us conduct a safe event with ready-to-go emergency support. We hope that we can continue to have their support, and, in turn, make this rally a good fund-raising event for their departments' needs.

The event headquarters and all event operations will be based in Elkins, WV. The competitors appreciated the room space, facilities, convenience, and, most of all, the welcoming and friendly attitude of Elkins and Randolph County.

**New for 2008!** The RallyMoto series will be joining the 2008 Rally WV event! This will bring the top Rally motorcycle competitors to our event. We are working to open at least 30 slots for competing motorcycles for this event.

## The roads:

*We are working to add* a new road to both the Friday and Saturday stages, in the same areas around Elkins as in 2007. This gives a total event stage mileage of approximately 92 miles. All of the roads continue in the same vein as the now famous Randolph County rally roads : a constant challenge to pick the right lines and adjust for constantly changing road width, surface, and character. No two turns are the same, and the frequency of the turns will keep the co-driver constantly engaged and working hard to stay on track with notes.

We look forward very much to seeing an expanded field of auto competitors and adding our RallyMoto friends to the event. As always, we will be welcoming volunteers from all points of the compass to help make the event happen. We hope you can make it out to help us put on a great event. Please read our competitor and volunteer pages for news and info.

Best regards, and hope to see you for the 2008 event in the heart of the Mountain State!

Mark Bowers, Appalachian Rally Group LLC

## INTRODUCTION

This rally will be run in compliance with the NASA RallySport General Regulations for Rallies, and the regulations for the Atlantic Rally Championship and United States Rally Championship.

Modifications, amendments, or changes to these Supplemental Regulations will be made only by numbered and dated bulletins issued by the Clerk of the Course or the Stewards.

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## SCHEDULE OF THE RALLY

<b>Monday June 9, 2008</b>	
	Opening date for early entry
<b>Prior to Monday June 9, 2008</b>	
	Publication of Rally Guide 1
	Publication of First Version of these Supplementary Regulations
<b>Sunday July 6, 2008</b>	
	Beginning of regular entry
<b>Saturday July 26, 2008</b>	
	Competitor's Paperwork Completion Deadline
<b>Thursday, July 31, 2008</b>	
10:00 AM – 9:00 PM	Rally Office Open
5:00 PM – 8:00 PM	Novice Competitor Orientation (subj to change)
Noon – 6:00 PM	Competitor / Worker Registration Open*
7:00 PM – 9:00 PM	Competitor / Worker Registration Open*
8:00 PM	Close of Entries for 2 day event (Friday & Saturday competitors)
Noon – 6:00 PM	Scrutineering*
7:00 PM – 9:00 PM	Scrutineering*
10:00 PM	First Steward's Meeting
	Shakedown – TBD
	* Competitors: Please contact organizers if you need to register/ scrutineer outside of these times; this can be accommodated on an appointment-only basis.
<b>Friday Aug 1, 2008</b>	
9:00 AM – 9:00 PM	Rally Office Open
8:00 AM – 4:00 PM	Competitor / Worker Registration Open*
3:00 PM	Close of Entries for 1 day event (Saturday only competitors)
4:00 PM – 6:00 PM	Worker Registration Open
7:00 PM – 9:00 PM	Worker Registration Open
10:00 AM	Worker meeting for Friday's Stages – Elkins HS
11:30 AM	Start order posted – car numbers available at Parc Expose – Airport
11:30 AM	2 day competition cars must be in Parc Expose at Elkins Airport
12:05 PM	Driver's meeting
12:31 PM	First car out from MTC0 for Day 1 stages
TBA PM	RallyMoto Road Familiarization and RallyMoto Stage 1 Begins
7:00 PM	Approx finish time of car 1 on Friday stages; selected cars may be directed to scrutineering checks (parc ferme) at the finish of Day 1
Approx 9:00 PM	Provisional scores from day 1 stages posted
<b>Saturday Aug 2, 2008</b>	
Before 6:00 AM	Stage teams meet for deployment
All motos in by 7:00 AM All cars in by 7:30 AM	Saturday Parc Expose at Tygart Valley High School, in Mill Creek WV
7:10 AM	RallyMoto Riders's Meeting
7:35 AM	Driver's Meeting
7:31 AM	Start of Saturday event, first moto departs, rally begins
8:01 AM	First car departs first time control
Approx 7:30 PM	End of Saturday event, first car finishes in Mill Creek
Approx 7:45 PM	Final Scrutineering starts Tygart Valley HS or announced by bulletin
Approx 8:00 – 11:00 PM	Awards Banquet and Awards Ceremony – At National Guard Armory, in Elkins, or Beverly Fire Hall, in Beverly
Approx 9:30 PM	Provisional Scores Posted
Approx 10:00 PM	Final Scores Posted

# 1 Event Description

## 1.1 Place and date of the event

Name of the event: 2008 Rally West Virginia

Place of the event: Randolph County, West Virginia

Date of the event: July 31 – August 1-2, 2008

## 1.2 Titles for which the rally counts

- 2008 NASA Atlantic Rally Championship for Drivers and Co-Drivers
- 2008 NASA United States Rally Championship for Drivers and Co-Drivers, Atlantic Division
- 2008 Max-Attack! Triple Crown Series

## 1.3 Sanction Number

NASA Rally Sport sanction number: TBA

## 1.4 Location of Rally Headquarters

Elkins High School	Telephone: TBA
	Fax: TBA

## 1.5 Locations of start and finish

	Place	Time
Friday Start	Elkins Airport – Elkins, WV	12:31 PM
Friday Finish	Elkins Airport – Elkins, WV	Approx 7:00 PM First car
Saturday Start	Tygart Valley High School, Mill Creek, WV	7:31 AM
Saturday Finish	Tygart Valley High School, Mill Creek, WV	Approx 7:30 PM First car
Awards	National Guard Armory, Elkins WV	Approx 8:30 PM to start serving meal

## 1.6 Locations of Parc Expose

Friday morning: Elkins Airport , Elkins WV

Saturday morning: Tygart Valley High School, Elkins, WV

## 1.7 Location of service areas

**Friday:** Elkins Airport

**Saturday:** Service stop on Turkeybone Rd around mid-day; remaining service stops at the Tygart Valley High School in Mill Creek WV.

## 1.8 Location of media info

Thursday: Rally HQ / Registration

Friday: Rally HQ / Registration

Saturday: Any media support will be at rally operations, at Tygarts Valley HS

## 1.9 Road surface

Gravel.

## 1.10 Event stage & transit lengths – Preliminary

Friday Aug 1, 2008

Total distance of the course	162
Number of special stages	7 for cars (1 for motorcycles)
Total distance of the special stages	34 (7 for motorcycles)
Number of sections	1
Number of legs	2

Saturday Aug 2, 2008

Total distance of the course	185
Number of special stages	12 (8 for motorcycles)
Total distance of the special stages	59 (38 for motorcycles)
Number of sections	1
Number of legs	5

## 2 Organization

### 2.1 Organizers name

Name of the organizing body: Appalachian Rally Group LLC

Name of the National Sporting Authority: NASA RallySport

### 2.2 Address and contact details

Mail	Appalachian Rally Group LLC 137 Mount View Dr Afton VA 22920
Phone	540-949-7989
Fax	540-949-7341
Email	<a href="mailto:info@rallywv.com">info@rallywv.com</a> <a href="mailto:mark.bowers@rallywv.com">mark.bowers@rallywv.com</a>

### 2.3 Organization Committee

Mark Bowers, Duffy Bowers, Marcel Ciascai, Mike Ursic, Chris Grimm, Dale Ong, Doug Morrison, Colin & Christie Bombara

### 2.4 Stewards of the Meeting

Dick Paddock

TBA

### 2.5 Senior Officials

Community Liaison	Brenda Pritt, Randolph County CVB Jimmy Hammond, Randolph County CVB Debbie Trupo, Randolph County CVB
WV State Racing Liaison	Jane Bostic, WV Motorsports Council
Clerk of the Course	Mark Bowers
Chief of Controls	Mark Johnson
Chief of Communications	Tony Dacres/ Shane Harper
Chief of Scoring	Jeff Denton
Chief Scrutineer	Andrew Smith
Registrar Chief	Colin and Christie Bombara
EMS Liaison	Len Picton
Media Manager	Marcel Ciascai
Car CRO	TBA
Moto CRO	Marcel Ciascai
Steward	Dick Paddock
Steward	TBA
NCO Instructor	Anders Green

## 3 Entries

### 3.1 Entry options

There are 2 options for entry to the 2008 Rally West Virginia

- A 1 day option for auto competitors who will compete in the Saturday stages
- A 2 day option for auto competitors who will compete in both Friday and Saturday stages
- Note that 1 motorcycle stage will be held on late Friday; 8 Saturday stages will be run by the motorcycles
- A non-speed, road familiarization run will be held for the motorcycles on Friday afternoon

**USRC competitors must enter for both days.** The USRC event is a 2 day event. This event's USRC points count towards the USRC Atlantic Division Points.

**Max-Attack! competitors must enter the USRC national level event, which is for both days.** The Max-Attack! event is a 2 day event.

**ARC only competitors can use the Saturday-only option.**

If you enter both days, the 2 days will be scored as separate ARC events.

**AMC (Atlantic Moto Cup)** competitors will run 9 stages total.

### 3.2 Opening and closing dates

Early Entry dates	June 9, 2008 to July 5, 2008
Regular Entry begins	July 6, 2008
Entry closes	Thursday, July 31 , 8:00 PM for 2 day competitors and RallyMoto competitors Friday, Aug 1 at 3:00 PM for Saturday only car competitors

Please note that the Regular Entry fee will apply to all entries **received** after the regular entry begins. This applies to when the entry and payment is actually received, and is **not** the postmark date of the entry. Competitors who wish to enter close to any deadline are encouraged to fax their entry and send payment plus entry hardcopy by 1 or 2 day delivery service.

### 3.3 Entry procedure

The entry application will only be accepted on the official entry form and accompanied by the total entry fee. The Early Entry fee will only be available to those competitors who have paid before the Early Entry date; sending in your Entry Form early without payment will not suffice. We prefer the forms to be held together with a paperclip (not stapled) and to receive the entries in an 8.5x11 envelope such that the pages are not bent.

### 3.4 Number of entrants accepted, and event cancellation policy in case of low entries

The organizers reserve the right to cancel the event if less than 35 auto entries and or less than 25 motorcycle entries are received before July 17.

The maximum number of auto entries is 50; this may be expanded to 60 at the organizer's discretion.

The maximum number of motorcycle entries is 40.

If we exceed the number of entries in either class, we will place them on a reserved entry list, in order of receipt of entry. Reserved entries will be moved from the Reserved ' to the 'Accepted' when entries withdraw, or when the number of accepted entries is expanded.

Entries beyond the maximum number will be placed on a reserve list. In case of withdrawals, or expansion of the field, this list will be used to fill the field to maximum. The order of receipt will determine to order of filling the field from the reserve list.

### 3.5 Entry eligibility requirements for RallyMoto participants

Due to the significant road differences from other RallyMoto events, and the nature of these roads, RallyMoto entry for Rally West Virginia in 2008 will be limited to those who have completed at least one RallyMoto event prior to this event.

Application may be made to have 'other equivalent' motorcycle racing experience be considered as a qualifying experience in lieu of completing a prior RallyMoto event. Please email a thorough description of experience, including dates and locations of at least 4 events, no later than the close of regular entry (July 6). Email this info to: [mark.bowers@rallywv.com](mailto:mark.bowers@rallywv.com) and to [dmorrison@ohiengineering.com](mailto:dmorrison@ohiengineering.com) This info may be sent prior to the start of the early entry period.

This info must be verifiable by internet or other readily available means. Please include reference info to aid in finding this info. Any 'other equivalent' experience must be reviewed and verified prior to considering an entry. However, no guarantee of entry acceptance is made by the organizers for this type of verifiable experience.

### 3.6 Eligible Automobile Classes

The following classes will be scored for United States Rally Championship:

Open All Wheel Drive	Production All Wheel Drive
Open 2 Wheel Drive	Production 2 Wheel Drive

The following classes will be scored for Atlantic Rally Cup:

Prototype 1	Modified 1	Group N
Prototype 2	Modified 2	GT
		Super Stock
		Stock

### 3.7 Eligible Motorcycle Classes

Kings (Super Production 1)	Production 1
Dukes (Super Production 1)	Production 2

### 3.8 Entry fees

Early Entry Fee, Motorcycle Competitors	\$350
Regular Entry Fee, Motorcycle Competitors	\$500
Early Entry Fee, 1 day Auto Competitors (Sat. only)	\$545
Regular Entry Fee, 1 day Auto Competitors (Sat. only)	\$695
Early Entry Fee, 2 day Auto Competitors	\$795
Regular Entry Fee, 2 day Auto Competitors	\$945
Optional Stage note fee, in addition to entry fee (for cars only)	\$160

For an entry to be considered complete, the following must be submitted:

- The entire entry fee
- On the entry form, complete driver information
- On the entry form, complete co-driver information
- On the entry form, complete rally car information
- On the entry form, complete service vehicle information
- Copy of rally car insurance card showing that the policy is currently valid
- Copy of rally car insurance declaration page showing expiration date and coverage limits
- Copy of rally car registration
- Copy of service vehicle insurance card showing that the policy is currently valid
- Copy of service vehicle insurance declaration page showing expiration date and coverage limits
- Copy of service vehicle registration

In addition, once at the rally, both the standard waiver and, if stage notes are purchased, the stage note disclaimer must be signed.

Photocopies of your rally license, NASA membership, and driving license are not required when you send in your entry. These will be verified at registration.

Please note that that for the entry form to be complete, you must have your NASA membership and NASA RallySport license numbers. The membership and license will be available for purchase at the event. Please help our registration go smoothly and take care of your paperwork before you arrive. Our preference would be to have all the paperwork done a week before the rally.

### 3.9 Payment

<b>Make checks payable to:</b>	<b>Appalachian Rally Group LLC</b>
<b>Mail entry and entry and notes fees to:</b> (Notes may also be purchased at the event, but we prefer pre-payment.)	<b>Colin Bombara</b> <b>10322 Amberleigh Ct.</b> <b>Manassas VA 20110</b> <b>703-380-3409</b>
<b>NOTE FOR ENTRIES SENT BY COURIER (UPS, FedEx, DHL, etc.)</b>	<b>Please make sure to check the “NO Signature Required” box for this method of entry shipping</b>
<b>Fax entry to:</b>	<b>TBA</b> <b>Please set fax to “Fine” resolution</b>

At registration, only cash and certified bank checks will be guaranteed to be accepted. Personal checks will be subject to approval. Credit cards will not be accepted at registration.

### 3.10 Entry correspondence

Please address all entry correspondence to

[RWVRegistrar@gmail.com](mailto:RWVRegistrar@gmail.com)

Or call 703-380-3409 and leave a voicemail.

Questions will be answered as quickly as we can.

Entry lists will be updated approximately once per week on the rally website:

[www.rallywv.com](http://www.rallywv.com)

### 3.11 Refunds

- Entry fees shall be refunded in full if the event is cancelled.
- Entry fees shall be refunded in full if the organizer refuses the entry.
- Entry fees shall be refunded in full if the competitor withdraws their entry. The last opportunity to withdraw your entry with no charge is July 20, 2008. Entry fees shall be refunded minus \$75 if the competitor withdraws after July 20, 2008.
- Entry fees will not be refunded for any competitor/team who is required to attend the Novice Competitor Orientation, fails to attend, and then wants to start the rally.
- If the Friday stages are canceled, then any auto competitors entering and paying the 2 day entry fee will be given a refund of \$250.

### 3.12 Accepted Sanctioning Body Memberships

All competitors, without exception, must hold a NASA membership. Membership may be purchased at registration. Cost is \$40.

The membership form is available online at:

<http://www.nasarallysport.com/membership-and-license.php>

Use this form if you are purchasing NASA membership for the first time. If you are renewing membership, there is an online site for membership renewal at the site listed above; you can link to this from the same webpage.

**To avoid confusion, please purchase new memberships, or renew you membership, at least 2 weeks in advance of the event. If you have not done so at least 1 week in advance, then come to registration to purchase you license.**

**Remember, if you do not have you license ahead of time and send us a copy, then you have to register in the sloooow line!**

### 3.13 Accepted Licenses

All competitors, without exception, must present either:

1. NASA Rally Sport Competition License
2. CARS regional or national rally license (competitors using a CARS license will not be scored in the ARC)

NASA Rallysport licenses cost \$50 and are good for the remainder of the calendar year.

The license form is available online at:

<http://www.nasarallysport.com/membership-and-license.php>

For those purchasing their NASA Rallysport license; it will be best if you do so several weeks in advance of the event.

If you do not get your license in advance, then purchase can done be at event registration (in the sloooow registration line!).

**New and first time competitors will need to attend the Novice Competitor Orientation which is detailed in Section 21.** Refer to the GRR's for exceptions, and to understand the need to attend these Orientations for a competitor's first 3 events.

American international-level FIA licenses issued under the authority of ACCUS are not valid for this event according to Article 47 Section A of the FIA International Sporting Code. International licenses are valid for international level events, and Rally West Virginia is not an international event.

Foreign international-level FIA licenses, issued by the ASN of a country other than America, are not valid for this event according to Article 70 of the FIA International Sporting Code. International licenses used abroad are only valid when the participation in the foreign event is authorized by the home country's ASN. The foreign ASN is only

permitted to issue authorization when the event is listed on the FIA International Sporting Calendar, and Rally West Virginia is not an FIA listed event.

Foreign national-level FIA licenses, issued by the ASN of a country other than America, are not valid for this event according to Article 47 Section B of the FIA International Sporting Code. National-level FIA licenses only authorize competition at national-level events, within the country from which they are issued or within the entire European Union if they are issued by a European Union member country.

The FIA International Sporting code is available for download from the FIA:  
<http://www.fia.com/sport/Regulations/sportcoderegs.html>

### **3.14 Note for Foreign Citizens Applying for a NASA Rally Sport Competition License**

Any valid driving license, including either a driving license from a foreign country, or an international driving license, can be used on the license application form.

In addition, for NASA membership, international applicants are accepted. There is no requirement to be a U.S. citizen or resident, or hold a U.S. driving license, to get either a membership or license.

## **4 Insurance**

### **4.1 Description of Liability Insurance Coverage**

The Entry Fee includes the insurance premium to insure the competitor and other parties as necessary against all third party bodily injury and property damage for the amount of \$5,000,000 per occurrence.

### **4.2 Description of Accident Medical Coverage**

All competitors, service crews and all event participants (staff, marshals, volunteers, etcetera) have secondary medical coverage of \$100,000.

### **4.3 Period of Insurance Coverage**

All insurance coverage will come into effect at the opening of the Rally Office and will end at the close of the Rally Office or at the moment of competitor retirement, exclusion or disqualification.

## **5 Advertising**

### **5.1 Restrictions**

Any advertising on cars must comply with United States federal law and West Virginia state law.

## 5.2 Organizer Supplied Advertising

TBA by time of at-event registration, if any.

Decals:

- It is expected that any decals required will be issued to competitors at registration, along with instructions on decal placement.
- Numbers will be issued at parc expose on Friday, or at registration or at Saturday parc expose for Saturday only competitors
- Any Max-Attack! decals will be supplied by that organization.

## 6 Identification numbers

Cars:

The size and location of the space for car numbers is governed by the championship regulations. A set of numbers will be provided for each car. The numbers will be black. In accordance with Schedule A 4 of the General Regulations competitors must provide "Space B2", a 12" high by 20" wide space on their doors for these numbers and a supplied backer. Larger is acceptable.

FOR 2008: URSC number backer will be provided at no charge. These may be applied directly on the doors, or neatly taped over other number backers.

Stickers, vinyl, paint, or graphics containing text or logos of alternate sanctioning bodies must be removed or covered. Other sanctioning body numbers will not be used.

Any supplied service vehicle identification stickers shall be placed on the outside of the service vehicle windshield on the passenger side lower corner.

Motorcycles: Per Rally Moto regs.

## 7 Tires

The event places no additional restrictions on tires beyond the GRRs.

## 8 Fuel

Fuel will not be supplied. Fuel must meet the requirements specified by the NASA RallySport GRR's. Please refer to the Rally Guide for any info on local racing fuel suppliers.

## 9 Testing

No testing is allowed, with definitions and penalties as per the 2008 GRRs.

## 10 Reconnaissance

There will be no reconnaissance. Roads will be monitored regularly up to the time of competition, at unannounced locations, and by various means. Any competitors, crew, or person deemed by the organizers to be associated with a team will receive penalties, including the possible penalty of exclusion from the event.

# 11 Shakedown

## 11.1 Participation

A shakedown stage is TBD for this event.

## 11.2 Location

TBA

## 11.3 Times

TBA

## 11.4 Participants

No service crew members or spectators may participate in the shakedown stage, unless otherwise specified by the organizers.

## 11.5 Cost

TBA

# 12 Registration

## 12.1 Location

Location description: Elkins High School, Kennedy Dr, Elkins WV

## 12.2 Fast registration

If you have provided photocopies of all the information below, you can register much faster. Please have all copies in by the Paperwork Completion deadline of July 25.

## 12.3 Times

Please see schedule earlier in this document.

## 12.4 Documents to be checked

The following items will be checked at registration:

1. Entry form (driver info, co-driver info, vehicle info) with all lines marked 'Required' completed.
2. Rally car insurance papers (insurance card proving current coverage *and* policy declarations page proving proper insurance limits)
3. Rally car state registration
4. Service vehicle insurance papers (insurance card proving current coverage *and* policy declarations page proving proper insurance limits)
5. Service vehicle state registration
6. Driver and co-driver NASA membership cards (must be current)
7. Driver and co-driver rally license cards (must be current)
8. Driver and co-driver state-issued driving license card (must be current)

## 13 Scrutineering, Sealing, and Marking

Scrutineering will check the safety and eligibility of the cars to compete. Cars may also be checked for general roadworthiness, homologation papers, verification of VIN, or other aspects of vehicle legality.

### 13.1 Location

Elkins/Randolph County Airport; directions will be in the routebook.

### 13.2 Times

Please see schedule earlier in this document.

### 13.3 Log Books

Log books will be retained by the Chief Scrutineer. They may be picked up at the Awards Ceremony. The Chief Scrutineer will be made aware of any DNFs and those cars will need to be inspected before the log books can be returned.

## 14 Start of the Rally

### 14.1 Publication times of starting order

The official starting order will be posted Friday, Aug 1, at approx 11:30 PM on the official notice board at Parc Expose. Car numbers will be available at that time and at that location.

The list of entrants will be updated periodically on the web site. At no time will the list of entrants posted on the web site be considered an official start order. The actual start order will be determined by the Stewards of the Event and the Clerk of the Course. These officials will use Speedfactors, an individual's competitive history, and the cars entered as input when deciding start position.

### 14.2 Official Time

Official time will be synchronized to the atomic clock broadcast, and will be displayed at the following locations.

Friday, Aug 1	<b>At Elkins Airport:</b> At Parc Expose and at the start MTC; after the start, at the Operations Center at Elkins Airport
Saturday, Aug 2	<b>At Tygart Valley High School:</b> At Parc Expose and at the start MTC; after the start, at the Operations Center (Tygart Valley HS)

### 14.3 Ceremonial start

No ceremonial start is planned at this time.

### 14.4 Official start location

Friday: *Elkins Airport, Elkins, WV*

Saturday: *Tygart Valley High School, Mill Creek, WV*

**Competitor’s note! This Saturday start location is about 35 minutes south of Elkins. Please schedule your departure from your motel or campground to be at parc expose this location ON TIME!**

### 14.5 Official start time

Friday: The first car will be scheduled to leave at 12:31 PM.

Saturday: The first motorcycle will be scheduled to leave at 7:31 AM. The first car will leave at 8:01 AM.

### 14.6 Start area / Start Parc Expose

Friday: All competing cars and crews must report to the Parc Expose by 11:30 AM.

All competing motorcycles must report to the Parc Expose by x:yy PM

Saturday: All competing motorcycles and riders must report to the Service Area by 7:00 AM. All competing cars and crews must report to the Service Area by 7:25 AM.

## 15 Running of the Rally

### 15.1 Identification of officials

Officials of the event will be identified as detailed below.

Marshals	Orange safety vests or event Tee-shirt color
Stage Control Chief	Orange safety vests
Scrutineers	TBA

### 15.2 Planned time card changes during the rally

Time card issuing schedule. **Please note that this is subject to change without notice.** (You will be given the appropriate time cards at the locations needed to keep you in the rally!)

<b>Friday stages:</b>	Timecards for cars:	Timecards for motorcycles:
Start MTC	For stages 1-3	
Service/Regroup	For stages 3-7	For stage 7 only
<b>Saturday stages:</b>	Timecards for cars:	Timecards for motorcycles:
Start MTC	For stages 1-2	For stages 1-2
Service/ ReGroup	For stages 3-5	For stages 3-6
Service/ ReGroup	For stages 6-8	For stages 7-8
Card exchange	For stages 9-10	
Service/ ReGroup	For stages 11-12	

### 15.3 Starting system of special stages

- The starter will count down cars and motorcycles verbally; hand signals may be used to aid this.
- Alternately, visual clock starting may be implemented at the start of stages. You will be informed if this is the case at the start of each stage utilizing visual clock starting.
- Start intervals:
  - Cars will start at 1 minute intervals
  - Motorcycles will start at 30 second intervals
  - Start intervals may be modified at the discretion of event officials. This will normally occur in case of severe road dust.

### 15.4 Early check-in (cars only)

Early check in is allowed only at the MTC's. At EACH of the Main Time Controls entering INTO any service/regroup area, the time entered on the time card will be the time requested by the competitor, not the actual time, if the requested time has not passed. If the requested time has passed, then the time entered on the time card will be the actual time at which the time card is handed to the MTC In control worker. Use of early time entry into the Service/Regroup areas by all competitors is encouraged for safety, in preventing a backup of rally cars onto the busy highway.

This does not apply to motorcycles as they will not be timed on transits for this event.

### 15.5 Time control and procedures – Cars

Controls for the cars will be run according to the NRS GRR's, using the system known as the "Modified FIA System". This is the same standard ARC procedure as in the past events.

***New start control parking procedures are being adopted for the rally cars. We have very narrow stage roads and the start controls areas are narrow on most stages, with no alternate start locations that are wider. When waiting to check into a start control. Please park or wait on ONE SIDE of the road only, on the side opposite to the emergency vehicles. Do not park or wait in the middle of the road, and DO NOT BLOCK A CLEAR PATH FROM THE EMERGENCY VEHICLES TO THE STAGE START; we need to keep one lane clear at all times to the start control, for emergencies.***

## 15.6 Time controls and procedures - Motorcycles

The following procedures will apply for motorcycles. These are different from the timing procedures in the RallyMoto rules, and constitute an exception to those rules:

- There will be no timing for motorcycles on transits. This is being done to facilitate rapid check-in and departure at 30 second intervals.
- Motorcycles will receive a time card at each 'out' main time control, and start from 'out' main time controls at 30 second intervals; this start time for each motorcycle will be determined by control officials. **At main time controls, the motorcycle riders are responsible for presenting themselves in the correct order. Riders, please stay cognizant of which motorcycle numbers precede you. Be aware that the motorcycle(s) right in front of you may drop out on a stage or at a service.**
- Motorcycles will not check in at start controls. They will merely arrive, place themselves at the end of the arrivals line, and then be directed to the left or right start line. **At start controls, the motorcycle riders are responsible for presenting themselves in the correct order.**
- At the start line, each rider will present his/her time card for a start time to be entered for the actual start into the stage.
- At the finish line, each rider must stop at the control position and have a finish time entered on their time card. They will then proceed on the next transit, to the next start or main time control.
- At each 'in' main time control, each rider must stop and hand in his/her time card.
- **Any negotiations to change start order will be amongst the riders themselves, and must not disrupt control operation.**
- **If you get delayed while transiting to a start control (for repairs or being lost, for examples), do not try to jump into one of the start lines at the next start control. Enter the arrivals line and proceed in order through that line to be assigned a start time in your turn.**
- Please stay in one line when entering main and start controls, and stay behind the rider in front of you. PLEASE DO NOT group together.
- Failure to comply with these procedures, or disrupting a control's smooth operation, may result in penalties being assessed at the discretion of rally officials, including elimination from competition for egregious cases.

## 15.7 Exceptions to MPL (Maximum Permitted Lateness) and MPE (Maximum Permitted Earliness) – Stage Sweep Procedures - Motorcycles only

Due to the elimination of timing on transits for this RallyMoto event, there will be no specific MPL or MPE minutes for motorcycles on transits. Competitors who grossly run behind or ahead of schedule will be eliminated from the rally at the judgment of rally officials at the next control. This will typically be enforced if a motorcycle arrives at a start time control behind the time when the motorcycle sweep crews have already entered the stage, or a motorcycle is excessively late in leaving a service area.

There is no MPL for stages for the motorcycles. If a motorcycle is broken on stage, upon the arrival of the motorcycle sweep team, the motorcycle will be immediately loaded on a trailer towed by the motorcycle sweep team and taken to the end of the stage, and off-loaded. Alternatively, the motorcycle will be placed safely well off the road and the rider declared out of the event. The rider is allowed no discretion in this process except to declare him/herself out of the event; the final decision to remove or leave the motorcycle from the stage is the decision of the motorcycle sweep crew leader.

Being towed/carried to the end of the stage will automatically result a stage time assigned for that rider equal to the slowest motorcycle time of that stage plus 10 minutes. The rider will be allowed to repair the motorcycle outside of the stage finish control area, and may re-enter the rally in an un-scored status by proceeding to the next main time control and requesting re-entry.

If the motorcycle is placed off the stage road, the rider may choose to stay with the motorcycle. The situation must be such that there is no opportunity for the motorcycle to get back on-stage while it is hot with other competing vehicles. Any rider violating this procedure will be causing a serious safety hazard to themselves and putting the rally at risk; as the cars will follow the motorcycles.

Removal of a broken motorcycle from the stage is the strongly preferred procedure, and we will make all reasonable effort to make this happen.

## 15.8 Stage closure

Stages will close 30 minutes after last car is due or when Clerk of the Course has decided all possible vehicles have finished a stage.

## 15.9 Notification of fence damage

If you run off the road into any fencing, PLEASE notify the radio operator at the stage finish control and request that the information be transmitted to the Clerk of Course, Some fencing restrains active pasture areas containing cattle, and we may need to temporarily stop the stage to repair or monitor damaged fences to avoid potential hazards for following competitors.

### **15.10 Notification of traffic violations**

Any competitor who receives a traffic violation, or discovers that their crew has received a traffic violation, must notify the Clerk of the Course as soon as possible. Penalties will be awarded as per GRR 2.22. Any competitor failing to take documented action to notify the Clerk of the Course at the next service or time control immediately following the receipt of the traffic violation will be assessed a double time penalty.

### **15.11 Retirement**

Any crew retiring permanently from the rally must report such retirement to the organizers as soon as possible using the Withdrawal Form at the back of the route book. Any crew failing to comply will be liable to a sanction at the Stewards discretion.

### **15.12 Re-starting and re-seeding**

Restarting at the service/regroup areas will be either per the re-seed order or the time order in which the cars check into the regroup control.

Reseed:

- Friday: No reseed is currently planned.
- Saturday: A re-seeded start order for the cars will be implemented at MTC 0, based on Friday stage times. (Please note that these stages are relatively short, so a suboptimal re-seed will have less effect in this rally than in rallies with long stages.)
- No re-seed is planned for the motorcycles. Any change in running order is to be negotiated between the motorcycles competitors.

Moving of competing vehicles in the re-start order for any reason will typically be limited to < 20 minutes forward or backwards in the start order, due to regroup times limits.

### 15.13 Course Arrows

Course arrows will be used on all stages on which the motorcycles will run, and are placed for the use of motorcycles. Refer to the stage schedules for a list of the stages on which motorcycles run to know which stages will have course arrows. Course arrows are placed for safety considerations, and for route following. They are not intended as aids to performance.

Car rally competitors are expected to be able to rely solely on their stage notes, routebooks, and odometers for this type of information. Course arrow placement should not be used for a braking point reference or for any other performance aid.

The lack of a course arrow at any particular location will not be considered as a valid basis for protest of the running or scoring of a stage.

Course arrows are being used to indicate:

- turns in the special stage route at intersections
- provide warning of severe turns
- provide warning of turns over blind crests or locations where the surrounding terrain or foliage will
- other hazards considered significant by the course officials

Course arrow placement will be such that:

- arrows may be placed on either side of the road when approaching an arrowed action point; the side of the road on which they are placed is determined by best visibility of the arrow.
- arrows will typically be placed 30 to 50 yards from the action point; however, this is not guaranteed and the arrow may be placed further from, or nearer to, the action point to insure good visibility.

# 16 Service Crews, Routes, and Service Areas

## 16.1 Service Crew Routebook and Instructions

Service crews will be issued routebooks at registration; these contain both required and helpful information. These routebooks may contain specific requirements and prohibitions for the service crews. Any requirements and prohibitions for the service crews in the service crew routebook are to be considered as additions to these supplementary regulations, so all competitors should make themselves familiar with the details in the service crew routebook.

## 16.2 Locations

- **Friday:** Elkins Airport parking lot. This will be made clear in the service crew and competitors routebooks, or other information issued with the routebooks..
- **Saturday:** Service B (Optional) is along the side of Turkeybone Rd after Stage 5 (after stage 6 for the motorcycles). Remaining services are in the parking lot of the Tygart Valley High School in Mill Creek, WV, and the adjacent elementary school parking lot.

## 16.3 Assigned Service spots

You may be assigned specific service spots in some service locations. These are anticipated at Tygart Valley High School and the Airport service areas. The procedure for assigning slots is TBD, you will be informed via bulletin, or at registration.

## 16.4 Limit on number of service vehicles

Due to very limited space, each team will be allocated space in the service areas for only one service vehicle. More than one service vehicle may be registered (so that teams can have transport cars available for food and parts), but there will not be space for extra vehicles in the service areas. **Be forewarned that extra space is very limited in the Mill Creek area!**

## 16.5 Access times for service vehicles

Please consult Service Crew Routebook.

## 16.6 No trailers in service area

**NO TRAILERS ARE ALLOWED IN ANY SERVICE AREAS, DUE TO SPACE LIMITS.** We expect more cars this year, plus motorcycles, and will not have space at any service area for trailers. We recommend leaving them in your hotel parking area.

## 16.7 Crew behavior

The drivers are responsible at all times for the behavior of the crew-members. This includes all hours from start of event registration to the end of the rally. Any problems caused by drivers or crew may result in penalties, including exclusion from the event with no refund, at the discretion of the organizers.

## 16.8 Service area tarps, ground clothes, and fluid receptacles required

We find that most teams are very careful in this regard and we appreciate the efforts expended. However, we need to place special precautions to prevent damage to parking lot surfaces. There are very, very few locations in this part of the world which we can get for service areas, so we all need to be extra-careful in maintaining a scrupulously clean service area.

For all paved service areas, you are required to have a tarp or ground cloth under the car when servicing the vehicle. The Airport and High School service areas are particularly sensitive. Any fluids must be drained or captured in containers. All dirt must be caught or swept up, and disposed of in suitable locations OFF the property boundaries. Any payment for damage to paved surfaces will be assessed to the offending team.

## 16.9 Fueling in service area

- **Friday:** A fueling area will be designated, and specified in the service crew and competitor routebooks, or in bulletins.
- **Saturday:** Due to the proximity of the high and elementary school, refueling must be done in a central refueling spot that is normally used for fueling school buses. This is 120 yards maximum from any service spot, so we feel this can be managed by all crews. Bring your fuel containers and the required fire extinguisher to this area to refuel your rally car. Any fueling in the regular service areas will be penalized severely by decision of the stewards; please understand this will be enforced, even for a car that may be winning at the time. This area will be designated in the service crew and competitor routebooks.

# 17 Final Scrutineering during and at the end of Rally

The Chief Scrutineer will determine if checks will be made at the end of Day 1. This will be announced at the event or via bulletin.

Unannounced scrutineering checks may be made at any time during the rally.

After clearing the final control at the end of either day of competition, the Chief Scrutineer will notify any competitors who need to proceed to a Parc Fermé for scrutineering. Turbocharged cars will be checked for the proper turbo restrictors at a minimum. Other checks will be determined by the Chief Scrutineer. The location is the final service area.

## 18 Results

### 18.1 Publication of provisional results

Provisional results at the end of Day 1 will be posted at Rally HQ at approximately 9:00 PM on Friday. These will also be posted on the Official Notice Board on Saturday at the Tygart Valley High School (Saturday's rally operations center).

Provisional final results will be posted at approximately 9:30 PM at the Banquet. Motorcycle results will be posted first.

## 19 Protests

It should be understood that the generally accepted procedure for this sort of issue is first to submit an Inquiry, using the Inquiry Form from the route book. There is no fee associated with an inquiry. The officials will then rule on the inquiry. Should the competitor not be satisfied, their only other option while at the event is to lodge a protest. Should the competitor still not be satisfied, they must file an Intent to Appeal with the stewards within one hour of the decision, and must then also send their appeal to the Secretary of the National Court of Appeal (GRR 2.28.6.3.c.i).

### 19.1 Protest fees

Protest fees will be in accordance with GRR 2.28.2.

## 20 Prizes & Trophies

Trophies will be awarded within each class for first and second place in USRC, and for first place for ARC, in each class in which 3 competitors have entered the event. If a large number of entries are made into any particular class, the number of trophies may be increased; this is at the discretion of the organizers.

Any event provided cash awards will be announced via bulletin.

MaxAttack! will provide their awards and trophies.

## 21 Novice Competitor Orientation

The NCO will be held before the start of major rally activities; please refer to the schedule for specific times. While we realize that this may be an inconvenience for new competitors, in that they will have to arrive at the rally earlier than has been the tradition, the organizing committee feels that it is a safety issue. New competitors will need time after the school to prepare their stage notes and route books, and that time will not be available if the class finishes late at night.

Participation in any shakedown stage that may be held will not be open to competitors who have never completed any Novice Competitors Orientation if any such shakedown schedule occurs prior to the NCO.

Competitors purchasing a NASA Rally Sport rally license for the first time must attend the licensing school unless granted an exemption as described in section 21.4 below.

### 21.1 Location

Elkins High School

### 21.2 Time

Thursday, July 31, 5:00PM to 8:00 PM.

The Novice Competitor Orientation costs five dollars per attendee, payable to the instructor, to cover costs of materials. Competitors who are not required to attend but wish to sit in on the seminar are welcome to do so at no charge.

### 21.3 Participation

Participation will be in accordance with GRR 2.4.8: “**New rally competitors are required to participate in a Novice Competitor Orientation (NCO)**” and “**It is the competitor’s obligation to see that this requirement is satisfied.**” Competitors who are required to attend and who fail to do so will not be allowed to start the rally, and will not be refunded their entry fee..

### 21.4 Exemption

Competitors wishing an exemption from the NCO may request an exemption by doing **both** of the following:

- Document their relevant rally experience on an NCO Exemption Request form (available by request) submitted before the Paperwork Completion Deadline.
- Submitting their completed entry form by the Paperwork Completion Deadline.

The request will be either approved or denied by a Steward. Neither the Rally Chairman nor the Clerk of the Course has the authority to grant an exemption. One possible reasons for having an exemption approved would be having a rally license issued by another organization, such as the FIA.

## 22 Stage Notes Disclaimer

The stage note system uses an automated computer program to generate a description of the special stage road using sensors fitted to a vehicle driven through each stage. The stage notes are intended for use without reconnaissance. They describe the route in more detail than the Routebook. The use of the stage notes is a direct contract between the competitor and P-Sport, Inc., with the organizer's involvement being limited to authorizing the use and facilitating the preparation and distribution on behalf of P-Sport, Inc.

## 23 Appendices

### 23.1 Appendix 1 DNF / Accident Procedures

If a competitor is unable to continue, they must do the following:

- Submit a Notice of Withdrawal form (from the route book) to the Clerk of the Course.
- Turn in your time card.

If any accident with injury or third party damage occurs, the competitor must fill out an Incident Report (from the route book).

Note that in many cases, both forms will be required. In both cases the Chief Scrutineer will check your car before your log book is returned to you.

### 23.2 Appendix 2 Radios

The following frequencies will be in use by the event. These frequencies will be used for the operations and safety network, and may only be listened to by the competitors and service crews:

Frequency, MHz	Usage
147.090	Net Control
145.210	Net Control
146.745	Net Control
146.775	Net Control

### 23.3 Appendix 3 Spectator Information

Spectators wondering “How can I watch the rally?” can get information at:

- Registration at Rally HQ on Thursday and Friday
- Elkins Airport on Friday
- Tygart Valley High School at the service area/operations center on Saturday
- On the official rally website: [www.rallywv.com](http://www.rallywv.com)

### 23.4 Appendix 4 Exemptions

The following additions or exemptions to standard NASA rules will be in effect:

1. Competitors may check in early and declare their in-time at any Main Time Control in this event instead of waiting for their actual minute. (Note that if you are late into any control, the in-time you are given is your actual arrival time.)

### 23.5 Appendix 5 Tow Fund

There will be no tow fund.

### 23.6 Appendix 6 – Stage Schedule – Cars

These schedules are preliminary and are unofficial. Official stage schedules will appear in the Competitor’s Routebook.

Stages - Friday Aug 1, 2008					
TC / SS	Location	Distance		Bogey Minutes	First Car
		Stage	Transit		
<b>Leg 1</b>					
	<b>Parc Expose Opens (EKN)</b>				11:30 AM
	<b>Last Car into Parc Expose</b>				12:00 PM
	<b>Driver's Meeting</b>				12:05 PM
<b>MTC0</b>	<b>Start (First car out at 12:31)</b>				<b>12:31 PM</b>
	Transit		21.00	38	
<b>SS1</b>	<b>Graveyard Twins 1</b>	5.06		8	<b>1:12 PM</b>
	Transit		5.80	13	
<b>SS2</b>	<b>Akropolis Right 1</b>	3.30		5	<b>1:36 PM</b>
	Transit		18.00	36	
<b>SS3</b>	<b>Graveyard Twins 2</b>	5.06		8	<b>2:20 PM</b>
			16.50	30	
<b>MTC1</b>	<b>Service A (Elkins)</b>		Service time	20	<b>2:58 PM</b>
<b>RGC1</b>	<b>Elkins Regroup A (Est hold)</b>			20	<b>3:18 PM</b>
		<b>13.42</b>	<b>61.30</b>	<b>74.72</b>	

<b>Leg 2</b>					
	Transit		16.50	30	
<b>SS4</b>	<b>Twin Graveyards 1</b>	5.06		8	<b>4:11 PM</b>
	Transit		16.30	30	
<b>SS5</b>	<b>Akropolis Right 2</b>	3.30		5	<b>4:52 PM</b>
	Transit		10.00	27	
<b>SS6</b>	<b>Twin Graveyards 2</b>	5.06		8	<b>5:27 PM</b>
	Transit		18.87	42	
<b>SS7</b>	<b>Long Turbodawg</b>	7.35		12	<b>6:20 PM</b>
	Transit		5.32	15	
<b>MTC2</b>	<b>Friday Finish (Elkins)</b>				<b>6:47 PM</b>
		<b>20.77</b>	<b>66.99</b>	<b>87.76</b>	

<b>Totals</b>		<b>34.19</b>	<b>128.29</b>	<b>162.48</b>	
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**Stages - Saturday Aug 1 2008**

TC / SS	Location	Stage	Distance Transit (Mill Creek)	Total	Bogey Time
	<b>Parc Expose Opens</b>				6:30 AM
	<b>Last Moto into Parc Expose</b>				7:00 AM
	<b>Last Car into Parc Expose</b>				7:30 AM
	<b>Moto Rider's Driver's Meeting</b>				7:05 AM
	<b>Driver's Meeting</b>	Tentative			7:35 AM
	<b>Leg 1 (Car)</b>				<b>First Car</b>
<b>MTC0</b>	<b>Start (First car out at 8:11)</b>				<b>8:11 AM</b>
	Transit		1.90		8
<b>SS1</b>	<b>Adolph Expressway 1</b>	3.91			8
	Transit		1.90		8
<b>SS2</b>	<b>UberDeustchland 1</b>	5.52			11
	Transit		12.19		25
<b>MTC1</b>	<b>Service A (Mill Creek)</b>		Service time		30
<b>RGC1</b>	<b>Mill Creek Regroup 1 (Est hold)</b>				30
		<b>9.43</b>	<b>15.99</b>	<b>25.42</b>	

<b>Leg 2 (Car)</b>					First Car
	Transit		1.90	8	
<b>SS3</b>	<b>Adolph Expressway 2</b>	3.91		8	<b>10:28 AM</b>
	Transit		1.90	8	
<b>SS4</b>	<b>UberDeustchland 2</b>	5.52		11	<b>10:47 AM</b>
	Transit		8.86	18	
<b>SS5</b>	<b>From Helvetia in a Handbasket 1</b>	4.22		9	<b>11:19 AM</b>
	Transit		3.59	11	
	<b>Service B (Turkeybone Rd)</b>		Service time	40	<b>11:39 AM</b>
<b>RGC2</b>	<b>Pickens Regroup (Est hold)</b>			20	<b>12:19 PM</b>
		<b>13.65</b>	<b>16.25</b>	<b>29.90</b>	
<b>Leg 3 (Car)</b>					First Car
	Transit		8.80	22	
<b>SS6</b>	<b>Helter Skelter</b>	5.60		11	<b>1:04 PM</b>
	Turnaround hold		--	85	
<b>SS7</b>	<b>Skelter Helter</b>	5.60		11	<b>2:40 PM</b>
	Transit		7.00	16	
<b>SS8</b>	<b>To Helvetia in a Handbasket</b>	4.22		9	<b>3:10 PM</b>
	Transit		8.50	19	
<b>MTC3</b>	<b>Turkeybone Time Card Exchange 2</b>				<b>3:38 PM</b>
<b>END OF RALLY MOTO; NO RALLY CAR SERVICE</b>					
		<b>15.42</b>	<b>24.30</b>	<b>39.72</b>	

<b>Leg 4</b>					First Car
	Transit		2.8	8	
<b>SS9</b>	<b>Boney Turk</b>	6.61		10	<b>3:49 PM</b>
	Transit		4.25	12	
<b>SS10</b>	<b>Stream &amp; Field</b>	3.45		8	<b>4:14 PM</b>
	Transit		20.69	35	
<b>MTC4</b>	<b>Service D (Mill Creek)</b>		Service time	25	<b>4:57 PM</b>
<b>RGC3</b>	<b>Mill Creek Regroup 3 (Est hold)</b>			20	5:22 PM
		<b>10.06</b>	<b>27.74</b>	<b>37.80</b>	
<b>Leg 5</b>					First Car
	Transit		20.81	44	
<b>SS11</b>	<b>Field &amp; Stream</b>	3.45		8	<b>6:29 PM</b>
	Transit		4.25	12	
<b>SS12</b>	<b>Turkeybone</b>	6.61		10	<b>6:52 PM</b>
	Transit		17.41	30	
<b>MTC5</b>	<b>Service E (Mill Creek) - Finish</b>			5	<b>7:35 PM</b>
	Free Transit	Approx	15.50	33	
	<b>Elkins - Awards</b>				<b>8:16 PM</b>
		<b>10.06</b>	<b>42.47</b>	<b>52.53</b>	
<b>Totals</b>		<b>58.62</b>	<b>126.75</b>	<b>185.37</b>	

### 23.7 Appendix 7 □ Stage Schedule - Motorcycles

These schedules are preliminary and are unofficial. Official stage schedules will appear in the Competitor's Routebook.

Stages - Friday Aug 1, 2008						
TC / SS	Location	Distance			Bogey Minutes	First Moto
		Stage	Transit	Total		
SS7	Long Turbodawg	7.35			12	5:20 PM
	Transit		5.32		15	
MTC2	Friday Finish (Elkins)					5:47 PM
Stages - Saturday Aug 1 2008						
TC / SS	Location	Distance			Bogey Time	
		Stage	Transit	Total		
	<b>Parc Expose Opens</b>		(Mill Creek)			6:30 AM
	<b>Last Moto into Parc Expose</b>					7:00 AM
	<b>Last Car into Parc Expose</b>					7:30 AM
	<b>Moto Rider's Driver's Meeting</b>					7:05 AM
	<b>Driver's Meeting</b>	Tentative				7:35 AM
	<b>Leg 1 (Moto)</b>					First Moto
<b>MTC0</b>	<b>Start (First moto out at 7:31)</b>					<b>7:31 AM</b>
	Transit		1.90		8	
<b>SS1</b>	<b>Adolph Expressway 1</b>	3.91			8	<b>7:42 AM</b>
	Transit		1.90		8	
<b>SS2</b>	<b>UberDeutschland 1</b>	5.52			11	<b>8:01 AM</b>
	Transit		12.19		25	
<b>MTC1</b>	<b>Service A (Mill Creek)</b>		Service time		30	<b>8:37 AM</b>
<b>RGC1</b>	<b>Mill Creek Regroup 1 (Est hold)</b>				30	<b>9:07 AM</b>
		<b>9.43</b>	<b>15.99</b>	<b>25.42</b>		

<b>Leg 2 (Moto)</b>					First Moto
	Transit		1.90	8	
<b>SS3</b>	<b>Adolph Expressway 2</b>	3.91		8	<b>9:48 AM</b>
	Transit		1.90	8	
<b>SS4</b>	<b>UberDeustchland 2</b>	5.52		11	<b>10:07 AM</b>
	Transit		20.00	37	
<b>SS5</b>	<b>Helter Skelter</b>	5.60		11	<b>10:58 AM</b>
	Turnaround hold		--	45	
<b>SS6</b>	<b>Skelter Helter</b>	5.60		11	<b>11:54 AM</b>
	Transit		8.50	19	
	<b>Service B (Turkeybone Rd)</b>		Service time	20	<b>12:24 PM</b>
<b>RGC2</b>	<b>Pickens Regroup (Est hold)</b>			5	<b>12:44 PM</b>
		<b>20.63</b>	<b>32.30</b>	<b>52.93</b>	
<b>Leg 3 (Moto)</b>					First Moto
	Transit		5.58	15	
<b>SS7</b>	<b>From Helvetia in a Handbasket</b>	4.22		9	<b>1:07 PM</b>
	Turnaround hold		--	45	
<b>SS8</b>	<b>To Helvetia in a Handbasket</b>	4.22		9	<b>2:01 PM</b>
	Transit		5.58	13	
<b>MTC3</b>	<b>Turkeybone Time Card Exchange 2</b>				<b>2:23 PM</b>
<b>END OF RALLY MOTO; NO RALLY CAR SERVICE</b>					
		<b>8.44</b>	<b>11.16</b>	<b>19.60</b>	
<b>Totals</b>		<b>38.50</b>	<b>59.45</b>	<b>97.95</b>	