

# X. RALLY GENERAL RULES

## General Instructions for TSD Rallies

### I Introduction

Time-Speed-Distance (TSD) rallies are driving events where competitors are provided a set of instructions to travel a designated route, at directed speeds, on open, public roads. There may be one or multiple legs needed to cover the route, with each leg scored independently. The instructions and speeds directed are to be followed as precisely as possible. By doing so, the rallyist will traverse the course over a set time. The rally team is scored on how closely their time compares to the calculated perfect time for traversing each leg of the course. Points are assigned (see Part VII) for the amount of time, either early or late, that the rallyist deviates from the calculated perfect time. The points for each leg, plus any penalty points assigned (see Part VII), are totaled to derive the final score. The lowest score wins.

These General Instructions are meant to provide consistency among rallies sponsored by the Alpine Mountain and Rocky Mountain Regions of the Porsche Club of America. Their use is required for Time-Speed-Distance rallies that are a part of the Enthusiats Series of events and is encouraged for other rally events. Non-TSD rallies, or so-called "gimmick" rallies, are encouraged to use the relevant non-timing portions of these rules

### II. The Event Supplement

These rules are not meant to stifle the creativity of the event organizers, and anything herein can be modified and added to. A Supplement to these General Instructions must be provided to contestants prior to or on the day of the event to explain any changes and to meet the requirements of these General Instructions regarding course following rules and priorities (see Part III).

Other topics in the Supplement, if not otherwise conveyed to the contestants, should include: start line procedures (where and when Route Instructions will be handed out), starting time, placement of car number, maximum distance between instructions (see Part IV), and multiple copies of the Time Delay Request form (see Part IX).

### III. The Route

All rally roads are through public roads. Roads marked "Dead End," "No Outlet," "Private Drive" or similar phrases, or that visibly end in a cul-de-sac or barricade, do not exist unless a Route Instruction clearly states otherwise. Park and school parking lots may be used at controls or as directed in the Route Instructions.

At each intersection you encounter, execute the active Route Instruction if it is applicable. If the active instruction is not applicable, execute the first applicable of the "Main Road Rules" which determines a unique route. The possible main road rules are cited below and may be referenced in the Supplement by the short title indicated. The Supplement for the particular event must make clear which main road conventions are in effect for that rally and in what priority order they should be applied.

**CENTERLINE:** Follow the main road as indicated by a painted centerline.

**CWA:** Follow the main road as indicated by a **Curve Warning Arrow**.

**ONTO:** When placed "on" or "onto" a road by name or number, the rallyist is to continue on that road, however it may turn, until a subsequent course-directing Route Instruction is executed. That is, if the rallyist has been placed "onto" a road and that road makes a turn, the rallyist will turn to follow the road in the absence of an instruction to do otherwise.

**PROTECTION:** Take the road that is "protected;" that is, one that does not have a Stop or Yield sign. The presence of a Stop or Yield sign on the road on which you enter the intersection is immaterial. It will be necessary to recognize backward facing Stop and Yield signs by their standard shapes to apply this rule.

**SURFACE:** Leave the intersection on a road that has the same surface (paved or unpaved) as the one on which you entered. Roads that visibly change surfaces a short distance beyond an intersection are considered to change at the intersection.

**RIGHT (or LEFT) AT T:** Turn right (or left) at a T intersection (see definitions).

**STRAIGHT AS POSSIBLE:** Go as straight as possible, but do not use this rule to leave a limited access highway or Roundabout.

#### IV. Route Instructions

The Route Instructions, combined with these General Instructions as supplemented for the event, will guide your route and time through the rally. Execute each instruction at the first opportunity, unless stated otherwise, in ascending numerical order. Each must be completely executed before the next becomes active, unless the instruction clearly states otherwise. Material in parenthesis is meant to be helpful but is not essential to the proper execution of the instruction.

Instructions may reference signs, objects or places along the rally route. When an instruction includes words, letters, numbers or symbols within quotation marks, you must see those words, letters, numbers or symbols on a sign along the rally route in the normal sequence as they were meant to be read. When less than an entire sign is quoted in an instruction, a prominent portion will be quoted and no words, letters or numbers between or among those quoted will be left out. All quoted signs will be on the right of the rally route unless otherwise indicated (see Definitions) and will be readable from your direction of approach (i.e. there will be no requirement to look backward to execute a Route Instruction).

When an instruction references objects or places along the rally route, such objects or places must be identified by a sign (which may be anywhere) or must be defined in these General Instructions. Such references will be in ALL CAPITAL LETTERS without quotation marks. Terms specifically defined in these General Instructions should be used only as defined.

In signs quoted or those identifying landmarks, spelling is accurate but case and punctuation may be ignored. Symbols (such as arrows) may be ignored unless they are cited in the instruction.

Speeds cited in CAST instructions (see Definitions) are in miles per hour and are average speeds over the distance they are in effect. It will not be necessary to violate any speed limits or other traffic laws to achieve a perfect score at any control.

To avoid lengthy off-course excursions by the rallyists, the Route Instructions (or Supplement if the rallymaster prefers) should state the maximum distance between the execution points of consecutive Route Instructions. It is recommended that this be not more than 5.0 miles.

If on the day of the rally a sign is missing or there is an unexpected change in the route, the lead car may post an EMERGENCY SIGN. Such a sign will be marked "PCA" and if it contains an arrow, go in the direction indicated without executing an instruction. If the sign includes an instruction number, execute that instruction at the first opportunity and delete any unexecuted lower numbered instructions.

#### V. Definitions and Abbreviations

<b>And</b>	<b>When used</b> in a two-part Route Instruction, complete both parts in order before going onto next Route Instruction.
<b>At</b>	"In the vicinity of" for turns; "even with" for speed changes and pauses.
<b>After</b>	Unless the instruction specifies otherwise, the indicated action is to be taken at the first opportunity following the designated landmark or sign.
<b>Bear Right (or Left)</b>	A turn in the indicated direction of substantially less than 90 degrees
<b>Before</b>	Any navigational aid identified by the use of the word "before" will be visible from the point of the instruction's execution. The indicated action is to be taken at the last opportunity before the referenced sign or landmark.
<b>CAST</b>	An acronym for <b>C</b> hange <b>A</b> verage <b>S</b> peed <b>T</b> o, indicating that the preceding average speed is to be discontinued and replaced by the value given after "CAST."
<b>CO ##</b>	Colorado Highway Number ##
<b>CWA</b>	<b>C</b> urve <b>W</b> arning <b>A</b> rrow Highway sign with arrow indicating curve. May have advisory speed limit.
<b>Free Zone</b>	A part of the timed rally route in which there are no timing controls.
<b>I ##</b>	Interstate Highway ##

- Intersection** The point of any meeting or crossing of two or more rally roads where the rallyist has a choice of directions in which to proceed without making a U-turn.
- Left or L** A turn to the left of from 1 to 179 degrees.
- OBS** "Observe." To take note of a specific sign, landmark, object or place along the route of travel.
- Odometer Check Leg** A group of instructions at the beginning of a rally that will allow you to compare your odometer readings with that of the car that made the official measurement on which the timing calculations are based. If your mileage is higher or lower than that given for the check leg, you should adjust the CAST speeds in the instructions by a comparable percentage. For example, if the official mileage of the Odo Leg is 8.57 miles and it registered 9.43 on you odometer, you are higher by a factor of 1.10 (9.43/8.57). You should then adjust all CAST speeds by that factor. CAST 30 in the instructions would in effect be CAST 33 for your car.
- Or** Execute either the portion of the instruction before the word "or" or the portion after the word "or," but not both. The first opportunity encountered should be used to execute the instruction.
- Pause** To delay a specified time at a named point or during passage of a specified distance. The pause time is added to the time required at a given average speed to traverse the specified distance. The specified distance over which a pause is operative is a Free Zone.
- Right or R** A turn to the right of from 1 to 179 degrees.
- RRX** A railroad crossing at grade on the rally route. Each pair of rails is a separate crossing.
- Roundabout** The modern version of a traffic circle. Continue counter-clockwise around the circle until instructed to leave it
- SL** An official black on white speed limit sign posting a speed on the rally route, which the rallyist is obliged to obey. May be specifically referenced to the posted speed as SL50, SL45, etc.
- SA** Sign Anywhere (left, right or overhead)
- SOL** Sign on Left
- STOP** "Stop" (in quotations) or STOP (without quotations) refers to a red octagonal sign with white letters at an intersection that faces and is applicable to the rally route, even if you are making a right turn and appear to avoid the STOP. Count only one STOP per intersection.
- T** An intersection having the general shape of the letter "T" approached from the base and requiring a turn to the left or right. It is not possible to go straight at a T.
- Traffic Light or TL** A signal consisting of red, yellow and green lights designed to control traffic at an intersection on the rally route. It need not be operational or it may be operating as a blinker. Count only one traffic light per intersection.
- Transit Zone** A part of a rally route in which there are no timing controls and in which no specific speed need be maintained. Either an exact time for passage or a restart time from the end of the Transit Zone will be given. An approximate distance for the length of the Transit Zone may be given.
- Turn Toward** Turn (may also specify left or right) in the direction indicated by an arrow on a sign referencing an object or place referenced in an instruction, or turn toward a sign or landmark referenced in an instruction.
- US ##** US Highway ##
- U-turn** To reverse direction and proceed in the opposite direction along the road being traveled to that point.
- Y** An intersection in the shape of a "Y," approached from the base and requiring a turn to either the right or left. Either turn will be substantially less than 90°.

**YIELD** "Yield" (in quotations) or YIELD (without quotations) refers to a red and white triangular sign with the tip of the triangle pointing downward at an intersection and controlling the lane of travel for the rally route. Count only one YIELD per intersection.

## **VI. Control Procedures**

All Controls (or Checkpoints) are manned, open controls on the right side of the rally route. Each marks the end of one leg and the beginning of the next. The time you are early or late at a control will determine your penalty; you cannot make up or lose that time on the next leg. Checkpoint procedures are outlined below:

1. Pass the timing line, marked by "√." at rally speed. Stay in line; do not pass other cars prior to completing Step 2.
2. Hand your scorecard and Delay Allowance slip (if any) to the worker at the timing table, then immediately pull past the timing table a short distance. Check your rearview mirror to make sure you are not keeping other cars from reaching the timing table. Stay in your car.
3. Your scorecard will be returned to you by a runner with your recorded in-time and assigned out-time filled in. This is the official record. Resolve timing discrepancies immediately with the captain. Copy the times and make score calculations on the extra copy of the score card for your record since the official cards will be turned in. You will also receive a leg critique slip containing the official leg time, leg mileage, out speed, next instruction, and in some cases the specified restart point and/or special instructions.
4. After receiving your card from the worker, immediately pull ahead to the restart marker, noted by the letter "R", an orange pylon, or a sign or landmark specified on the critique slip. Your assigned time out is from the restart marker; the distance between the timing line and the restart point is not used in the timing calculations. Do not block the restart sign or allow the restart area to become congested.

If other than manned, open controls are used (such as Do-It-Yourself, Off Course, Monte Carlo, or Passage, for example), the operating and scoring procedures shall be clearly stated in the Supplement.

## **VII. Scoring and Penalties**

You will be penalized one point per hundredth of a minute early or late at a control up to a maximum of 500 points (5 minutes). You will be penalized 500 points for missing a control or entering it after it has closed, plus 500 points at the next control reached.

You may be penalized, at the discretion of the checkpoint captain, 250 points for 1) unsafe conduct (e.g. parking so as to block other traffic or excessive speed) at a checkpoint or 2) disrupting the operations of a checkpoint (e.g. arguing about your score or trying to solicit information about the conduct of the rally).

You may be penalized, at the discretion of the checkpoint captain, 100 points for "creeping" (less than one-half the assigned speed) or unauthorized stopping or U-turn within sight of a control.

Any car receiving a ticket for a traffic violation during the conduct of a rally is subject to disqualification.

The official copy of the scorecard must be turned in at the end of the rally and the event committee will calculate your scores for you, supplemented if necessary by the checkpoint logs. You are not required to calculate your own scores; however, if you do not transfer your times onto the extra copy, you will have to accept the calculation of your score. If you do not turn in your scorecard, you will be considered a "DNF" but will receive participation credit for an Enthusiasts Series event.

## **VIII. Classes**

Unless specified otherwise in the Supplement, there is only one class on a rally and there is no restriction on the equipment that may be used, other than there shall be no two-way communication among competing vehicles.

Each car must have a driver and navigator, and no other passengers over the age of 12.

## **IX. Delay Allowance**

You may submit a delay Allowance claim for any reason. Blank Delay Allowance forms will be provided, and if used, it must be filled out and turned in at any control for which you are claiming a delay. ***The "no-fault" use of Delay Allowances is a safety measure. Please use it as an alternative to speeding to make up time after an off-course excursion or other unforeseen delay.*** Please request delay times in whole minutes plus .25 minute (to keep you from getting on the same arrival time as another car); use no more than one slip at any one control; and claim no more than 20 minutes in

total over the event, as use of a Delay Allowance will not protect you from a closed control (they cannot know in advance that you are coming late). A typical delay allowance form is shown in Appendix E.