

The Frozen Loon TSD Rally

SATURDAY DECEMBER 1 2018

HOSTED BY THE EDMONTON RALLY CLUB, SANCTIONED BY CARS-RALLYWEST

PART OF THE RALLYWEST TSD RALLY CHAMPIONSHIP

<http://www.edmontonrallyclub.ca/new/tsd/northernloon>

The Frozen Loon is a winter navigational rally hosted by the Edmonton Rally Club, and is a part of the Rallywest TSD Rally Championship. The event will be run under Rallywest rules, which can be found at https://www.rallywest.com/f/docs/RALLYWEST_2005_REGS_Ver_Draft_1.pdf. Pay special attention to Section 4.

Competing teams will be given straight-forward instructions in a standard route book, as well as some area maps. The approximate length of the rally is 380km, of which no more than 20% will be on pavement, with the remaining 80% or more on gravel, mud, snow or grass. There will be a maximum distance of 200km between refueling stops.

Accommodation in Edmonton/Leduc for the night before the rally is recommended for all out of town participants. Please select the hotel of your choice – there are many in the area. Both Expedia.ca and hotels.com often have decent discounted rates.

Accommodation in Drayton Valley, for the night after the rally, is recommended for participants. The banquet and celebration is a great alternative to driving home tired. Please join us at Oil Country Taphouse for a meal, some prizes, stories and celebration at the conclusion of this year's event!

Introduction

This is the 2nd running of the Frozen Loon Rally, and will be an intermediate event. The Frozen Loon started in 2018, and has seen various variations of routes, including going west out towards Genesee dam, Drayton Valley and Edson area.

Format

The Frozen Loon is a TSD (time speed distance) rally, meaning that teams will be scored on their ability to match, as closely as possible, the given route, schedule and speeds. Regularity stages will have various average speeds for competitors to match, and hidden checkpoints along the route will record the specific times that teams pass by. Penalty points will be assessed for every second early or late. Teams will be given a generous time allowance on transit sections to get to the start of the next regularity or fuel stop.

Equipment

Required: Winter tires or Mud & Snow tires, minimum of 1 reflective warning triangle (min size 30cm), basic first aid kit (Alberta No. 2 kit recommended), and a fire extinguisher (2.5lb /5BC). Open top cars require a roll bar. If auxiliary lights are mounted, they must be wired such that they are only operable with the high-beams on. Warm clothing (as we will have some remote areas with limited cell phone coverage), and a map light or headlamp is required for this event as the final hour or two will be in the dark. Note: If you are having any difficulty obtaining any of the required equipment, please contact the organizers as soon as possible - we might be able to help.

Recommended: studded tires with an open tread, under carriage skid plate (highly recommended), tow strap, snow shovel, ice scraper, octane boost for premium fueled cars (fuel stops in the bush don't always have high octane available), and an emergency kit intended for cold weather.

Fuel for you and your car: If you have special dietary needs, it would be best to pack your own food to last you during the day. There will be some food available to purchase at the designated refuel stops, but choices can be limited. Your entry fee includes a breakfast buffet hosted by Blackjack's Roadhouse

Scoring

Timing controls will be in regularity stages only, at various unannounced and hidden locations. Scoring is one point per second early or late, with a grace allowance of 1 second in either way. The maximum penalty that will be assigned at a single control is 300 points (5 minutes) and the maximum penalty for a regularity stage is 600 points (10 minutes). The team with the fewest points wins, and ties will be broken by the most zero scores, then the most 1 second penalties, etc. The organizers may decide to delay sections in order to keep the competitors together. If so, an information control will be set up to inform all competitors.

Exceptions to scoring

A competitor coming upon an accident is required to stop and render aid if necessary (e.g. in case of injury.) In such cases, 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. 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. Note that while scoring allowances might possibly be made for unforeseen circumstances that delay competitors, there is some judgment involved in determining whether a time allowance is appropriate. Scoring and rally officials are the final judges of fact in these cases, once a request for adjustment has been made. Please try to be understanding and gentle with us.

Finally, there will be a light duty 4x4 sweep truck following the rally through every section, able to help competitors recover from mild excursions into the scenery (but may not be able to help every competitor in every circumstance). Please try to avoid needing such assistance. 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 vehicle. Drivers are asked always to drive with their headlights on and to be particularly courteous to traffic not connected with the rally.

Awards and Classes

Trophies will be awarded to overall position and according to the classes laid out for the Rally West TSD Championship. The classes are as follows:

- 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 25 years prior to December 31st of the year proceeding the current competition year as per the date stated on the vehicle registration. For this

year, that means that any vehicle manufactured before December 31st, 1993 will qualify. Equipment in this class is unlimited.

Officials of the Event

Rallymaster: Mike Thorn, 587-988-9364, myanth78@gmail.com

Co-organizer/Registrar: Kait Priest, 780-984-4589, kait.priest@gmail.com

Scoring: Kurt Schantz

Tech: Daniel Fricker

Checkpointers: Mike Thorn, Andy Tailleur, Kurt Schantz, David Kind

Sweep: Darrel Conrod & TBD

Schedule

November 25th: Close of early entries. Entries received before 23:59:59 on this day are considered early and any entries afterwards up to 24hrs before the event are considered late entries. Please email the registrar (kait.priest@gmail.com) if you don't think you can make this deadline!

November 29th: Preliminary start order to be determined and released online.

Friday November 30 (By Request only): 19:00 Novice TSD Rally School, location TBA, available free to all competitors. This school will teach you all the basics to get through the Loon, and is essential for the first time competitor, especially navigators. Be sure to contact the organizer if you are interested in participating!

Saturday December 1: 8:00 – 9:30 am: Registration, Scrutineering & Breakfast, Blackjacks Roadhouse, Nisku

9:30 am: Drivers Meeting and distribution of Route Books

10:00 am: Car '0' start time, rally begins.

6:00 (ISH) pm: Approximate finish time, awards and dinner, Oil County Taphouse, Drayton Valley – *ACTUAL FINISH TIME TBD*

Fees and Costs Entry Fee

\$75.00 for Edmonton Rally Club members (or members of other CARS affiliated clubs), \$95.00 for non-members. After November 25th Entries will be considered late and will be \$100 for members and \$120 for non-members. Fees are per team (car). Payment methods are Paypal, Cash and Cheque.

Maximum entries accepted

Max number of entries is 30. Any entries received above the maximum will be and held on a waiting list. If entering late, please confirm by phone or email with the Registrar.

Entry is available at <http://www.edmontonrallyclub.ca/new/product/2018-frozen-loon-reducks-entry/>. Teams will be able to complete the forms and pay for their entries at the ERC website. If any teams are unable to register online, please contact Kait Priest (see above).