

2019
NORTHWEST CLASSIC
RALLY

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- Curator lunches
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Greetings Drivers and Navigators, Volunteers and Friends!

Welcome to the **31st Annual Northwest Classic Motor Rally**, the longest running vintage time-speed-distance rally in the United States!

We are excited to present this year's event. While we know each of you endeavor to finish in first place, our goal is to make sure you have fun getting there.

We are very pleased to welcome **Jaguar Land Rover Portland** as our Presenting Sponsor this year—thank you for your support! We would also like to sincerely thank each of our returning and new sponsors for their continued support of this event. Without our sponsors, we could not host this event.

The **World of Speed Museum** has been kind enough to provide their facilities again this year. We are very excited to announce our new partnership with the Automotive Education Program at World of Speed. The Board of Directors of the Alfa Romeo Owners of Oregon, the organizer of the Northwest Classic Motor Rally, has chosen this excellent program as its 501C(3) charitable beneficiary moving forward. We hope to have a long and supportive relationship in the coming years.

We could not present this celebration of the automobile each year without the dedicated group of volunteers that join us each year to ensure that the rally is an event to remember. We are not just a car event for the automotive enthusiast—rather, we are a people event that involves wonderful automobiles!

As we move forward, we want to remember the contributions of Monte and Sue Shelton. Their thirty years of support and sponsorship made this event what it is today and for that, we are forever grateful. We are holding position #10 open this year in Monte's honor, and we will be presenting a new award to a rally team this year in his name!

Thank you all for participating in the 31st Annual Northwest Classic Motor Rally, and for your enthusiastic and gracious support over all of these years!



Doug Zaitz, Chairman



31st Annual Northwest Classic Motor Rally

Hosted
by the
Alfa
Romeo
Owners
of
Oregon

2019

2019 NW CLASSIC MOTOR RALLY SCHEDULE

Thursday, August 1st

6:00-8:30 PM Participants arrive at World of Speed Museum in Wilsonville, Oregon for Registration/Gift Bag Pick-Up and meeting other participants. Hors d'oeuvres are served with a no-host bar. Welcoming remarks and participants meeting followed by an optional Rally School.

Friday, August 2nd

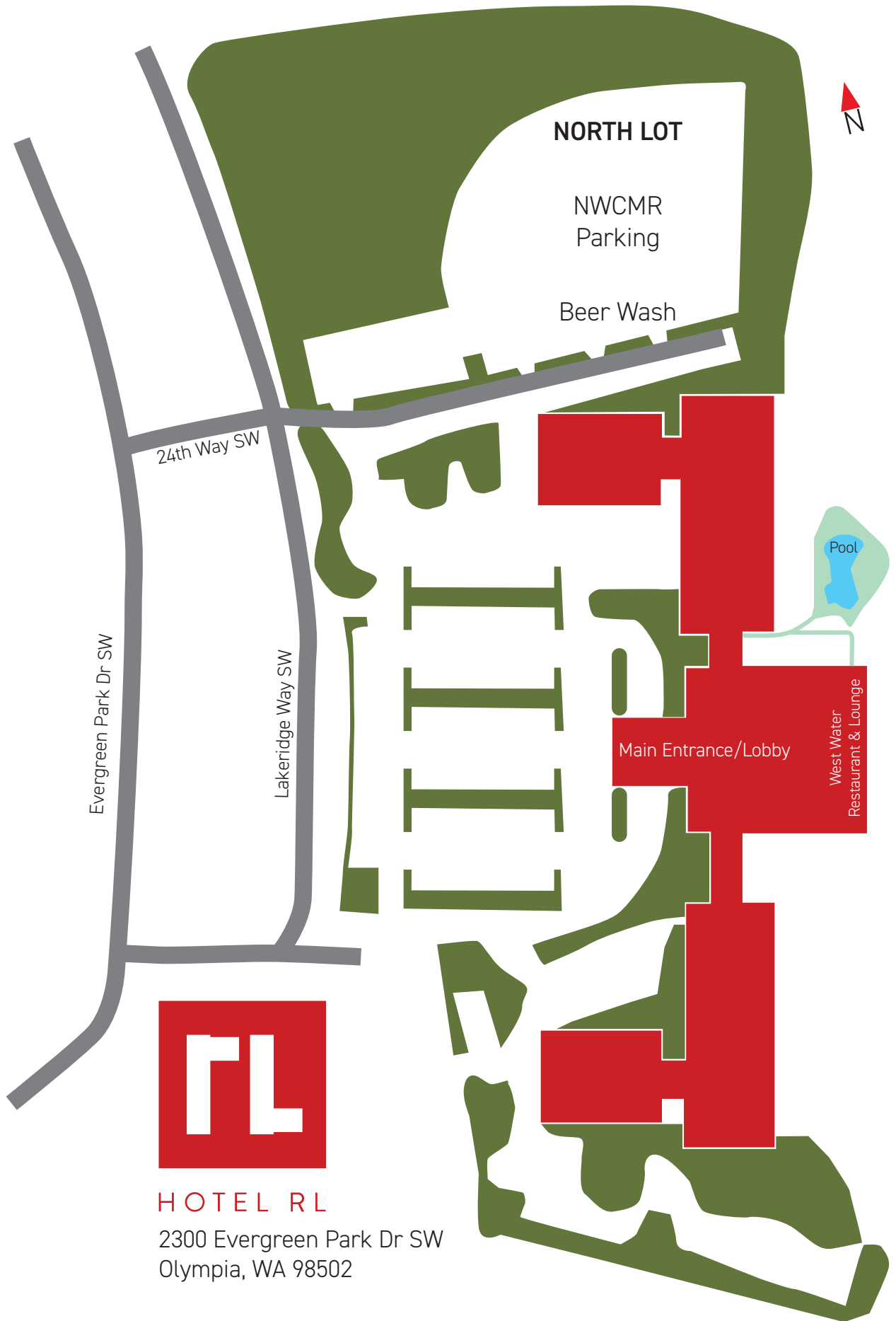
6:00- 6:30 AM Arrival for Tour and Rally, continental breakfast available
6:50 Welcome and announcements by Tour Masters
7:00 Welcome and announcements by Rally Master
7:20, 7:30, 7:40 Tour Groups depart
8:00 Instructions for the Odometer Check will be included in the General Instructions, the route books for the remainder of the day will be handed out upon arrival at the end of the Odometer Check.
8:01 First Rally Car departs, followed by all others at one-minute intervals
11:15 (approx) Tour Groups arrive at lunch
11:35 (approx) First Rally Car arrives at lunch
4:30 (approx) Tour Cars arrive at Hotel RL (Red Lion) Olympia
4:30 (approx) First Rally Car arrives at Hotel RL (Red Lion) Olympia
4:30-6:00 Snacks and refreshments served at NWCMR Hospitality Room
6:00 No Host Bar opens
7:00 Banquet Dinner, downstairs banquet room
7:30 Announcements, Rally Master Presentation
8:30-10:00 Post-Dinner Reception, hosted by AROO

Saturday, August 3rd

6:30-9:30 AM Breakfast served in downstairs banquet room
7:20, 7:30, 7:40 Tour Groups Depart
7:41 Instructions delivered at one-minute intervals
8:01 First Rally Car departs, followed by all others at one-minute intervals
12:00 (approx) Tour Groups arrive at lunch
12:00 (approx) First Rally Car arrives at lunch
4:10 (approx) First Rally Car arrives at Hotel RL (Red Lion) Olympia
4:50 (approx) Tour Groups arrive at Hotel RL (Red Lion) Olympia
4:00-6:00 "Beer Wash" at the Hotel RL North parking lot
6:00 No Host Bar opens
7:00 Banquet Dinner, downstairs banquet room
7:30 Announcements, Rally Master Presentation
8:30-10:00 Post-Dinner Reception, hosted by AROO

Sunday, August 4th

7:00-8:00 AM Coffee service available in Hotel RL Lobby
8:30 Awards Brunch in downstairs banquet room
10:00 Conclusion with hotel checkout by 11:00



HOTEL RL
 2300 Evergreen Park Dr SW
 Olympia, WA 98502

THE RALLY ORGANIZERS

Doug Zaitz	Rally Chair
Cindy Banzer	Rally Co-Chair
Roger Dilts	Rally Master
John Clemson	Treasurer
Glenn Dolphin	Volunteer Coordinator
Dennis Howell	Sponsor Sales
Claudia Reinhaus	Apparel Coordinator
Yulia Smolyansky	Awards & Regalia Coordinator
Sue Halton	Food Coordinator
Sue Colisch	Scoring Coordinator
Bill Colisch	Scoring Coordinator
Puff Stevens	Registration
Doug Zaitz	Registrar
Doug Zaitz	Webmaster
TBA	Announcer

THE VOLUNTEERS

Beth Adams
Mel Adams
Dave Beach
Kathy Beach
Lisa Burton
Evan Clemson
Bill Colisch
Sue Colisch
Ryan Coulson
Jerome Deluz
Lonnie Dicus
Connie Dilts
Roger Dilts
Glenn Dolphin

David Doyle
Robert Dusine
Bill Eastman
Chris Finks
Connor Finks
Tom Franco
Don Gilbert
Kathy Gilbert
Bill Gillham
Marian Gillham
Michelle Hager
Bob Hui
George Kraus
Mike Kremers

Shirley Moss
Stu Moss
Carol Paine
Russ Paine
Allen Rossman
David Rossman
Debbie Rossman
Penny Rossman
Bob Stevens
Puff Stevens
Joe Sweeney
Dennis Torgeson
Bob Willis

PHOTOGRAPHERS

Alex Carrara
Jeff Tunick
Scheyenne Tunick

TOUR MASTERS

Cliff Brunk
Malarie Juricev
Kim Lindstrand
John Lucas
Susan Lucas
Ed Slavin

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UPTOWN AUTO DETAIL

PERPETUAL TROPHIES AND ANNUAL AWARDS

Among the traditions of the Northwest Classic Motor Rally is a group of annual awards that range from serious to tongue-firmly-in-cheek. It's all part of recognizing some people and cars that very much deserve it, and having a little fun at the expense of some of our friends.

The perpetual awards are those that are presented each year, then passed along to a new winner the next year. Engraved plaques on the awards record the past winners.



Foremost among the perpetual awards is the **winner's trophy**, a large silver bowl with handles, mounted on a wooden base. The names of the winners are engraved each year, and the winning team keeps it until next year when they bring it back to defend it. Some peoples' names are on it

multiple times, although seldom twice in a row. Easily the largest of the perpetual awards is that known as "**The Canadian**" because it was donated by some of our Canadian entrants in order to recognize the highest-placing Alfa Romeo. This



award consists of a model of a classic Alfa Romeo roadster mounted on a board. The Canadian award is large and we often wonder how someone in an already fully packed Giulietta Spider would find room for it, but somehow they always do!

Another perpetual award is **The Bob Ames Award**, perhaps better known as the "Q-Tip Award." This plaque features a box of Q-tips and is symbolic of meticulous detailing of an automobile, perhaps to the point of absurdity. As it says on the plaque,

"This trophy is dedicated to the notion that in restoring a car it ain't over until it's overdone.

Awarded annually to the car and owner that



most exemplifies a total disregard for the true meaning of concours.”

Yet another perpetual award is **The Monte Shelton Hook Award**. The award states, “Presented annually at the Northwest Classic Motor Rally to the owner of a car requiring trailering or towing or to the owner of a car whose performance is not in accord with past claims for performance and reliability. Given in honor of its first recipient, Monte Shelton, and presented by his friend, public spirited and ever generous Bob Ames.”

And then there are the annual awards, which can be in the form of a plaque, trophy, platter or some other item that the recipients can proudly



means, basically, beauty contest, so it is fitting that everyone votes for the car that they find to be the most beautiful, for whatever reason.

The final annual award is the **Chairman's Award**, presented each year to the team with the lowest score at the end of the first day. The award consists of medallions suspended from blue ribbons, one for the driver and one for the navigator. There is also a “special clothing item” that goes with the award and is different each year, and much like the yellow jersey denotes the leader in the Tour de France bicycle race, the winners of the Chairman's Award may wear their special items on the second day of the rally to mark themselves as the leaders... at least temporarily.



display. We award three. First is the **Bill Haines Outstanding Volunteer** award presented to that one volunteer, or volunteer couple, who really goes above and beyond to help make the event successful and fun for our entrants. We have a large team of great volunteers, and to receive this award is recognition of a really important contribution of time, talent and effort. A second annual award is presented to the owner of the car that is voted favorite in balloting by the entrants and volunteers. The **Concours d'Elégance Winner** is selected based on the personal criteria of each person casting a vote, and recognizes a single fabulous automobile among many. After all, concours d'élégance



2019 NW CLASSIC MOTOR RALLY ENTRANTS LIST

No	DRIVER	NAVIGATOR	CITY	STATE	YEAR	MAKE	MODEL	COLOR	CLASS
1	ALAN CHOCKIE	ANTOINETTE SLAVICH	LAKE FOREST PARK	WA	1992	BMW	325i ALPINA	BEIGE	VINTAGE
2	ATIF ZAMAN	SHANE FANNING	PORTLAND	OR	1966	AUSTIN HEALEY	BJ8	BLACK	VINTAGE
3	MICHAEL MAY	KEITH SEIGFRED	HILLSBORO	OR	1965	FORD	MUSTANG	BLACK	VINTAGE
4	RICK WARNER	DEBBIE WARNER	PORTLAND	OR	1967	LANCIA	FULVIA ZAGATO	SILVER	VINTAGE
5	JOHN CLEMONSON	DOUG ZAITZ	AURORA	OR	1961	PORSCHE	356B 1600 SUPER	RED	STANDARD
6	NIC DIMOND	GREGORY ALTMAN	CHICAGO	IL	1972	BMW	2002	RED	STANDARD
7	DENNIS HOWELL	CLAUDIA REINHAUS	PORTLAND	OR	1972	ALFA ROMEO	GTV	BURGUNDY	VINTAGE
8	JOHN JOHNSON	MARIA MENOR	PORTLAND	OR	1973	JENSEN	INTERCEPTOR	COPPER BROWN	VINTAGE
9	AUSTEN ANGELL	TBA	WEST LINN	OR	1968	JAGUAR	XKE	BLUE GRAY	STANDARD
10	RESERVED								
11	JOHN EASTBURN	ANGIE EASTBURN	ST HELENS	OR	1973	BMW	2002	BURGUNDY	VINTAGE
12	ED GODSHALK	JACOB GODSHALK	NEWBERG	OR	1961	ALFA ROMEO	GIULIETTA SPRINT VELOCE	LIGHT BLUE	VINTAGE
13	CLIFF JOHANNSEN	ELIZABETH TONESS	PORTLAND	OR	1969	SAAB	SONNET	RED	VINTAGE
14	PAUL EKLUND	YULIA SMOLYANSKY	TIGARD	OR	1974	ALFA ROMEO	2000 GTV	RED	STANDARD
15	ROGER WOOLEY	ROSS HOEVET	PORTLAND	OR	1964	MORRIS	TRAVELER WOODY	RED	VINTAGE
16	STEVE POLAND	KATHLEEN POLAND	PORTLAND	OR	1958	JAGUAR	XK150	WHITE	VINTAGE
17	ED FRANK	Jo Su	PORTLAND	OR	1959	AUSTIN HEALEY	SPRITE	RED	VINTAGE
18	NEIL D'AUTREMONT	GREG DiLORETO	WEST LINN	OR	1980	TRIUMPH	TR8	LIGHT BLUE	STANDARD
19	SIMON LEVEAR	BRANDON HARER	EUGENE	OR	1976	TRIUMPH	TR7	WHITE	STANDARD
20	FRED McNABB	LISA McNABB	BEAVERTON	OR	1967	ALFA ROMEO	DUETTO	FARINA RED	VINTAGE
21	MICHELLE RAND	JON RAND	ESTACADA	OR	1960	MGA	COUPE	BLACK/RED	STANDARD
22	KEVIN RANDICH	SUE RANDICH	WEBSTER GROVES	MO	1972	LOTUS	EUROPA TWIN CAM	BLUE	STANDARD
23	JEFFREY REINGOLD	JONATHAN REINGOLD	PORTLAND	OR	1967	JAGUAR	XKE OTS	BLUE	VINTAGE
24	KEN IVEY	BERNICE IVEY	LAKE OSWEGO	OR	1973	FERRARI DINO	246GTS	RED	VINTAGE
25	RALPH INMAN	ROB CAMERON	WEST LINN	OR	1957	MERCEDES	300SL CONVERTIBLE	BLACK	VINTAGE
26	DON BEST	TREVOR SMITH	COQUITLAM	BC	1974	ALFA ROMEO	SPIDER 2000	YELLOW	STANDARD
27	LOU JAFFE	KATHY JAFFE	PORTLAND	OR	1970	PORSCHE	911T	BLACK	VINTAGE
28	TIM NAGY	STEVE NAGY	CARDIFF	CA	1979	BMW	320i	BISCAY BLUE	VINTAGE
29	DAVID REICH	LILA REICH	PORTLAND	OR	1938	BENTLEY	4.25 LITRE	BLACK	VINTAGE
30	DAVID COHEN	ADELE COHEN	WEST VANCOUVER	BC	1930	FORD	MODEL A SEDAN	BLACK/MAROON	VINTAGE
31	JOHN JOYCE	PATTY JOYCE	PORTLAND	OR	1970	PORSCHE	914-6	WHITE	VINTAGE
32	CHRIS NEWTON	ADAM NEWTON	TORONTO	ON	1974	ALFA ROMEO	GIULIA SUPER NUOVA	BLACK	VINTAGE
33	DAVID DOYLE	BRUCE LEWIS	HAPPY VALLEY	OR	1970	TVR	VIXEN S2	BLACK	VINTAGE
34	ED GRAYSON	JEFF GRETZ	PORTLAND	OR	1963	JAGUAR	XKE	BLACK	STANDARD
35	ULRICH LANIUS	JOSEPHINE PASCUZZI	WEST VANCOUVER	BC	1969	ALFA ROMEO	GIULIA SPRINT GTA	RED	VINTAGE
36	KEVIN BLOUNT	PAUL BREWER	PORTLAND	OR	1967	AUSTIN	MINI	GREEN	VINTAGE
37	RICHARD DE WOLF	LINDA SCHMIDT	PORTLAND	OR	1950	MERCEDES	170S CABRIOLET A	BLUE/BLACK	STANDARD
38	JIM NORTH	JOHN DRANEAS	LAKE OSWEGO	OR	1972	JAGUAR	E-TYPE	MAROON	VINTAGE
39	DAVID GRIEGER	CALEB GRIEGER	SEATTLE	WA	1987	PORSCHE	911	RED	VINTAGE
40	ALLAN WEAVER	JOEL WEINSTEIN	SHERMAN OAKS	CA	1973	ALFA ROMEO	GTV	SILVER	STANDARD
41	CRAIG HAUGEN	THERESE NORTON	SEATTLE	WA	1979	SAAB	900 EMS	RED	VINTAGE
42	RUSS KRAUSHAAR	KATY KRAUSHAAR	BATTLE GROUND	WA	1960	AUSTIN HEALEY	3000	BLACK/RED	STANDARD
43	DONALD JACKSON	LESLIE JACKSON	PORTLAND	OR	1958	ALFA ROMEO	GIULIETTA	RED	VINTAGE
44	JONATHAN ENGLAND	ARIANNA ENGLAND	MAPLE VALLEY	WA	1973	DATSUN	240Z	RED	VINTAGE
45	CINDY BANZER	SUE HALTON	PORTLAND	OR	1978	ALFA ROMEO	SPIDER	GREEN	VINTAGE

2019 NW CLASSIC MOTOR RALLY ENTRANTS LIST

No	DRIVER	NAVIGATOR	CITY	STATE	YEAR	MAKE	MODEL	COLOR	CLASS
101	JOHN LUCAS	SUSAN LUCAS	OLYMPIA	WA	1987	PORSCHE	911	RED	LEADER #1
102	RICHARD ALBRECHT	CATHERINE ALBRECHT	TERREBONNE	OR	1973	CHEVROLET	CORVETTE	ONTARIO ORANGE	TOUR
103	JOE ANGEL	ZACH ANGEL	PORTLAND	OR	2012	PORSCHE	CARRERA S CABRIOLET	SILVER	TOUR
104	CHRIS ANGEL	DANNY HORNER	ALOHA	OR	TBA	TBA	TBA	TBA	TOUR
105	PETER ANGEL	DAVID SCHWARTZ	PORTLAND	OR	1987	PORSCHE	911 CARRERA	BLUE	TOUR
106	JEFF LAGOOD	CHRIS LICHEWS	PORTLAND	OR	1959	ELVA	COURIER	RED	TOUR
107	HOWELL COBB	CYNTHIA COBURN	WEST LINN	OR	2016	JAGUAR	F-TYPE 4S	GRAY	TOUR
201	ED SLAVIN	KIM LINDSTRAND	PORTLAND	OR	1973	ALFA ROMEO	2000 GTV	SILVER	LEADER #2
202	MARK WAGNER	DOUG LUTZ	LAKE OSWEGO	OR	1990	BMW	M3 (E30)	WHITE	TOUR
203	MARK TRAVERS	MICHELE RUESS	SEATTLE	WA	1969	FERRARI	365GT 2+2	RED	TOUR
204	ED FULLERTON	CAROL FULLERTON	LAKE OSWEGO	OR	1965	SUNBEAM	TIGER	WHITE	TOUR
205	GARTH REUTHER	TRAVIS FULLERTON	PORTLAND	OR	2007	PORSCHE	CAYMAN	BLUE	TOUR
206	ALLEN DENSON	MARSHA DENSON	PALM DESERT	CA	1966	SUNBEAM	TIGER	BLUE	TOUR
207	MARC STROMVIG	TBA	PORTLAND	OR	1965	FORD	MUSTANG	GREEN	TOUR
301	CLIFF BRUNK	MALARIE JURICEV	SHERWOOD	OR	1986	PORSCHE	911	BLACK	LEADER #3
302	MAYNARD CHAMBERS	N/A	PORTLAND	OR	2006	PORSCHE	CARRERA	BLACK	TOUR
303	DUANE CRANDALL	SYLVIA ARCHIBALD	LONGVIEW	WA	1959	JAGUAR	XK 150S	CHAMPAGNE	TOUR
304	FRED NUTTALL	BONNIE NUTTALL	PORTLAND	OR	1972	JAGUAR	XKE	WILLOW	TOUR
305	RUDY FASCELL	PATTI FASCELL	LAKE OSWEGO	OR	1972	MG	MGB	RED	TOUR
306	DANIEL SCHWARTZ	DEANNA DAVIS	BEND	OR	2007	LOTUS	ELISE	GREEN	TOUR



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GENERAL INSTRUCTIONS

1. GENERAL INFORMATION

1.1 Concept of the event. This is a Time, Speed and Distance (TSD) rally and is governed by applicable state vehicle codes, these General Instructions, the Numbered Route Instructions for a specific rally and the Supplemental Instructions, if any are issued. The objectives for the rally participants are (a) to follow the Rally Route and (b) to arrive at each Control along the Rally Route at a predetermined time, based on assigned speeds prescribed in the Numbered Route Instructions. Penalties are assessed for leaving the Rally Route and for arriving either early or late (or not at all) at a Control. The team with the fewest penalty points is the winner of the rally.

1.2 Eligible vehicles. Sports sedans, sports cars and other special interest vehicles manufactured before 1981 and registered for use on public highways. (Exceptions for cars manufactured after 1980 may be made by the organizers, in advance only, for cars that are not substantially different from cars of the same marque and model made in 1980. If the car you wish to enter requires an exception, contact the organizers by June 30 for determination of acceptability.)

1.3 Classes. There are two classes available for participants, which are defined by the equipment allowed to be used during the rally. The equipment restrictions begin when the Numbered Route Instructions are distributed and end when Time Declarations are due. Participants must declare a class when registering and may not change their class once the rally begins. Any team not declaring a class will be placed in Standard.

The classes are:

1.3.1 Vintage. Teams in the Vintage class may use only the car's original-equipment speedometer and odometer for measuring distance and speed; average speed displays may not be used. Teams in the Vintage class may use nonprogrammable mechanical or electronic timing devices (clocks and stopwatches) that do not perform any calculations. No calculating device of any kind may be used once the Numbered Route Instructions have been distributed. "Calculating device" is a device that performs a mathematical calculation and includes, without limitation: electronic or mechanical calculators, slide rules, circular slide rules, smart phone apps, GPS or navigational systems, and computer spread sheets or programs. No tables showing time, distance, and speed ("rally tables") may be used, whether printed or electronic.

1.3.2 Standard. Teams in the Standard class may use only the car's original-equipment speedometer and odometer for measuring distance and speed; average speed displays may not be used. Teams in the Standard class may use nonprogrammable mechanical or electronic timing devices (clocks and stopwatches) that do not perform any calculations. Teams in the Standard class may use only non-programmable electronic or mechanical calculators or slide rules (straight or circular) for performing calculations. The use of printed rally tables is allowed. The use of GPS or navigational systems, smart phone apps or computers is prohibited.

1.4 Rally teams. A rally team consists of no more than two people. No one other than the rally team may ride in a rally car without the express permission of the Rally Master. In no case may any person other than the rally team assist in navigation, course following, or on-time compliance.

1.5 Hierarchy of authorities. In cases of conflict between them, the hierarchy of the rules governing this event is: applicable state vehicle code; Supplemental Instructions; Numbered Route Instructions; General Instructions.

2. REFERENCES

2.1 Time reference. Time is expressed in hours, minutes, and seconds, and measured to the nearest second. Official time will be available at the departure point beginning at least 30 minutes before the first car departs, so that participants may synchronize their timepieces to official time. Perfect arrival times are calculated based on the assigned speeds and distances as measured by the Rally Master.

2.2 Speed reference. Speeds are expressed in miles per hour to the nearest whole mile per hour.

2.3 Distance reference. Distances are expressed in miles to the nearest one-hundredth of a mile. Mileages at signs or landmarks are measured at the near edge of the sign or landmark. Mileages at turns are measured at the beginning of the turn. The first section of the Rally Route is an Odometer Check Section by which participants may compare their odometers to that of the Rally Master. Participants may need to adjust their indicated speeds and/or mileages to compensate for any differences between their odometer and the odometer used to measure official distances.

3. RALLY ROUTE FOLLOWING

3.1 General. All information necessary to remain on the Rally Route is provided in the applicable state vehicle code, these General Instructions and the Numbered Route Instructions (including any Supplemental Instructions). Any departure from the Rally Route exposes the participants to potential penalties. The first priority for participants is to always remain on course.

3.2 Eligible signs. All signs referenced in the Numbered Route Instructions, Supplemental Instructions, and Default Route Instructions (Instructions) are non-temporary signs. When an Instruction refers to a sign, the front of the sign may be perpendicular to, parallel to, or at any angle in between, the Rally Route. Therefore, participants may need to look to the side to see a referenced sign, but will never have to look behind or backwards to see a sign used on the rally. Additionally, recognition of STOP and YIELD signs, from the rear, is required for the purpose of determining "protection" only (see APPENDIX A).

3.2.1 Signs referenced in the Instructions will be exact with respect to spelling, punctuation, detail and shape of symbols as graphically reasonable.

3.2.2 All or any prominent part of a sign may be quoted; however no intervening words, letters, numerals or symbols will be skipped, split, combined or reordered. Hyphens and dashes are integral parts of words, letters, and numerals. A sign is read left to right, top to bottom, or in the sequence presented on the sign.

3.3 Eligible routes. The Rally Route only uses roads that are paved, public, through roads. (The use of the word "road" is generic and refers to any paved, public through way, without regard to whether it is named a road, street, boulevard, highway, etc.) All other roads, driveways, and parking lot entrances are considered NOT TO EXIST and must not be counted or considered when executing the Instructions. The route upon which you arrive at an intersection is not an eligible departure route unless you are instructed to execute a U turn.

3.4 Numbered Route Instructions.

3.4.1 Execution of Numbered Route Instructions.

a. Each Numbered Route Instruction is to be executed at the first Opportunity (see definition in APPENDIX B), in ascending numerical order. Complete each Numbered Route Instruction fully before proceeding to the next (except for instructions including the acronym ITIS, which may or may not be executed; see "ITIS" in APPENDIX B). The proper execution of an instruction to proceed ONTO a specified road or TOWARD a named object requires competitors to be simultaneously aware of the next Numbered Route Instruction, which may be executed while on the specified road or prior to reaching the named object. (That is, you do not need to "complete" an ONTO by coming to the end of the road, or "complete" a TOWARD by reaching the object before proceeding to the next instruction.)

b. A mileage listed in a Numbered Route Instruction is a mandatory part of the instruction.

c. Clarifying comments or cautions may be used within Numbered Route Instructions or Supplementals, and will be enclosed in parentheses; clarifying comments are not a mandatory part of the Numbered Route Instructions or Supplementals.

3.4.2 Route selection. At each Opportunity, the Rally Route is determined by executing the next unexecuted Numbered Route Instruction, if possible. At Opportunities at which the next unexecuted Numbered Route Instruction cannot be executed, participants will determine the Rally Route by applying the Default Route Instructions described in APPENDIX A to these General Instructions.

3.4.3 Time expressions. Times in the Numbered Route Instructions are expressed in minutes and seconds rather than in minutes and fractions of a minute.

3.4.4 Speed expressions. Speeds in the Numbered Route Instructions are expressed in miles per hour.

3.4.5 Terms and abbreviations. Some terms and abbreviations used in the Instructions are defined in APPENDIX B to these General Instructions; these are known as "defined terms." Terms and abbreviations used in the Instructions and not found in APPENDIX B have their normal "dictionary definition."

3.4.6 Spelling and Punctuation. Spelling and punctuation in the Instructions are precise.

3.4.7 Case and font. The Numbered Route Instructions are printed in all uppercase, Roman font. Any difference between the case or font in an instruction and the case or font of the text it refers to should be ignored.

3.4.8 Continuity. All reasonable care is taken to ensure that the Numbered Route Instructions have been accurately printed and assembled. However, it is the responsibility of the participants to check the completeness (correct number of pages), the legibility (ability to clearly read all printing), and the correct order (pages assembled in numerical order). Protests concerning missing or misprinted pages, or incorrectly assembled instructions, will be accepted only within 20 minutes of issuance of the instructions.

4. RALLY ROUTE TIMING.

4.1 General. All information necessary to remain on time is provided in these General Instructions and the Numbered Route Instructions, including any Supplementals. Any departure from the assigned speed exposes the participants to potential penalties. The second priority for participants must always be to remain on time.

4.2 Speeds:

4.2.1 Regularity Sections. Speeds are assigned in each Regularity Section of the rally. Assigned speeds will always be at or below the posted speed limit. The format of the Numbered Route Instructions places the assigned speed in a column headed "CAST," instead of explicitly assigning a speed in the text of the instruction. A Regularity Section may have multiple segments, each with an assigned speed. The perfect arrival time at Controls is calculated from the assigned speed(s) in a Regularity and the Rally Master's measurement of distance. To avoid penalties, participants must arrive at the Control at the perfect time for their car.

4.2.2 Monte Carlo Sections. Speeds may (but need not) be listed within Monte Carlo Sections. If provided, these speeds are Reference Speeds only. Participants may travel at any legal, safe speed so as to arrive at the end of the Monte Carlo Section on time. Timing in Monte Carlo Sections, if measured at all, is measured only at the end of the section; therefore, to avoid penalties and regardless of speed, participants must complete Monte Carlo Sections on time. Participants may need to compute the correct time to complete a Monte Carlo Section, but the information necessary to compute this time will be provided in the Numbered Route Instructions plus your own measurement of distance.

4.2.3 Transit Sections. Speeds may (but need not) be listed within Transit Sections. If provided, these speeds are Reference Speeds only. Participants may travel at any legal, safe speed in Transit Sections. While there is no required completion time for Transit Sections, a Transit Section may be followed by a section with a prescribed start time, so participants must plan accordingly.

5. SCORING AND PENALTIES

5.1. Scoring of Route following. Participants' on-course performance may be measured by the use of Route Controls. Route Controls are indicated by placement of a signboard with an "RC" or "✓•" (checkpoint) clearly visible from the Rally Route, in such a position that it is safely possible to pull off the roadway immediately past the route control sign, next to a vehicle with route control personnel inside. Participants may receive supplemental instruction which must be executed prior to resuming the Numbered Route Instructions. All cars must stop at Route Controls. Stop at the Route Control vehicle just past the Route Control sign for instructions. There are two types of Route Controls:

5.1.1 On-course Route Controls: On-course Route Controls may be located anywhere along the Rally Route. Failure to pass an on-course Route Control will result in assessment of a penalty of 60 points. Additionally, a car entering an on-course Route Control from the wrong direction is considered to be off-course, and will be assessed a penalty of 60 points.

5.1.2. Off-course Route Controls: Off-course Route Controls may be located anywhere off the Rally Route. A car appearing at an off-course Route Control will receive a penalty of 60 points. Additionally, any time any participating car is observed off course by any course official, whether or not at an off-course Route Control, a 60-point penalty will be assessed.

In addition to signed Route Controls, there may be hidden Route Controls in place, where course officials may observe off-course cars without being seen. These are typically placed where an off-course excursion is self-correcting, so that additional instructions are not necessary.

Note that an off-course team need not pass or stop at a Route Control to be assessed a penalty. Observation of the off-course car by a course official is sufficient.

5.2 Scoring of Route timing. Participants' on-time performance is measured by the use of Time Controls. There will be one and only one Time Control per Regularity Section. Time Controls are located so as to be plainly visible by participants, but the locations of Time Controls in Regularity Sections are not typically provided in the Numbered Route Instructions, nor are perfect times typically provided. The Time Control on a Monte Carlo section is always at the end of the section. Teams are assessed a one-point penalty for each second early or late to a Time Control, relative to the perfect arrival time calculated by the Rally Master. An automatic

Free Zone exists from the Time Control to the beginning of the next section. There are three types of Time Controls, not all of which will necessarily be used:

5.2.1 Passage Time Controls. A Passage Time Control is indicated by a signboard displaying the NW Classic Rally Logo. Time is measured as the participants' cars pass abeam the signboard. Participants are not to stop at a Passage Time Control.

5.2.2 Checkpoint Time Controls. Checkpoint Time Controls (or simply, "checkpoints") are indicated by a signboard with a large check mark and dot ("✓•"), clearly visible on the Rally Route, in such a position that it is safely possible to pull off the roadway immediately past the checkpoint sign, next to a vehicle with checkpoint personnel inside. Time is measured as participants' cars pass abeam the checkpoint sign. All cars must stop at checkpoints. Stop at the checkpoint vehicle just past the checkpoint sign for instructions.

5.2.3 Do-it-yourself (DIY) Time Controls. Do-it-yourself (DIY) Time Controls (or simply, "DIY controls") may be used. Participants may be directed to perform a DIY control, recording their time of arrival, to the nearest second, at certain points designated in the Numbered Route Instructions.

5.3 Penalties:

5.3.1 Time penalties. Penalty points at Time Controls within Regularity Sections, and/or at the end of Monte Carlo Sections, will be assessed at one point per second early or late.

5.3.2 Maximum time penalty per regularity. The maximum time penalty at any single Regularity or Monte Carlo Time Control is 300 points. The penalty for missing a Time Control altogether is also 300 points. Controls will be open at least 5 minutes before the first car is due, and will close no earlier than 15 minutes after the last car is due.

5.3.3 Stopping penalty. Stopping within sight of a Time Control before reaching the Time Control signboard, or stopping anywhere within sight of a signed Time Control, for other than legally required purposes (such as a STOP or Signal) or a safety requirement (traffic, pedestrians, etc.), or when directed in the Numbered Route Instructions to PAUSE, will result in the car being clocked in at the point at which it stops, and will also be assessed a 60-point penalty.

5.4 Determination of overall position.

5.4.1 Final position. Final position in the Rally is determined by the sum of penalty points per team, with first place to the team scoring the fewest penalty points, second place to the next highest, etc.

5.4.2 Tie-breaking to determine overall positions. The first technique used to break a tie will be to award the higher place to the car with the greater number of zeros at Time Controls. Then, if still necessary to break a tie, the highest number of ones, twos, etc., will be compared. Ties will be broken only among cars finishing high enough to be eligible for trophies.

6. ADMINISTRATION

6.1 Vehicle registration and insurance. All vehicles entered in this rally must be currently registered, roadworthy, and covered by insurance that meets or exceeds the requirements of the States of Oregon and Washington.

6.2 Driver qualification. Drivers must possess a current driver's license that is valid in Oregon and Washington.

6.3 Liability waiver. All participants must read, understand, agree to, and sign the prescribed liability waiver form(s) before beginning the rally.

6.4 Grounds for disqualification:

6.4.1 Alcohol and illegal substances. The use of alcoholic beverages or illegal substances is prohibited, as is being under the influence of the same while on the rally, and will result in immediate disqualification.

6.4.2 Moving violations. Receiving a moving violation from any law enforcement official while on the rally may result in immediate disqualification.

6.4.3 Unsafe or irresponsible driving, and unsportsmanlike conduct. Driving in an unsafe and/or irresponsible manner, or engaging in unsportsmanlike conduct, as determined by rally officials, will result in immediate disqualification.

6.4.4 Inter-car communications. The use of mobile telephones, radios, hand signals or any other means of communication is prohibited between cars/participants while on the rally, except in case of emergency.

6.5 Protests. Protests must be in writing and presented to the Rally Master or designated representative. Protests will be accepted only until 30 minutes after the scheduled completion of the rally for each car.

6.6 Challenges. Challenges to timing will be accepted only in writing within 30 minutes of posting or distribution of scores.

6.7 Time allowances. The purpose of a time allowance is to allow participants a reasonable opportunity to remain on time, penalty-free, without having to drive at unsafe speeds to make up lost time. Time allowance requests must be in writing and presented to the Rally Master or designated representative at a location to be designated. A time allowance request must state the car number, the place of the delay (in which Section(s)), and the amount of delay requested, rounded to the nearest whole minute plus 30 seconds. The maximum delay allowed at any time is 9 minutes 30 seconds. No "positive" time allowances are acceptable (that is, no allowance will be made for early arrival.) Time allowance requests are due 30 minutes after the team's scheduled completion of the rally. Time allowances may be accepted or refused at the Rally Master's sole discretion.

Note: Because it not usually safe or even possible to entirely make up a time allowance before the start of the next section or during a section, a time allowance may (and usually does) carry over from one section to another, until the participants are able to make up the allowance by starting a

subsequent section early or leaving a break at their originally scheduled departure time to get back to their original position in the rally. Therefore, the maximum limit on time allowances is not applied to a sum of allowances for multiple sections, but is applied to the time allowance being carried at any one time. That is, a 5:30 allowance is a 5:30 time allowance no matter how many sections it applies to. It is also not an exceedance of the maximum limit to take a 9:30 allowance, make it up at the morning break, take another 9:30 allowance, make it up at lunch, and take another 9:30 allowance and make it up at the afternoon break.

Wise rallyists will make up time allowances by beginning successive sections as early as they can, incrementally moving their way back to their original position, rather than carrying a high time allowance and risking going over the maximum if further delays are encountered.

APPENDIX A – DEFAULT ROUTE INSTRUCTIONS.

When participants encounter an Opportunity on the Rally Route at which they cannot execute the next unexecuted Numbered Route Instruction, the route is determined by applying the following Default Route Instructions. Participants must apply these instructions discretely (that is, individually and independently of the others), in ascending numerical order, until encountering the lowest-numbered instruction that eliminates all but one possible route. Correctly applying the Default Route Instructions is essential to successfully following the Rally Route.

At any Opportunity on the Rally Route at which the next unexecuted Numbered Route Instruction cannot be executed, participants are to proceed via:

1. ONTO / TOWARD

The single eligible route (named or numbered road) that they have been directed ONTO by a Numbered Route Instruction they are executing, or the single eligible route that takes them TOWARD a road, geographical feature or other object that they have been directed TOWARD by a Numbered Route Instruction they are executing. See: ONTO and TOWARD in APPENDIX B.

2. PROTECTION

The single eligible route without a STOP or YIELD controlling it at the intersection.

3. CENTERLINE

The single eligible route with a painted centerline. All centerlines regardless of type (double, yellow, white, dashed, etc.) are equal.

4. STRAIGHTEST

The eligible route that is reached by proceeding with the least angular deviation from the entry route.

APPENDIX B - TERMS AND DEFINITIONS

AFTER

Refers to an instruction to be executed at the first opportunity after passing a specified landmark, mileage, or sign.

API

After Previous Instruction.

AL or ACUTE LEFT

An instruction of AL or Acute Left is executed by making a left turn of obviously more than ninety degrees.

AR or ACUTE RIGHT

An instruction of AR or Acute Right is executed by making a right turn of obviously more than ninety degrees.

ASSIGNED SPEED or ASGND SPEED

Speeds in the form of Assigned Speeds are expressed in miles per hour and are used in Regularity Sections to designate the mandatory speeds to stay on time and avoid penalties. Note that the format of the Numbered Route Instructions includes a column showing the assigned speed for a Regularity segment, rather than explicitly directing participants that the assigned speed has changed.

AT or @

Refers to an instruction that is to be executed immediately adjacent to a given landmark, mileage, or sign. Depending on the configuration of the intersection, turning AT a sign may require making the turn a short distance beyond (or prior to) the sign itself.

BEFORE

Refers to an instruction to be executed at the last opportunity prior to passing a specified landmark, mileage, or sign.

BL, BEAR LEFT

An instruction of BL or Bear Left is executed by making left a turn of obviously less than ninety degrees.

BLINKER

A BLINKER is a traffic control device requiring a stop or exercise of caution at an intersection. A BLINKER has only one or two lenses facing opposite the direction of travel of the Rally Route (that is, facing you as you approach it). It may or may not be functioning. If it has three or more lenses, consider it a SIGNAL. A flashing light used as a warning device, such as on curves, is not a BLINKER.

BR or BEAR RIGHT

An instruction of BR or Bear Right is executed by making a right turn of obviously less than ninety degrees.

CAST

Change Assigned Speed To.

FREE ZONE

A Free Zone may be designated within a Regularity Section. There are no Controls in a Free Zone. The purpose of a Free Zone is to allow participants to pass through a portion of the route without regard to timing until they arrive at the far end of the Free Zone. For example, a congested area, where maintaining an average speed would be difficult or impossible, is a likely candidate for Free Zone designation. Though speeds are still assigned in the Numbered Route Instructions in Free Zones, they are used only to calculate the time at which participants must arrive at the end of the Free Zone. An automatic Free Zone begins at the Time Control in each Regularity Section.

HTS

Hard To See.

ITIS

If There Is Such. The referenced sign or landmark qualified with the notation ITIS indicates that participants may or may not encounter the sign or landmark, and that the instructed action (including a PAUSE or CAST) must be taken only if the referenced sign or landmark appears before the next following Numbered Route Instruction.

L, LEFT

A left turn of any angle.

MBC(U)

May Be Considered (Unnecessary).

MONTE CARLO SECTION

A section of the rally in which course timing may be checked at the end only. To avoid penalties, participants must correctly follow the route and finish the section on time.

MR

Mileage Reference.

NUMBERED ROUTE INSTRUCTIONS

The Numbered Route Instructions provide directions for course following and assigned speeds for a specific rally. They are provided to participants separately from the General Instructions, usually shortly before the beginning of the rally or at the end of the odometer check section.

OBSERVE

An instruction to take note of a word, sign, landmark or other object. An OBSERVE instruction is executed by visually noting and passing the object. Failure to OBSERVE the designated object indicates that competitors are off course.

ONTO

An instruction of ONTO is used to direct participants to follow a named or numbered road, as indicated by signs, when a sign designating the road is visible at, or prior to, the point where the instruction is to be executed. If you are ONTO a road, the Rally Route follows the road you were placed ONTO, as identified by signs. If, while you are ONTO a road, an unmarked intersection is encountered or the road designation changes or ends, continue your progress using the Numbered Route Instructions and Default Route Instructions. If the named or numbered road is reencountered, return to the named or numbered road by turning ONTO (or remaining on) it. You remain ONTO a road until you execute a subsequent Numbered Route Instruction that includes an instruction of LEFT, ACUTE LEFT, RIGHT, ACUTE RIGHT, STRAIGHT or STRAIGHT AS POSSIBLE (or any abbreviations of these terms as defined in this appendix).

OPP

Opportunity. A place where the Numbered Route Instructions (including Supplementals) or Default Route Instructions must be applied in order to determine the Rally Route. (A place where the Rally Route is determined by applying the General Instructions (other than the Default Route Instructions), such as an intersection with only one paved road leaving it, or by obeying traffic laws, such as a T intersection with a one-way street, is *not* an Opportunity.)

The beginning of a Regularity or Monte Carlo section is always an Opportunity.

An Opportunity to execute an instruction to proceed straight or straight as possible exists only at an intersection and at the start of a Regularity or Monte Carlo section.

Because a turn designated as L or R includes those turns of any angle, an instruction "L @ 1st OPP" would be executed by taking the first left turn of any angle (BL, AL or right angle L). Note also that an instruction of "BL @ 2nd OPP" directs competitors to count opportunities to turn left (of any angle), then to take the second one, which will be a BEAR LEFT. It is not an instruction to count opportunities to BEAR LEFT and take the second one.

OR

A Numbered Route Instruction including the term OR is composed of two distinct instructions separated by the term OR and is completed by executing whichever one of the two instructions may be executed first.

PAUSE

From time to time you may be directed to PAUSE, usually to account for traffic signals or other anticipated delays. Note that the format of the Numbered Route Instructions includes a column with PAUSE times in seconds, rather than explicit instructions to PAUSE in the text of the instruction. The proper procedure for a pause is to account for the PAUSE time in your calculations at the point the PAUSE is given. (Times given in the Numbered Route Instructions are the time of arrival at the point of execution.) That is, an instruction to PAUSE 30 at a STOP at 11:00:00 means you should arrive at the STOP at 11:00:00 and leave the intersection at 11:00:30.)

Whether you actually come to a stop and pause or not may depend on conditions (e.g., it is not necessary to stop at a green signal) and your time (if you are behind time, the PAUSE may help get you back on time if you do not stop). If you are on time and not able to stop at a PAUSE, you will need to "burn off" the PAUSE over the remainder of the section.

R, RIGHT

A right turn of any angle.

RALLY ROUTE

The correct route of the rally. The Rally Route is determined by correctly applying traffic laws, the Numbered Route Instructions, Supplemental Route Instructions (if any), and the General Instructions.

REFERENCE SPEED or REF SPEED

Speeds in the form of Reference Speeds are expressed in miles per hour and may be provided in Transit Sections and/or Monte Carlo Sections. These speeds are provided for information only. In the case of a Transit Section, the Reference Speeds are the speeds used to calculate the time necessary to complete the section in time to begin subsequent sections that may be timed. In the case of a Monte Carlo Section, the Reference Speeds are the speeds used to calculate the time necessary to complete the section on time.

REGULARITY SECTION

A section of the rally in which course timing may be checked at any point. To avoid penalties, participants must follow the correct route at all times and arrive at the Timing Control at the perfect time. Following the Time Control, participants must proceed at a speed adequate to start the next section on time.

SAP, S or STRAIGHT

Straight As Possible or simply Straight. Executed by proceeding on the route that requires the least angular deviation from the route arriving at the point of execution.

SIGNAL

A standard traffic signal with (at least) three lenses facing opposite the direction of travel of the Rally Route (that is, facing you as you arrive at the SIGNAL while traveling on the Rally Route). It may or may not be functioning. If it has only one or two lenses facing opposite the direction of travel of the Rally Route, consider it a BLINKER (see also).

SOL

Sign On Left.

SOR

Sign On Right.

SRIP or RIP

(Sign) Reading In Part.

STOP

1. Refers to an octagonal stop sign at which the contestant is legally obligated to stop. For the purpose of identifying a STOP, ignore an associated sign conditioning the need to stop, such as a sign reading "Right turn permitted without stopping."
2. Only for the purpose of determining PROTECTION in applying the Default Route Instructions, a STOP is also an octagonal stop sign controlling entering traffic on any route by which you may leave the intersection.

T

An intersection where the road you are on intersects a second road at approximately a right angle to form a "T" in map view. It is a "T" intersection only if you are approaching from the "bottom" of the letter T, and NOT from one of the "arms."

TOWARD

An instruction of TOWARD is used to direct participants to follow a named or numbered road, or to follow the route toward a geographical feature, object, or road as indicated by a sign, although there need not be a sign at the point the instruction is initially executed. (That is, an instruction reading "R TOWARD PORTLAND" is executed at the first opportunity to make a right turn, even if there is no sign for Portland at that point; then following subsequent signs for Portland.) Participants will continue to follow the Rally Route by applying the Default Route Instructions, following signs TOWARD the designated road/geographical feature/object until executing a subsequent Numbered Route Instruction that includes an instruction of LEFT, ACUTE LEFT, BEAR LEFT, RIGHT, ACUTE RIGHT, BEAR RIGHT, STRAIGHT or STRAIGHT AS POSSIBLE (or any abbreviations of these terms as defined in this appendix). (Note that an instruction to proceed TOWARD a named or numbered road means to proceed until encountering that road as indicated by a sign, then proceeding on that road, or applying the Default Route Instructions if the Rally Route is ambiguous at that point.)

TRANSIT SECTION

A section of the rally in which course timing is not checked. To avoid penalties, participants need only follow the correct route, correctly executing each Numbered Route Instruction, although short course deviations for fuel or personal comfort are permitted. Note however that a Transit Section may be followed by a section with a specified start time, in which case, to avoid penalties, participants must finish the Transit Section in time to begin the following section on time.

"XXXXX"

Words and/or numerals in quotation marks refer to words, numbers, or phrases written on non-temporary signs or structures. All such signs will be clearly visible to participants traveling at rally speeds under rally conditions, and will be quoted exactly as they appear on the sign, but without regard to case or font.

Y


An intersection where it is possible to BEAR LEFT or BEAR RIGHT (or both). It is a "Y" only if you are approaching from the "bottom" of the letter Y, and NOT from one of the "arms."

YIELD

1. A triangular yield sign at which the contestant is legally obligated to yield.
2. Only for the purpose of determining PROTECTION in applying the Default Route Instructions, a YIELD is also a triangular yield sign controlling entering traffic on any route by which you may leave the intersection.

NOTES FROM THE RALLY MASTER

Welcome everyone to the 2019 edition of the Northwest Classic Motorcar Rally. Although I've been associated with AROO rallies for many years, including ten years organizing and writing the AROO Cup Rally Series, this is my first year as Rally Master for the NWC MR. I had a blast finding new roads for you to explore and enjoy. While the rally is a competitive event for some and a social event for others, I hope everyone finds their own way to enjoy this fantastic experience. Here are some items you should note:

The passage timing controls are signified by signs with the rally logo like this:  , not a clock face. This change is in the GIs.

Signs reading "No Outlet" signify a dead end road.



This is a white rectangular sign reading "Speed Limit 25"

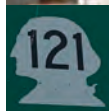


This is a yellow warning sign reading "Speed Limit 25" although it has a "picture" of a white speed limit 25 sign on it, it is NOT a white rectangular sign reading "Speed Limit 25."

The Numbered Route Instructions contain instructions referencing highways by number, such as "Left on Highway 99." You will notice that the signs for these highways do not contain the word "highway" or "HWY," just the route number.



Signs designating state highways in Oregon are a shield



Signs designating state highways in Washington are like this:



US highways, other than interstates, are designated like this

If you encounter a Route Control (RC sign) do not stop at it.

Each Regularity includes the description of its starting point. Some of them require traversing a short distance from the end of one regularity to the start of the next regularity, which you will easily see. Although these descriptions are not in the table with other numbered route instructions, you must regard them as Numbered Route Instructions that must be executed to remain on time and on course.

What's up with the slow CASTS? If you are used to Oregon back roads, you'll be surprised to find that a perfectly wonderful country road that would be posted 55 or not posted at all is posted 35 MPH in Washington. Since the CASTs must be lower than the posted speed limit, well, there you go. Remember this rally is not a race, it's a precision driving competition. I think you'll find the slow CASTs equally test your skills. And maybe your patience.

Pauses: As explained in the General Instructions, where a numbered route instruction includes a Pause, the time shown is the arrival time at that location and does not include the Pause time. Your departure time is the arrival time plus the Pause.

A couple of hints: You will occasionally find an instruction to observe an object. This may have been inserted as a self-test of whether you are on course. If you do not observe the noted object, consider you may be off course.

A pro tip: when on one Regularity, take note of the start time of the next Regularity. If you have not encountered a timing control by 3 minutes or so before that time, you may be off course. Boise is lovely this time of year, but you'll miss lunch.

In the heat of rallying, it can be easy to forget that you are on an open public road, shared with other users (cars, bikes, farm vehicles, pedestrians, deer), and not designed for high speed travel; it is not a race track and this is not a race. If you find yourself off course and off time, please remember to drive safely. Stick to speed limits and don't pass unless safe. No trophy or grille badge is worth hurting someone.

—Roger Dilts

MONTE SHELTON – A LIFE LIVED TO THE FULLEST

Veteran racecar driver and AROC member, Monte Shelton, of Portland, Oregon, was born to race in the rain. Rain was his great equalizer he felt, noting, “When it rained, I made slow cars go faster; I got gutsy and aggressive.” He went on to say, “I drove by feel, relishing the unpredictability of tires on wet pavement.” Clearly, it worked. His professional racing career, spanning 60 years, included competing regularly in the Can-Am Series, Formula 5000, IMSA, Trans Am and 11 times at the 24 Hours of Daytona, coming in third in 1979. Always hoping for rain, he won Portland’s renowned Rose Cup seven times.

Thirty-one years ago, Monte eagerly joined forces with the AROO (Oregon) leadership team to stage the Alfa Romeo Owners of Oregon Northwest Classic Motor Rally, now the oldest vintage TSD event in the country, as title sponsor and regular participant. He and his wife, Sue, have generously supported AROO events and activities.

In 1959, Monte opened his first car lot with a friend, Bob & Monte’s Used Cars. In 1963, he went solo, opening Monte’s Motors at N.E. 7th and Broadway. In 1968, he moved the business again to N.E. Sandy before finally buying British Motor Cars in 1974. When he was 41 years old, he opened the Monte Shelton Motor Company on West Burnside, running the business with his son, Neil, until 2016. After closing the new car business, Monte went back to his roots, opening Monte’s Motors with Neil where he bought and sold collector cars until the last days of his life. Even when his time was short, he could be heard on the phone wheeling and dealing.

Passionate about racing, Monte ran his first race

in an Austin-Healey 100M in 1960. He went on to race for 60 consecutive years until just two months before his death; in April 2019 at the age of 85, he ran his last race at Portland International Raceway. From 1960-2016, Monte annually raced the Maryhill Loops Hill Climb. In 1960, he survived a harrowing crash at Maryhill where he slid off a cliff and managed to stay right-side up; he banged

out the dents and raced the same Austin Healey the following year.

Monte raced cars because he loved them, competing even when it wasn’t about winning. He took his beloved 1903 Rambler to the United Kingdom four times to complete

in the London-to-Brighton-Run and was there for the 100th anniversary in 1996. In 1989, Monte answered the call of the Alfa Romeo Owners of Oregon to be the title sponsor for the Northwest Classic Motor Rally where it became known as the AROO Monte Shelton Northwest Classic Motor Rally for 30 years. In the inaugural year, alongside his navigator Jonathan Nicholas, Monte’s 1960 Porsche Roadster broke down requiring use of a Subaru to finish the rally. He laughed about that rally until the end of his life.

For his many accomplishments in motorsports, Monte was inducted into the Oregon Sports Hall of Fame, but what Monte Shelton will be most remembered for is having a heart as big as the life he led.

We know Monte Shelton is racing for the checkered flag in the twisty roads and sunny skies above. God Speed, Dear Friend.

— Cindy Banzer



INTRODUCING OUR PRESENTING SPONSOR

After thirty years of name sponsorship by the late, great Monte Shelton, we are delighted to welcome Jaguar Land Rover Portland as Presenting Sponsor for the 31st Annual Northwest Classic Motor Rally. Jaguar Land Rover Portland is the business name of Don Rasmussen Company, another Northwest automotive institution.

Don Rasmussen Company was founded almost seventy years ago as a Studebaker dealership on West Burnside Street, then Portland's famous auto row. Several years later the company was awarded the very first ever Mercedes-Benz franchise in North America granted by Mercedes-Benz. Over the years Rasmussen has also represented BMW, Mini, Volvo and Peugeot among other European brands.



Future home of Jaguar Land Rover Portland now under construction at Washington Square

In 1987 Don's son, Greg Rasmussen was among the first dealers in the nation authorized to sell and service Range Rover, the world's premier luxury SUV. In 1993 Range Rover North America became Land Rover North America, then offering a full range of premium SUVs. In 1995 Rasmussen opened one of the first exclusive Land Rover centres in the nation and the brand has enjoyed tremendous growth ever since.

In 2016 Greg acquired the Jaguar franchise from Monte Shelton as part of Jaguar Land Rover's global corporate initiative to present those two iconic brands together. Planning immediately began for a new, state-of-the-art Jaguar Land Rover centre. That impressive new sales and service facility will open this December on a prime site at Washington Square.

Over the years, Don Rasmussen Company has been recognized for business excellence, community service, environmental leadership, as well as support of the arts and organizations assisting the needy.

Please join us in thanking Jaguar Land Rover Portland for their support of our historic event.



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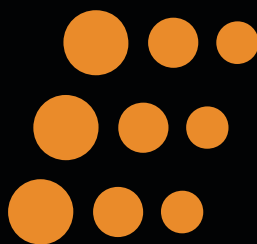
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