

Standard Route Book



The best route books will follow standard rally tradition. Follow this description and study the samples. Deviating from these guidelines may require a sanction exemption.

1. Road books must read from top to bottom.
2. Road books shall be bound by means of a plastic or metal spiral allowing an opening of 360°, and if possible so that competitors can insert additional pages. The binding shall be strong enough to resist rough handling.
3. Information to be included
 - a. At the front of the road book:
 1. Accident procedure.
 2. Emergency telephone numbers. These emergency numbers shall be repeated in bold type on the inside back cover or below the Red Cross.
 3. An explanation of the signs and abbreviations used.
 4. Incident Report Form
 5. Inquiry Form
 6. Withdrawal Form
 - b. At the back of the road book:
 1. An 8.5"x 11" red cross on the inside back cover.
 2. An 8.5"x 11" green OK on the outside back cover.
 3. For rarmac rallies a 8.5"x 11" Red and Yellow striped "Oil Warning" sign may be printed on the page immediately preceding the inside back cover.
 4. Where a Road Book is a 5.5"x 8.5" size, all signs at the rear of the book must fold out to 8.5"x 11".
4. The five standard columns must be present in their standard order:
 - Overall mileage
 - Incremental mileage
 - Tulip
 - Description
 - Declining mileage
5. A reference for calibrating the distance on the trip meter may be given.
6. Each page should indicate the start and final destination of the current section.
7. Each page will be sequentially numbered.
8. Each line will be numbered. The best practice is that each tulip in the entire book has a unique number.
9. For each time control, control at the start or finish of a special stage, and passage control, radio, or medical location, the standardized sign graphics are to be included.
10. The main signs showing the changes of direction and existing on the route must be printed in boxes, and in the case of a change of direction, all the signs on the route must have the arrow pointing in the true direction.
11. The locations of the various controls must be indicated exactly.
12. Each road section will begin on a fresh page.
13. Special stages should be made to stand out from the rest of the text (with, for example, a frame or the use of a different color). If colored paper is used special stages should be printed on white paper (easier to see the effects of a highlighter on and better to read at night) and transit on colored paper.
14. On each tulip diagram, the starting point of the drawing will be situated at the bottom and the arrow determines the direction.
15. Street signs which are included and which do not correspond to the route to be followed but which act as reference points should be crossed out or otherwise indicated as "do not follow".
16. The locations requiring particular caution and attention must be indicated by 1, 2 or 3 exclamation marks.
17. Each page must have sufficient space for competitors to insert their own comments.
18. The maximum number of drawings per page is 6.

Optional Additions:

1. Give the average speed of the transit sections.
2. Indicate surface changes (from tarmac to dirt, from dirt to tarmac) by means of a double stroke of the central vertical line.
3. For the special stages, give the fastest time set during the previous rally.
4. Put in easily discernible reference points (e.g. town entry signs and speed restriction signs).
5. Include stage records from previous years, or descriptions of the stage character.