

# **2010 Porsche Parade TSD Rally**

## **General Instructions**

### **INTRODUCTION**

A Time-Speed-Distance Rallye (TSD) is a contest in which a team consisting of a driver and a navigator travel a prescribed route at a prescribed speed. The goal is to stay on course and on time throughout the route so as to end each leg at the perfect time. You will encounter checkpoints along the way where you will be timed to the hundredth of a minute and have that time compared to perfect time. The difference is your score on that leg. Lowest score is the winner. Each leg is scored separately. You cannot make up for your score on one leg on subsequent legs. So, as you finish a leg, leave everything (good or bad) about that leg behind you and start anew. Relax, enjoy the ride and have a great time.

This rallye is governed by, in order of precedence, 1) the 2010 Parade Competition Rules (PCRs), 2) these General Instructions, 3) any Supplemental General Instructions issued at on-site Parade registration/check-in or with your Route Instructions, 4) any Special or Emergency Instructions issued at a control or along the rallye route, 5) the Route Instructions you receive at the start of the rallye.

### **START PROCEDURE**

Each rallye team will be assigned a start time at on-site Parade registration/check-in. You may request a start time within a 30 minute block starting at 7:30 a.m. Your actual starting time within that block will be randomly assigned. You must specify the entry number of the driver, navigator and vehicle in order to receive an out time. Any changes after on-site Parade registration/check-in must be cleared through the rallyemasters.

The start of the rallye will be at the Expo Center parking lot across Route 64 from Pheasant Run. You may pick up your route instructions and scoring envelope 20 minutes prior to your assigned out time. You will then proceed in your vehicle to an inspection station where a worker will check your name badges and make sure that your equipment is appropriate for your class. This inspection does not preclude a subsequent protest of your classification. Check your envelope to be sure that you have everything you need. You may then leave the start at any time.

### **ROUTE PROCEDURE**

All opportunities on the route will be paved, public roads. Do not consider gravel roads, driveways (except the beginning and end points and parking areas at some of the checkpoints used to relieve congestion), or roads marked dead end, no outlet, or private as opportunities. Each instruction is to be executed at the first opportunity unless otherwise specified.

There are two types of route following procedures:

1. When placed on a road by name or number with the use of the word "ONTO", follow that road by name or number until the next numbered or lettered instruction can be completely executed. At intersections where evidence as to the name or number of the road you have been specifically placed on is non-existent, follow the main road as determined by curve arrows or center lines in the road. Continue to follow the main road until you encounter

the name again, at which point you are obligated to resume following by name or number, unless you can properly execute the next route instruction.

2. When not placed on a road by name or number, at a point where no instruction can be executed, follow the main road by following center lines or curve arrows or directional arrows. In the absence of those, go as straight as possible.

## **ROUTE INSTRUCTIONS**

Route instructions will be of three types: numbered, lettered, and special.

Numbered route instructions are to be executed in ascending numerical order. Each numbered instruction is to be completely executed before going on to the next numbered or lettered instruction. Numbered route instructions take precedence over lettered route instructions.

Lettered route instructions may or may not be executable. If they are executable, they are to be executed after the completion of the previous numbered route instruction and before the initiation of the following numbered route instruction as they appear on the printed page. Lettered instructions do not have to be executed in alphabetical order. If executable, they are to be executed only once, but others between the same numbered instructions remain active until the initiation of the next numbered instruction.

Special instructions may be given to you at a checkpoint on the checkpoint slip. A special instruction is to be executed before going on to the next numbered or lettered instruction. Each special instruction is to be executed only once. A special instruction takes precedence over numbered or lettered route instructions.

Route instructions will not overlap, except that timing and average speed instructions may overlap route following instructions, but will not overlap subsequent CAST instructions. There will be no more than 6.00 miles between route instructions.

There are no redundant instructions, except that instructions accompanied by official mileage in the margin must be executed at that mileage without regard to redundancy. An instruction is redundant if it causes you to take the same action you would have taken in the absence of the instruction.

Information in parentheses is to be considered as helpful information, not a part of the route instruction.

If an instruction has two parts, connected by the word "OR", you are to execute the part which can be executed first and cancel the other part. An "OR" instruction is considered to be completely executed when one part or the other is completely executed.

Examples of route instructions are as follows:

43. LEFT AT STOP

X. CAST 36 AT "CHICAGO"

44. RIGHT ON MARKED CROSSROAD

## **SIGNS**

Contents of all signs referred to will be in quotes. Spelling must be exact. Wording on the signs should be read from left to right or from top to bottom. The quoted words may be all or part of a sign. Signs may be on your right or left or in front of you. They may be from parallel to perpendicular to you, but you will not have to turn around to look back at a sign. There is no difference between upper and lower case letters. Punctuation is immaterial. Anything not in quotes is the physical object referred to. No piece of physical evidence encountered along the route is to be used for two consecutive route instructions.

If, on the day of the rallye, there should be a sign missing or any other type of emergency should arise, the lead car will put up an emergency sign. This sign will have "PCA" on it. If there is an arrow, go in the direction indicated by that arrow without executing a route instruction. If there is a route instruction number, execute that route instruction and delete any that have lower numbers than the one noted.

## **CHECKPOINTS**

At all manned checkpoints you will be timed as the front bumper of your car passes the checkpoint sign. Continue past the sign, pull off the road safely or into a parking area if directed to do so by checkpoint personnel. Stay in your car and stay in the order in which you entered the checkpoint. Wait for a runner to bring you a checkpoint slip. If you are claiming a delay allowance in accordance with the PCRs, you must turn it in to the checkpoint worker before you receive your in time. Be sure that you receive the correct slip with your car number on it. The checkpoint sign marks the end of the leg. The outmarker marks the beginning of the next leg. You will not be allowed to stop in sight of a checkpoint or vary your speed by more than 50% of the CAST, unless required by a stop sign or in the interest of safety. Checkpoints will open 30 minutes before the first car is officially due and will close 30 minutes after the last car is due from the previous checkpoint.

At Do-It-Yourself-Checkpoint (DIYC) controls, record your in time at the designated sign. Zero your odometer. Pull ahead to a safe stopping area. Write your in time on the time in line on the DIYC timing slip in your scoring packet. Add three minutes for your out time. Write your out time on the time out line for the next control. Be sure to write your time in hours, minutes and hundredths of a minute (not seconds). Leave the DIYC control at the out time you have entered on your DIYC scoring slip. For more detailed information, see the PCR's (R-8.2).

## **MILEAGE**

The course was measured under rallye conditions at rallye speeds in a 1996 Porsche 993 equipped with a Timewise 796A computer. All mileages were taken at the stop sign or landmark referred to. In the absence of these, mileages were taken at the apex of the turn. All mileages given in hundredths are official rallye miles (ORM). When an instruction is accompanied by an official mileage, it must be executed at that mileage without regard to redundancy. Numbers in parentheses after mileages are the corresponding distances and CASTs in kilometers.

## **CORRECTION FACTORS**

To correct CAST speeds to your speedometer and ORM to your mileage for mileage

turns, use the following factor:

$$\frac{\text{Your odometer reading at the end of the odometer check}}{\text{Official mileage at the end of the odometer check}} = \text{factor}$$

Multiply the factor by the CAST speed or by the official mileage to determine what speed you should maintain or where you should make your turn according to your odometer.

To correct your mileage to official mileage, use the inverse factor:

$$\frac{\text{Official mileage}}{\text{Your mileage}} = \text{inverse factor}$$

## SCORING

1 point per hundredth of a minute early or late at a checkpoint  
500 points maximum timing error per checkpoint  
500 points for missing a checkpoint  
500 points plus timing error for creeping or stopping within sight of a checkpoint at the discretion of the checkpoint captain.

Do not harass the checkpoint workers. They do not know anything about the route. At the discretion of the checkpoint captain, you may be disqualified for harassing the checkpoint workers.

## GLOSSARY (in addition to Appendix VII of the PCR's)

CROSSROAD	An intersection at which two public roads cross each other at approximately right angles
CURVE ARROW	A highway sign, black on yellow, that shows that the road you are on curves in the direction indicated on the sign
DIRECTIONAL ARROW	Any arrow sign, black on yellow, showing that the road you are on curves or turns in the direction indicated
DOUBLE ARROW	A two headed arrow sign, black on yellow, often found coming up the stem of a T intersection
MARKED CROSSROAD	A crossroad preceded by a black on yellow highway sign depicting the intersection
MARKED SIDEROAD	A sideroad preceded by a black on yellow highway sign depicting the intersection
RALLYE	Rally
SIDEROAD	Any public road extending only one way from the main road which is being followed

**TOWARD** Turn (go) in the direction of a sign or landmark referenced in the instruction at the first opportunity. A TOWARD instruction may also have a direction referenced, but it is not necessary

### **Questions**

Questions regarding these General Instructions may be submitted prior to June 26, 2010 via email to **tcg3@aol.com** or by postal mail to Tom Gould, 1548 Roma Drive, Vista, CA 92081. Responses will be posted in Hospitality at the Parade. Please word your questions so they can be answered “yes,” “no,” or “does not occur.” Note that a response of “yes” does not necessarily mean that it will occur; only that that is a correct interpretation of these General Instructions.