

2012 Porsche Parade TSD Rally - General Instructions

This time-speed-distance (TSD) rally will be run in accordance with the 2012 Porsche Club of America Competition Rules (PCRs).

Part 1 - Rallying Basics

Say you want to take the love of your life to a nice meal at a restaurant you've never been to before. You make the reservation, get directions, and plan what time you should leave to arrive on time driving at whatever speed you choose. A time-speed-distance rally is quite similar. At the start you will be given a set of Route Instructions (RIs) that include both directions to stay on course along with times to start driving and speeds to maintain. Points are given for each second you are early or late when you arrive at each control. A perfect score is zero.

To run the Parade TSD rally you need to have:

1. A Porsche (fill the gas tank before you get to the start)
2. A partner (to drive or navigate, no single member rally teams or passengers allowed)
3. A watch (preferably digital, and know how to set it)
4. A clipboard (to hold instructions)
5. Writing instruments (pens, pencils, highlighters, etc.)

At Parade check-in come to the TSD rally table. There you will draw your official start time and choose the equipment class in which you will compete (the workers can help if you are unsure which class to run). You will then be given instructions how to get to the start of the rally, any last minute changes to these General Instructions, and information about the Rally School to be held on Monday (the day before the rally).

On rally day come to the rally start about 30 minutes before your official start time. You will receive your Route Instructions 20 minutes before the time you drew at Parade check-in. The first part of the rally contains an odometer check which will allow you to compare your mileage counter to the official mileage. There is never a control on the odometer check so you can leave early. If you do, wait out any extra time at the end of the last route instruction of the odometer check - which will be clearly indicated.

Scoring is based on three types of controls, also known as Checkpoints.

1. DIYC (Do It Yourself Controls). Some Route Instructions will specify DIYC locations. At these points write the time you estimate you should arrive there (called your "in time") on the slip provided with your Route Instructions, and on your scorecard. Your official out time from a DIYC is exactly 3 minutes after your in time. See PCR Section R 8.2 for more information.

2. Open Controls. These are manned locations. Workers will time you when you pass the "PCA IN" sign. **DO NOT STOP AT THIS SIGN.** Pull ahead to timing station (this will be clearly marked). If you have used a DIYC slip hand it to the worker. If you took a time delay (details below), hand your request to the worker before anything is handed to you. All cars will receive two items. The first is a timing slip that shows your arrival time and time out for the next leg. The second will have official information including how and where to start the next leg. This information takes precedence over any previously given instructions. There will also be information about the previous leg.

3. Route Controls. Sometimes a planned rally trap will not just get the car off schedule but also

off course. When this happens a Route Control will be placed on one of the planned routes (off or on course). If you encounter a sign marked "PCA Rally Route Control", stop there. The worker will issue written instructions which take precedence over any previously issued instructions. These will get all cars back on course and on time. There is a fixed penalty for missing an on-course control or entering an off-course control. You will not have a timing penalty for these controls. However, an approximate time of arrival may be given to prevent sneaky rallyists from going back to an on-course control after they find out from a later control that they goofed.

All three types of controls apply to you only when the control sign is on your right. If you see a control on your left, ignore it. You may (or may not) get back to it when it is on your right.

YOU WILL NEVER HAVE TO SPEED TO DO WELL. If for any reason you fall behind schedule, fill out one of the time delay slips included with your Route Instructions at the start. Turn it in at the next open control and your score will be adjusted - without additional penalty - to reflect the additional time. All reasonable delay requests will be granted. The rally roads are used by lots of intrepid bicyclists, runners, and dry-land cross-country skiers. Be very careful - especially during the first half of the rally.

The Route Instruction sheets will often have information in parenthesis (like this!). This is not an official part of the instruction but IS NEVER INTENDED TO MISLEAD YOU IN ANY WAY. This will sometimes be used to clarify ambiguous points on the course, explain terms to novice rallyists who aren't familiar with them and occasionally, to point out historical or topographical features of our route.

The rally is designed to take about three and one-half hours to complete - including a midpoint break. It then takes about 35 minutes to follow the instructions back to Parade headquarters. Put your scorecard, your copies of timing slips, DIYC slips and any time delay slips in the envelope you were given at the start, and take it to the scoring table. You must turn in the completed score card within an hour and thirty minutes after your arrival at the last Control. Don't worry if you have trouble following directions of how to complete the scorecard. Workers there will help you (and even lend you a calculator if needed).

Part 2 - Course and Time Following Instructions

Note: The last page of these General Instructions has a sample set of Route Instructions. These may be referred to as examples to the following rules.

A. TYPES OF ROUTE INSTRUCTIONS

Each Route Instruction (RI) is to be done at the first opportunity consistent with these General Instructions. There are two types of Route Instructions:

1. Numbered Route Instructions are issued at the start 20 minutes before your assigned out time. These are to be completed in ascending numerical order. With two exceptions, each numbered instruction must be completed before beginning the next.

Exception 1: If an instruction specifies that it applies to a later instruction, it (obviously) will overlap other instructions until the later numbered instruction is completed. Examples of this exception are shown in the Sample Route Instructions # 1 and # 5.

Exception 2: If an instruction contains OR, do the part that can be completed first and cancel the other part. An example is in Sample Route Instruction # 7.

Some route instructions include a distance - for various reasons - after starting them (see Sample RI # 8 and # 10). These instructions are not complete until the specified distance has been traveled. An instruction that consists only of a quoted sign (See Sample RI # 9) is complete when you pass the sign.

2. Lettered Route Instructions are issued at each Open Control and Route Control. They are to be completed in alphabetical order. Each control's instructions begin with the letter A. When received these take precedence over any previously issued instructions. They may validly delete previously issued numbered or lettered instructions.

B. RALLY ROADS

All rally roads used are public, paved, and through roads. Consider the following to be non-existent for the purposes of following the course:

1. Any road marked Private or any road with a closed gate.
2. Any road marked Dead End.
3. Any unpaved road - unless because of an (unlikely) emergency you are specifically instructed otherwise.
4. Any road marked "End State Maintenance" unless the current route instruction specifies: Ignore "End State Maintenance" sign (e.g. RI # 11).

C. SIGNS AND LANDMARKS

Almost all Route Instructions require finding a sign or a landmark.

1. Quotation marks (") in a route instruction refer to wording on a sign. Quoted signs will be located on the left-side of the rally road or the right-side of the rally road unless the side is specified in the Route Instruction (See definitions of SOR and SOL). When only a part of the wording on a sign is quoted, a prominent, continuous part of the sign will be used. Spelling will be exact, but capitalization and style of lettering are irrelevant. Signs are to be read as obviously intended. Bullet holes or graffiti should be ignored. Signs facing away from your direction of travel are not used. Multiple signs on a single support are treated as one sign. Artwork, symbols, and arrows are never included in quoted signs. For example, Sample RI # 6 might refer to a sign reading:

LOW BRIDGE 12' 10"

but could not refer to a sign reading:

LOW BRIDGE 12FT 10IN

2. The first page of the Route Instructions is a page of photographs. Some Route Instructions will reference one of the photos. Do the indicated action at the pictured sign. Photographed signs will be on your right unless the Route Instructions specifies SOL (sign on left).

3. Landmarks are points, objects, or features (including roads) other than signs. Landmarks used in the Route Instructions will appear in ALL CAPITAL LETTERS without quotation marks. To be validly used in the Route Instruction the landmark must either be defined in the Rally Glossary (e.g. STOP or T), or identified by a sign that matches the Route Instruction. For example, Sample RI # 11 could be done at a building with a sign reading:

LDS Church

but not at a building with a sign reading:

ST. MARY'S CHAPEL

D. COURSE FOLLOWING RULES

1. When the instruction tells you to go Right, Left, or Straight, these actions can only be done at intersections. An intersection is a point of any meeting or crossing of two or more rally roads where you have a choice of direction in which to proceed without making a U-turn. Thus, when you come to a junction of roads, you must first determine if any of the roads are deemed non-existent for rally purposes (see Section B above). If after non-existent roads have been eliminated, there is only one valid way to proceed, you must go that way. Do not execute the Route Instruction there and look for the valid intersection where the Route Instruction can be done.

2. At intersections where the current route instruction does not apply, go straight (or straight as possible). When the instruction straight does apply at an intersection, do it there, even if you would have gone that way without the instruction. (e.g. Sample RI # 12 may validly be done at an intersection even though you would go that way if the instruction were not there.)

3. The same sign cannot be used for consecutively numbered instructions. For example, RI # 14 and # 15 require a total of three "Speed Limit" signs since the one for # 14 cannot be used as one of the two needed for # 15.

4. The same intersection cannot be used for consecutive numbered instructions. For example, after doing Sample RI #12, you can't go half-way into the intersection and then do RI # 13. You would have to go to the next intersection for RI # 13. Also, if the (diabolical) rallymaster is somehow able to get the course to loop back to the same intersection - from another direction - without an intervening numbered route instruction, you still could not execute RI # 13 there. You would go straight and look for a different intersection.

E. GLOSSARY

This rally will use the PCR Rally Glossary (APPENDIX VII) plus the following:

DSB: Decrease Speed By the number of miles per hour [kilometers per hour] indicated. DSB 5 [8] means decrease your present average speed by 5 mph [8kph].

RI: Route Instruction.

SOL: Sign on left. The sign referenced in the instruction will be on your left as you pass it.

SOR: Sign on right. The sign referenced in the instruction will be on your right as you pass it.

U-TURN: Make a 180 degree reversal of direction.

F. MILEAGE AND TIME INFORMATION

This year's timing will be in Hours, Minutes, and Seconds. Please note that the PCRs have changed and hundredths of a minute are no longer used. Any dispute with the time given at an open control must

be registered with the control captain before starting the next leg.

Official time will be available at the start. The course was measured by a 1999 Boxster with a Timewise Rally computer driven off the left rear wheel. The day of measurement was dry with temperatures in the 80s. Average speeds in the instruction will be listed in miles/hour with kilometers/hour in brackets [km]. For rally purposes one mile = 1.60 km.

The maximum distance between execution of route instructions is 6 miles [9.6 km]. Remember, some Route Instructions are executed at multiple points (see Sample RI # 5).

G. PENALTIES

1 point per second early or late at each manned and DIYC control (300 point maximum).

30 points for each incorrect route control. This includes entering an off-course route control, missing an on-course route control, or entering an on-course route control out of sequence.

30 points for stopping within sight of an open control unless in response to a route instruction or for safety reasons. If a worker feels you are going so slow as to be a traffic hazard, he or she will wave you into the control. Failure to accelerate into the control will also result in this penalty.

100 points for harassing checkpoint workers. Do not question them about the route; either they don't know or can't tell (so the contest is fair to all). This penalty shall be imposed at the discretion of the checkpoint captain.

H. QUESTIONS

Questions concerning these General Instructions must be made in writing and be received by 11:59pm PDT on Sunday, July 1, 2012. They may be emailed to the rallymaster at:

paraderally2012@gmail.com

or mailed to:

Jessica Toney
368 Clifton Avenue
San Carlos, CA 94070-1749

Questions should be worded so they can be answered with Yes, No, or Does Not Occur. Any questions that do not adhere to this format cannot be answered. Submitted questions and their responses will be posted at registration and online at the Parade website.

2012 Parade Rally - Sample Route Instructions

<u>MILES</u>	<u>KILOMETERS</u>	<u>RI#</u>	<u>INSTRUCTION</u>
0.00	0.00	1.	Begin Odometer Check Section at "Start". Take exactly 25 minutes to complete RIs # 1 through 4.
		2.	Right onto OLYMPIC BLVD.
5.83	9.32	3.	"Ted Ohland" (mileage check).
10.50	16.80	4.	End Odometer Check Section at "Willie Williams". Begin average speed 40 [64 km].
		5.	At each "Speed Limit" until RI # 7, CAST the speed limit on the sign. [30 MPH = 48 km; 24 MPH = 40 km]
		6.	Pause 1 minute at "12 10".
		7.	Left at "John Clever", <u>OR</u> , Right onto ED TIX.
		8.	At "Beehive State" CAST 20 [32 km] for .25 miles [.4 km] then CAST 40 [64 km].
		9.	"Utah".
		10.	Left at T; watch for MISSIONARIES on BICYCLES for the next 2 miles [3.2 km].
		11.	Right at CHURCH; ignore "End State Maintenance" sign.
		12.	Straight at STOP.
		13.	Left at first OPP.
		14.	CAST 35 [56 km] at first "Speed Limit".
		15.	CAST 25 [40 km] at second "Speed Limit".
		16.	CAST 40 [64 km] at the sign pictured in Photo X.



(As far as we know, photo is public domain)

Photo X