



**Rally  
Rules  
2009**

# General

## I PURPOSE

The intent of these rules is to promote fairness and equal competition in the spirit of sportsmanship.

These rules are applicable to all events declared to be Zone 8 events through mutual agreement amongst the regional and zone officials. While not required, regions are encouraged to use these rules for their regional events as well. If a region chooses to develop their own rules for events that are not in the Zone 8 series, they must at a minimum follow insurance requirements and meet PCA National event guidelines.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of these events and to further participant and spectator safety.

**No express or implied warranty of safety or fitness for a particular purpose shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct for the sport and are in no way a guarantee against injury or death to participants, spectators or others.**

## II GUIDING PRINCIPLES

The following is paraphrased from the Introduction to the Porsche Club of America Parade Competition Rules as published within the Club's website at [www.pca.org](http://www.pca.org):

"The rules and/or regulations set forth herein are designed to provide for the orderly conduct of competitive events and to further participant and spectator safety. No express or implied warranty of safety or fitness for a particular use shall result from publication of, or compliance with these rules and/or regulations. Fairness to and among competitors is a goal of the PCRs. They are a guide for the conduct of the sport."

As such, the Zone 8 rules contained in this publication are with the same intent. That is:

- To provide a structure for participation in club events at the Zone level that allows club members reasonable expectations of policies, procedures and allowances within each of the competitive disciplines.
- To assist the regions with risk management.
- To reinforce the spirit of competition as a shared passion for the Porsche automotive marque in a variety of diverse disciplines.

As also defined in the rules, there are a number of circumstances where common sense and recognition of immediate circumstances dictate allowance of operational discretion to the event managers without altering the intent of these rules.

The Zone 8 Rules committee espouses the following:

- Fairness to entrants

- Encourage the regions to put on events
- Encourage attendance at ALL events
- Make the rules clear and very hard to misinterpret
- Keep the rules stable
- Keep the events fun

If the rules were able to be reduced to their base elements, the Competition Rules Committee might simply choose: “Be safe, have fun, play fair!”

### **III TERMS**

- A. Zone Representative – The Zone Representative is a Porsche Club of America (PCA) national staff member, appointed by the Executive Council. The Zone Representative’s role is that of management consultant for the regions and liaison between the regions and national.
- B. Zone Staff – The Zone 8 Representative shall establish committee chairpersons as necessary to assist in the administration of zone activities and to further zone objectives.
- C. Protest Committee – This committee shall consist of the Regional Event Chairperson, the Zone Event Chairperson and the Zone 8 Representative. If any of these positions are duplicated or unavailable, the members present may select any region president, board officer, or other Zone 8 Staff member without a conflict of interest to stand in.
- D. Competition Committee – The Zone 8 Representative shall establish a Competition Committee to provide general guidance to regions hosting zone events. This committee is typically made up of members of the Zone 8 Staff.
- E. Rules Committee – The Zone 8 Representative shall establish a Rules Committee to oversee the process to modify, adapt and improve the rules set forth herein. This committee is typically made up of members of the Zone 8 Staff.
- F. Porsche – A Porsche is defined as an automobile body and suspension which is, basically, as manufactured by or designated as a Porsche automobile by Porsche AG or its successor, which is powered by an engine which is basically one which was installed in such bodies by the manufacturer of such automobiles, although not necessarily in the body concerned, except that any Porsche engine may be installed in any Porsche –built automobile. Ruf AG-built automobiles are considered Porsches for event purposes.

### **IV RULE REVISIONS**

- A. Suggestions for improving these rules are encouraged. These rules undergo a process of continuous improvement. The rule revision process is customer driven, that is, the membership drives any revision to the rules.

The people that have to live within the rules have a voice in their creation and modification.

- B. Each year there will be a rules proposal period during which suggestions for rules changes should be sent to the Zone 8 Rules Coordinator. Suggestions received during this time period will be placed on the Zone 8 website for review and comment so that all members of the Zone can be a part of the rules making process. After the rules proposal period there will be a comment period where further comments can be made, which will also be posted.

After the close of the comment period, the Zone 8 Rules Committee will create a draft rule change proposal based on the submissions and comments received and any additional input the members of the committee may have. This draft proposal will be placed on the web site for further public review. Using this proposal and any comments it generates, the committee will generate the official rule change proposal.

At least 30 days prior to the Fall Presidents meeting the final rules proposal will be distributed to the region presidents and posted on the Zone 8 website. Presidents will then vote to approve or reject the proposals at the Fall Presidents meeting. All members of Zone 8 are encouraged to contact their Region President and express their thoughts on the proposals prior to this vote. Rule changes will go into effect on the following January 1, unless otherwise stated. Dates for the opening and closing of the proposal and comment periods shall be announced early each year and placed on the Zone 8 website.

- C. Editorial changes for the purposes of administration, organization, updating facts and details, clarification and/or correction of errors are not considered changes in the rules. The Rules Committee reserves the right to make changes of this nature at any time.

## **V COMMON**

- A. Regions are highly encouraged to pay particular attention to new members and first time attendees at their events. The first event a member attends often sets the tone for their overall experience with the club. By paying careful attention to providing them with a friendly welcome and assisting them in navigating these rules as well as event procedures, a region can go a long way towards encouraging their future participation and longstanding club membership. Regions are also cautioned to not be too critical, to show some understanding and flexibility when a new attendee makes mistakes or misunderstands the rules and procedures. Harsh judgments and condemnation can send a participant home with a vow to “never return.” One must be careful to not treat them more strictly than a club regular. Unfair double standards are noticed and disliked.
- B. No deviation in these rules will be allowed for any event in the Zone 8 series unless previously approved and published by the Rules Committee.

Such publication shall be in hard copy or by electronic mailing (or both) to the region presidents.

- C. To cover the cost of year-end series trophies, a \$6.00 fee will be charged to the host region for each entrant.
- D. Event officials may deny entrance or expel an entrant for any reason. Their decision is final. Any member who feels they are treated unfairly should bring the matter to the attention of the host region's Board of Directors and the Zone Representative.
- E. The region event organizers for Zone events are responsible for all event details. Zone 8 Staff members are available for consultation prior to the event. Zone 8 Staff members attending the event may be able to assist as needed.
- F. Results must be mailed no later than 48 hours after the end of the event to: Zone 8 Representative, Zone 8 Web master, Zone 8 Event Chairperson. Results must include full names and region affiliations for all entrants. Additionally, for concours the list of judges working the event must be submitted and for rally the list of workers must be submitted.
- G. Event results and the series standings shall be mailed to entrants who provide a self addressed and stamped envelope at each event. Results can also be seen on the Zone 8 web site.
- H. The Zone 8 Representative and the Zone 8 Event Chairperson must approve any new events or date changes, prior to being added to the Zone 8 calendar. Also new event information must be given to the following as soon as possible:
  - All Zone 8 Presidents
  - All Zone 8 Newsletter Editors
  - All Zone 8 Region Web masters
  - The Zone 8 Webmaster.
- I. Local event chairpersons should be familiar with the following documents provided by PCA national:
  - Region Procedures Manual
  - Event Guidelines – Rally
  - Event Guidelines – Autocross
  - Event Guidelines – Drivers Education
  - Event Guidelines – Appendix
  - DE – Tips for Event Organizers

Particular attention should be paid to the sections on the Junior Participation Program (JPP), Insurance (including procedures regarding event cancellation), Observer's reports and Incident Reports. These documents are available on <http://www.pca.org>.

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## **I INTRODUCTION**

- A. All Zone 8 rallies shall be navigational (Time/Speed/Distance) rallies. This is an event where cars follow a prescribed route on public roads at a precise speed or need to arrive at a destination after a precise driving duration.
- B. The object of the rally competition is to follow the prescribed course and to arrive at each checkpoint when you are due, neither early nor late. Each leg of the rally is scored separately; if you are late at one checkpoint, you cannot improve your score by arriving early at the next checkpoint. Be sure that you have the correct number of legible route instruction pages, in the correct order. You may not start the rally before your assigned start time for leg one.
- C. Always drive in a safe and legal manner. You may neither drive recklessly nor illegally during the event; if you do, you may be disqualified. The Event Chairperson's decision on these issues will be final. If needed, time delay requests may be submitted in accordance with Section VI. DELAYS.
- D. No alcohol or drugs will be consumed during the event. Consumption of alcohol or use of drugs by any participant during the event will result in expulsion. The Event Chairperson's decision on these issues will be final.
- E. Drivers must be at least 18 years of age and affirm that they possess a valid state driver's license. 16 and 17 year olds may participate (as navigators only) according to the rules of the Junior Participation Program. The JPP program is documented in the Region Procedures Manual, distributed annually by PCA national and on the national website.
- F. Deviations from or additions to the rules spelled out in Section VIII COURSE INSTRUCTIONS are allowed if the deviation or addition is clearly spelled out in an addendum at the beginning of the route instructions and is distributed to each entrant.
- G. A "trap" is an event that causes you to arrive early or late at the next checkpoint. Typically this is the result of incorrectly executing an instruction and is based on either course following, speed or time.
- H. Course traps may only be based on the rules outlined in Section VIII COURSE INSTRUCTIONS and any addendums to that section. No other sections of this document may be used as the basis for traps.
- I. The use of two-way radios or mobile/portable phone is forbidden except in emergencies. Contestants found in violation of this rule will be disqualified.

## **II CLASSES**

There are five (5) competitive classes:

- A. Class A - Unlimited equipment (except as noted below).
- B. Class B - Contestants using unlimited measuring equipment but no cumulative calculation device; or Stock odometer for measuring distance, with unlimited

calculating equipment (calculating equipment must not connect to distance measuring device in Class B).

- C. Class C - The only permissible equipment is stock odometer, pencil, paper, and watches/clocks. No calculating equipment or tables are permitted (slide rules, factor tables, calculators, computers, etc.) other than seconds-to-hundredths conversion charts.
- D. Class D – Class D shall run to the same rules as Class E, as specified in the Zone-8 rally regulations, with the exceptions:
  - 1. That anyone regardless of experience may compete in class D
  - 2. The event chairperson may choose to write a "Tour Course", in conjunction with the regular Zone-8 rally, and use that course as the Class D course, but that course must conform to the Zone-8 rally regulations, as it will count toward the series championship.

The words "Tour Course" are defined as meaning that the rally course referred to as a tour course must not contain any traps (see Section I Part G).

- E. Class E - Same requirements as Class C, but for beginners, new to the sport. It is strongly recommended that the Class E rallyists be provided with greatly simplified course and instructions in order to foster their learning of rally skills and to encourage their continued participation in the sport. Receiving a year-end award in Class E requires that the rallyists must move to another class for subsequent years.

Each entrant is responsible for correctly classifying his/her own car. During the rally, there may be a check for proper equipment. All cars are subject to further scrutiny and reclassification at the discretion of the Zone 8 Rules Committee or the Event Chairperson at any time during an event. If a car is found to be misclassified after it completes the rally the event may be scored as if the car did not compete.

### **III MEASUREMENT AND TIMING**

The course was measured to the nearest 0.01 mile with a car equipped with non-expandable tires. Adjust assigned speeds to conform to the rally's official measurement.

Official rally time will be available at registration. It is synchronized with WWV (National Bureau of Standards time signal) and set to local Pacific Time. Timing will be to the nearest 0.01 minute.

Seconds to Hundredths Conversion Table (.01=Hundredths)											
Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01	Sec.	.01
<b>:00</b>	<b>.00</b>										
:01	.02	:11	.18	:21	.35	:31	.52	:41	.68	:51	.85
:02	.03	:12	.20	:22	.37	:32	.53	:42	.70	:52	.87
:03	.05	:13	.22	:23	.38	:33	.55	:43	.72	:53	.88
:04	.07	:14	.23	:24	.40	:34	.57	:44	.73	:54	.90
:05	.08	<b>:15</b>	<b>.25</b>	:25	.42	:35	.58	<b>:45</b>	<b>.75</b>	:55	.92
:06	.10	:16	.27	:26	.43	:36	.60	:46	.77	:56	.93
:07	.12	:17	.27	:27	.45	:37	.62	:47	.78	:57	.95
:08	.15	:19	.30	:28	.47	:38	.63	:48	.80	:58	.97
:09	.17	:19	.32	:29	.48	:39	.65	:49	.82	:59	.97
:10	.17	:20	.33	<b>:30</b>	<b>.50</b>	:40	.67	:50	.83	<b>:60</b>	<b>1.00</b>

#### IV CHECKPOINTS

##### A. Manned checkpoints:

1. You will be timed in as the front wheels of your car pass the in marker, identified by a sign "PCA IN". DO NOT STOP AT THE IN MARKER but continue to the workers to receive your time in and time out. Timing disagreements must be resolved or at least registered with that checkpoint's personnel.
2. You will be given all information necessary to begin the next leg correctly, such as out speed and active route instructions); any numbered route instructions skipped are canceled. DO NOT BLOCK OTHER CONTESTANTS' VIEW OF THE OUT MARKER; DO NOT BLOCK TRAFFIC AT THE OUT MARKER. Begin the next leg at the out marker at your assigned time out.
3. Stopping, creeping, or evasive action within sight of a checkpoint is forbidden, unless required by a route instruction or law. Such action might cause you to be assessed a penalty.

##### B. Do-It-Yourself Checkpoints (DIYCs--unmanned checkpoints):

1. At a DIYC, write your time in or arrival time (in hours, minutes, and hundredths of a minute--not seconds) in the next available TIME IN box on your control card.
2. Your time out is 1.00 minute after your time in.
3. You must write your time in on your control card before you enter the next manned checkpoint, or you will be scored as having missed the DIYC. You may not change your DIYC times after entering that manned checkpoint.

4. EXAMPLE: DIYC at "Stop Ahead". Were you to arrive at this sign at 8:46.75, you would: Write your time in (8:46.75) in the first available TIME IN space on your control card; then write your time out (8:47.75 = 8:46.75 + 1.00 minute) in the first available TIME OUT space on your control card.

	<u>LEG 1</u>	<u>LEG 2</u>	<u>LEG 3</u>
TIME IN	<u>8:35.89</u>	<u>8:46.75</u>	
TIME OUT	<u>8:04.00</u>	<u>8:40.00</u>	8:47.75
ELAPSED	<u>0:3.89</u>	<u>0:06.75</u>	

## V SCORING, PENALTIES, AND PROTESTS

- A. Penalties will be assessed as follows:
1. 1 point for each 0.01 minute early or late at each checkpoint, up to a 500 point maximum penalty per leg or 500 points for each leg involved in missing a checkpoint.
  2. 50 points for stopping, creeping, or evasive action within sight of a checkpoint.
  3. 500 points or disqualification for each instance of unsporting or dangerous conduct.
- B. If you feel there is an error in the rally, you may submit a written protest. Your protest may include the desired corrective action. You will be notified of the decision of the protest committee.

## VI DELAYS

- A. Reasonable requests for a time delay may be granted for the following reasons:
1. Blockage of the rally course--for example, by trains, accidents, cattle, etc.
  2. Stopping to aid another motorist, to give aid at an accident, or to give information to local authorities.
  3. Any other problem you encounter; however, such requests beyond 10 minutes (in total for the event) are usually considered to be unreasonable.
- B. Submit your request for a time delay in writing at the next manned checkpoint.

## VII ADMINISTRATIVE

- A. All persons participating in the event (drivers, navigators and workers) will sign the appropriate insurance release forms prior to participating in the event.
- B. The insurance certificate will be displayed or be available for inspection at registration.

- C. Participants shall affirm that there is valid and current car insurance for the rally vehicle.
- D. Event Awards
1. One award for up to three cars in a class. One additional award per two additional cars entered, to a maximum of five Awards per class.
  2. Separate awards will be awarded for Driver and Navigator.
  3. Participation awards are encouraged but are at the Event Chairperson's discretion.
  4. Awards will be presented on the day of the event.
- E. Scoring for Year-end Awards (Class Finishing position relative to PCA entrants only):

CLASS FINISH:	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup> +
POINTS:	20	15	12	10	8	6	5	4	3	2	1

1. 20 points are awarded to those who write and put on a Zone 8 rally. 12 points are awarded for working a Zone 8 rally.
  2. In order to qualify for a year-end award, entrants must compete in at least 51% of the year's Zone 8 rally events. Writing or working does not substitute for competing in a rally to satisfy the 51% requirements, although the points do count towards a year-end award.
- F. All Zone 8 Rally instructions and courses must be pre-approved by the Zone 8 Rally Chairperson or that person's designated representative.

## VIII COURSE INSTRUCTIONS

### A) DEFINITIONS AND ABBREVIATIONS

- at "In the vicinity of" for course actions (e.g., R, L, STRAIGHT, TURN); "even with" for other actions, including CASTS, pauses, mileages, etc.
- CAST Change Average Speed To or continue average speed of. Execute speed changes when your front wheels are even with the first part of the indicated sign or landmark except when instructed otherwise. Execute speed changes associated with course actions (e.g., R, L, STRAIGHT, TURN) at the apex of the INTERSECTION. All speeds are in miles per hour unless you are instructed otherwise.
- checkpoint A manned or unmanned timing location (See Section IV).
- Control A location along the rally course identified by a sign reading PCA CONTROL at which you are required to stop. (See Section VIII Part D.8.e).

DIYC	Do-it-Yourself Checkpoint--an unmanned checkpoint (See Section IV Part B).
FLR	Follow the LINED ROAD (See lined road definition below & see Section VIII Part C.3.a).
free zone	A portion of the rally where there are no manned checkpoints.
intersection	The joining of two or more eligible rally roads where you could go in more than one direction without making a U-turn.
L	Turn Left at an INTERSECTION--from 10 to 179 degrees.
lined road	A road with one or more lines (or row(s) of dots or center median) separating opposing directions of traffic. At an INTERSECTION where the line (etc.) is broken, the LINED ROAD is the road bearing a line (etc.) which proceeds in the direction most nearly indicated by the line (etc.) before the break.
Opp	Opportunity --an INTERSECTION where you could perform the required action.
Pause	Delay the specified time. Consider the pause at the reference point.
R	Turn Right at an INTERSECTION--from 10 to 179 degrees.
SA	Sign(s) Anywhere (See Section VIII Part D.2).
Signal	An INTERSECTION where your travel is controlled by at least one red, yellow, and green traffic light.
SOL	Sign(s) On Left (See Section VIII Part D.2).
Stop	An official red and white stop sign, which requires you to stop.
straight	Continue in the most straightforward direction through an INTERSECTION.
T	An INTERSECTION having the general shape of the letter T as you approach it from the base.
turn	Either R or L, but in the only direction possible.
WOF	Whichever Occurs First--A two-or-more portion numbered route instruction separated by the word 'or' (See Section VIII Part B.2.b).

## **B) ROUTE INSTRUCTIONS**

1. Execute each route instruction at the first possible point satisfying the route instruction and consistent with these Rally Rules. Execute each part of a multiple-part route instruction in the order presented.
2. Numbered route instructions:
  - a. Complete each numbered route instruction, in ascending numerical sequence, before you initiate the next numbered route instruction.
  - b. Some numbered route instructions may be designated WOF (Whichever Occurs First), and will be separated into two or more portions by the word 'or'. Complete the portion, which you can initiate first, then cancel the other portion(s).

3. Lettered route instructions are unnumbered route instructions appearing among the numbered route instructions. Execute a lettered route instruction any time after you complete the preceding numbered route instruction. Complete a lettered route instruction at each occasion until it is cancelled: this may be once, more than once, or not at all. A lettered route instruction may not be re-initiated until it has been completed in its entirety. You might not execute a lettered route instruction before you execute the next numbered route instruction. Cancel a lettered route instruction when you are directed to do so.
4. You may receive special route instructions at a manned checkpoint or control. Complete them once as directed.
5. Information in parentheses is intended to help you but is not part of the route instruction.

### **C) COURSE**

1. Eligible rally roads are paved and public, except when you are instructed otherwise. Alleys, driveways, entrances to businesses, private roads, and unpaved roads are to be considered non-existent except when you are instructed otherwise, and at the start and finish of the rally. Roads that you can see dead-end within 0.01 mile (about 50 feet--you will not have to make a close decision) are to be considered non-existent.
2. The course through each INTERSECTION is determined by the first item, in the following priority list, that defines only one route:
  - a. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a numbered route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
  - b. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a lettered route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
  - c. Execute a course action (R, L, STRAIGHT, TURN, Follow, etc.) of a special route instruction. An R, L, or TURN requires you to travel a course different from the one that you would follow by the first applicable of d and e below.
  - d. Follow the course as defined in a continuing course- following action (See Section VIII Part C.3).
  - e. Proceed as straight as possible. Do not consider freeway off-ramps to be as straight as possible. Do not apply this 'straight as possible' rule at a T.
3. There are two types of continuing course-following actions:
  - a. Follow the LINED ROAD (FLR): When you are instructed to FLR, this action is complete when the road you are traveling upon is or becomes the LINED ROAD. You must continue to FLR whenever

possible, until you execute an R, L, STRAIGHT, TURN, or another Follow.

- b. **Onto:** When you have executed an action onto a road by name or number, you must follow that road by name or number whenever possible, until you execute an R, L, STRAIGHT, TURN, or Follow.

- 4. Do not make a U-turn except when you are instructed to 'U-turn'.

## **D) SIGNS AND LANDMARKS**

- 1. A landmark is an object along the course such as signal, stop, fire hydrant, Ventura Bl. Each landmark will be indicated in the route instructions without quotation marks. Any term used in Section VIII Part A to define a landmark will be used only in the defined sense.
- 2. Quotation marks are used in the route instructions to indicate the complete or partial text and/or the illustration(s) on the sign to be used. All quoted signs will be on your right or overhead except when you are instructed otherwise by the use of 'SA' or 'SOL'. Other signs and all landmarks may be anywhere, except as indicated in Section VIII Part D.7.
- 3. A referenced sign may contain additional text and/or illustrations. The referenced portion will be continuous, with no intervening text skipped. Referenced capitalization and punctuation need not agree with that on the sign. Part of a word, illustration, or number will not be referenced.
- 4. Partial names may be used in the route instructions to identify landmarks. For example, the landmark WEST TOPANGA CANYON BLVD might appear in a route instruction as TOPANGA, or as CANYON, or as WEST TOPANGA, etc., but not as TOPANGA CYN, nor as CANYON BOULEVARD, nor as WEST CANYON, nor as TOPANGA WEST etc. A road-identification sign with an arrow may be used to identify that road.
- 5. A single sign will not be used for consecutively numbered route instructions.
- 6. More than one sign mounted on a common support is considered a single sign.
- 7. Do not use signs on mailboxes, signs on or attached to vehicles or buildings, or signs painted on the surface of the road or on curbs. Do not use signs or landmarks readable and/or visible only after you pass them.
- 8. Off Course and emergency signs will contain 'PCA' and one of the following:
  - a. The word NO--You are off course. Return to the previous INTERSECTION and try again.
  - b. An arrow--Follow the arrow, do not execute a route instruction there.
  - c. A route instruction number or letter--Execute the indicated route instruction as near the sign as possible.
  - d. Emergency instructions--Execute them.
  - e. The word CONTROL--Stop to receive instructions from a worker.

## Zone 8 Contacts

<b>Position</b>	<b>Name</b>	<b>E-Mail</b>
<b>Zone 8 Representative</b>	<b>Michael Dolphin</b>	<b>carrera3@msn.com</b>
<b>Autocross Chair</b>	<b>Neil Heimburge</b>	<b>porschebadboy@cox.net</b>
<b>Chief Driving Instructor</b>	<b>Paul Young</b>	<b>pdyoung@cox.net</b>
<b>Club Race Coordinator</b>	<b>Vince Knauf</b>	<b>vvvince@aol.com</b>
<b>Concours Chair</b>	<b>Joe Nedza</b>	<b>jcnedza@aol.com</b>
<b>Rally Chair</b>	<b>Tom Gould</b>	<b>tcg3@aol.com</b>
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<b>Time Trial / DE Chair</b>	<b>Paul Young</b>	<b>pdyoung@cox.net</b>
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