

# Time, Speed and Distance (TSD) Rally

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The Parade Rally will be a TSD (time-speed-distance) rally as opposed to the gimmick or fun type rally. The Rallymaster will attempt to design the rally so that it will provide challenge for serious rallyists, yet will contain safeguards, such as closed loops and off-course markers, to avoid losing recreational rallyists on long off-course excursions.

## R-1. REFERENCED RULES

The rules referenced below apply to the rally:

- (a) Eligibility. (See G-2.1 through G-2.6.)
- (b) Protests. (See G-9)
- (c) Awards. (See G-11.1 and G-11.4)
- (d) Entrants must complete on-site Parade registration/check-in before the event or they will not be allowed to compete. Entrants classification or classification changes must occur no later than the day before the event starts. (See G-2.4.1.)

## R-2. CLASSIFICATION

Driver/navigator teams must classify themselves and the automobile correctly (See G-5.2 “Misclassification”).

There will be four classes:

- R01 Equipped - Unlimited rally equipment
- R02 Navigational - The equipment permitted for the unequipped plus class (R03) is allowed plus maps, prepared tables, mechanical slide rules, non-programmable, single memory calculators and navigational/GPS systems.
- R03 Unequipped Plus - The equipment permitted for the unequipped class (R04) is allowed plus factory built-in computers that can read out average speed. Navigational/GPS systems are not allowed in this class.

- R04 Unequipped - The only rally aids permitted within the rally automobile will be simple time pieces including stop watches, pens/pencils, paper, clipboard or any device for holding the route instructions, and the original equipment speedometer/odometer, trip odometer in its original location in the automobile. (Prepared tables of any kind are not allowed in the unequipped class.) Navigational/GPS systems are not allowed in this class.

Contestants that have a navigational/GPS system of any type in their automobile must be classified in R01 or R02. There are no provisions for automobiles with disabled navigational/GPS systems. Contestants use of two-way radios or cellular telephones during the rally is forbidden except in emergencies. Contestants found in violation of this rule will be disqualified.

## R-3. GENERAL DESCRIPTION OF RALLY

The rally will be at least 3.5 hours and not exceed 4.5 hours in duration from the initiation point of the first route instruction (whether numbered or not) to the completion point of the last route instruction (whether numbered or not) that directs contestants to the place where score cards are turned in and protests are received, assuming perfect time. Unless emergency or extremely unusual conditions or situations require, only paved roads will be used for the rally. Rallyists will be notified before the start of the rally if any such condition exists. There will be at least five (5) timing controls (checkpoints) on the rally. Other pertinent information will be given in the rally general instructions.



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### R-4. GENERAL INSTRUCTIONS

The rally general instructions (the “generals”) will be made available to all competitive entrants at least two months before the Parade.

#### R-4.1. Contents

The “generals” will contain all the rules and regulations governing the rally and all information essential to the contestants’ complete understanding of the event.

- (a) Glossary of Local Terms - If any terms not given in the official PCR Rally Glossary are to be used, the “generals” will include a glossary that lists and defines any such terms, abbreviation, or symbols. The official PCR Rally Glossary is in Appendix VII.
- (b) Route Instructions - All route instruction types to be used will be specified and fully described (written, graphic, symbolic, and photographic). A general example of each different route instruction type will be given in the generals. An example of the format and layout of the route instructions will be given.
  - (1) Usage - If any course-following instructions other than numbered instructions are used, complete information will be given regarding the introduction, usage, and cancellation of such instructions.
  - (2) Priorities - If more than one general course-following method will be used, the priorities of the methods will be stated so that the proper course can be understood when instructions conflict or direct similar action. i.e., the priorities or “main-road” or route- following rules will be stated, and the priorities of any other type of unnumbered instructions will be given.
  - (3) Overlap - The overlap of all types of route instructions will be given.
  - (4) Redundancy - Any redundancy of instructions will be specified. That is, it will be clear whether or not a numbered route instruction can be executed when it directs the same action as a “main-road” or route- following rule or other unnumbered route instruction.
- (c) Quoted Signs - The generals will specify the location of signs relative to the rally route, i.e., anywhere, left,

right, etc. Also, how the signs should be read will be specified, i.e., left-to- right, top-to-bottom, no letters skipped, inclusion of symbols, etc.

- (d) Landmarks - A landmark is a point, object or feature, other than a sign, along the rally route. Landmarks will be indicated in the instructions by capital letters without quotation marks. Landmarks will be identified by a visible sign or be identified in the rally glossary. Landmarks and their identifying signs may be located anywhere. Signs must be readable from the direction of approach of the rally route. Unless the contestant is directed to turn toward or away from a landmark, the landmark must be visible from the direction of approach of the rally route.
- (e) Control Station Procedures, The procedures that contestants are to follow will be explained for every type of control to be used.
  - (1) Timing and Scoring - The procedures in effect for the rally will be explained, including a description of the point where time will be recorded.
  - (2) Penalties - A detailed schedule of penalties will be provided (i.e., penalties and for what they will be assessed.) (See R-11.2.4.)
- (f) Maximum Distance - The maximum distance between “action points” shall be given.
- (g) Mileage Measurement - The equipment used and the conditions existing during the measurement of the official mileages will be specified in the “generals.”
- (h) Distribution of Route Instructions - The uniform time when route instructions will be given out will be specified if other than the minimum time. (See R-6.1.)
- (i) Special Regulations - Any other needed regulations.

#### R-4.2. Questions and Answers

Questions concerning the general instructions should be written and mailed (either through the regular postal service or by email) to the Rallymaster. The Rallymaster will respond to questions if they are received at least a week prior to the start of the Parade. Questions must be worded so that an answer of “yes”, “no” or “does not apply” could be used. Responses will be solely for the purpose of clarification.

Written questions and responses will be posted in or near the registration/check-in or hospitality area for all rallyists to see, and nothing will be added or changed to posted responses.

#### **R-4.3. Supplementary Generals**

Should a question concerning the general instructions reveal an overlooked point or problem, supplementary general instruction(s) will be issued to all entrants at registration/check-in.

### **R-5. TIME**

#### **R-5.1. Official Time**

The official rally time will be either that broadcast by Station WWV, operated by the National Institute of Standards & Technology, or that broadcast by Station CHU, operated by the Dominion Observatory in Canada. There will be a master watch and a radio time signal (audio and/or digital) available to all contestants for reference at the start of the rally.

#### **R-5.2. Start Time**

Rally start times will be assigned in random order by registration personnel within requested 30-minute blocks of time.

### **R-6. ROUTE INSTRUCTIONS**

#### **R-6.1. Equal Time for Study**

Route instructions will be available for issue to each team at least 20 minutes before the team's start time. Instructions will be issued in an orderly manner designed to permit each team the same amount of time to study the instructions before beginning the rally. (See R-4.1. (h))

#### **R-6.2. Identical Instructions**

Identical instructions will be issued to all participants, including non-competitive participants. "Touring" instructions covering the rally route for those not competing for awards are forbidden.

#### **R-6.3. Content of Instructions**

Route instructions will identify rally action points (turns, speed changes, etc.) and provide other information, if needed, for execution of the various phases of the event. (See R-4.1. (b) for information regarding other types of route (course-following) instructions)

**R-6.3.1. Sheet Numbering.** The sheet number and total number of sheets will appear on each sheet of the route

instructions (e.g., "1 of 5", "2 of 5", etc.).

**R-6.3.2. Quoted Signs.** Where route instructions quote signs in less than their entirety, such quotes will include a prominent portion of the signs.

**R-6.3.3. Action Point Identification.** Route instructions will not identify action points (turns, speed changes, etc.) by names or numbers on mail boxes, by numbers on utility poles, or by other similar landmarks (frequently recurring, difficult to read) unless such instructions are confirmed by mileage reference or other substantiating information. Likewise, no turns will be based solely on mileage reference.

**R-6.3.4. Distance/Speeds.** All distances and speeds will be specifically in both miles/miles per hour and kilometers per hour.

### **R-7. ODOMETER CALIBRATION RUN**

The first part of the rally will be an official odometer calibration run to allow each team to compare its odometer reading with the official mileage. The run will be at least ten (10) miles (16 kilometers) long, and the route instructions will provide adequate, official, intermediate mileage reference points. Adequate time (stipulated in the route instructions) will be allowed at the end of the run for contestants to make all necessary odometer calibration calculations.

### **R-8. CONTROLS**

The two types of timing controls (checkpoints) will be the open control and the Do It Yourself Checkpoint (DIYC). The exact location of these may or may not be known to contestants before they reach it. A timing control marks the end of one leg of the rally and the beginning of the next, if any. There will be at least five (5) timing controls (checkpoints) and no more than one half of them may be of the DIYC type. (See appendix VII for further information). No more than one DIYC timing control shall occur in succession without an intervening manned control.

#### **R-8.1. Open Controls (Manned Checkpoints)**

**R-8.1.1. Location of Open Controls.** Open controls will be located on the right side of the road relative to the rally route. Controls will be identified and the timing line will be visible. Open controls will be away from congested or high-traffic areas and not in or immediately after a lengthy no-passing zone nor in an area where the speed limit is less than the current rally average speed.

**R-8.1.2. Leg Information.** Each open control station will provide to contestants: their arrival time (time slip) plus the official mileage and the official elapsed time for the leg just completed. Also, either at the end of each leg or at the end of the entire rally, each team will be provided a log showing the official distance and time for each speed change. Each team will also receive a critique explaining the correct course and any “traps” used by the Rallymaster. If a log and critique are provided at each control station, the information will be for the leg just completed, plus any DIYC’s since the last manned open control. If the log and critique are provided at the end of the entire rally, all legs will be included.

**R-8.1.3. Control Departure.** Each team’s departure time will be assigned by the control station personnel. The departure time will be at least three minutes after the arrival time. Extra time will not be granted for a contestant’s convenience. Control station personnel will identify in writing the next route instruction to be executed and the departure speed to be used.

**R-8.1.4. Closing of Controls.** Manned controls will remain open at least 30 minutes after the perfect arrival time of the last rally automobile leaving the previous control (or leaving the start - in the case of the first control) unless all automobiles are known to have cleared the control.

**R-8.2. Unmanned Timing Controls (DIYC).**

**R-8.2.1. Location of DIYC Controls.** DIYC controls will be located on the right side of the road relative to the rally route. Controls will be identified either in the Route Instructions by an instruction indicating “DIYC” or by a clearly marked and easily visible sign on the right side of the rally route indicating “PCA Rally DIYC”. DIYC’s will be away from congested or high-traffic areas and not in or immediately after a lengthy no-passing zone. There will be sufficient safe stopping area for at least eight (8) automobiles after the DIYC. DIYC instructions contained within the Route Instructions will refer to accurately defined signs or landmarks as a reference point for the DIYC.

**R-8.2.2. Procedures for DIYC Controls.** At a DIYC, write the time you figure you should arrive (in hours, minutes and seconds), (HH:MM:SS) on the DIYC slip provided in the appropriate TIME IN location. Add exactly 3:00 minutes to this arrival time and write that time in on the TIME OUT location on your DIYC slip. This is your departure time from this DIYC, beginning the next leg. Continue the rally with the following instruction. Rallyists should pull ahead several automobile lengths beyond the DIYC point, to allow room for other rallyists while completing their paper work. Rallyists must write their arrival on the control card before entering the next manned control, or it will be scored as having missed the DIYC. DIYC times may not be changed after entering the next manned control. All times must be entered in hours, minutes and seconds.

**R-8.2.3. DIYC Control Departure.** Each team should leave the DIYC at the time they entered on their control card (exactly 3:00 minutes after their arrival time). Departure speed is the indicated CAST for the DIYC instruction or previous CAST if none is given.

**R-8.2.4. DIYC Leg Information.** The next (after the DIYC) timing control station must be a manned open control. This control will provide to rallyists a log showing the official distance and time for each speed change on the DIYC leg.

**R-8.2.5. DIYC Example.** Route Instruction reads 'DIYC at “Stop Ahead”'. Were you to arrive at this sign at 8:46:45 (8:46AM and 45 seconds), you would write your time in (8:46:45) in the first available TIME IN space on your control cards and then write your time out (8:49:45 = 8:46:45 + 3:00 minutes) in your first available TIME OUT

space on your control card. Pull up a bit and then leave the DIYC point at exactly that out time.

Example Control Card:

	LEG 1	LEG 2	LEG 3
TIME IN	8:35:54	8:46:45	
TIME OUT	8:04:00	8:40:00	8:49:45
ELAPSED	0:31:54	0:06:45	

**R-8.3. Manned Route Controls**

A manned route control may be either on-course or off-course. Automobiles arriving at such a control may receive special instructions designed to bring on-course and off-course automobiles together again. If such controls will be used, the “generals” will include a detailed description of the procedure to be used.

**R-9. DELAY ALLOWANCES**

**R-9.1. Delay Requests**

Any reasonable request for a time delay will be granted. Contestants should use a time delay any time they fall behind schedule. The purpose of the time delays is to avoid speeding or dangerous driving on public roads.

**R-9.2. Delay Amounts**

Time Delay Amounts should be requested in increments of whole minutes and 15 seconds (1:15, 2:15, 3:15, 4:15, etc.) to insure that a rallyist is not “running on the same minute” as another rally automobile. Please use the Time Delay Request form(s) provided with your rally instructions.

**R-9.3. Submitting Delay Requests**

A delay request must be written before reaching the next open control. The delay request must be presented at the first open control reached after the delay. The delay request must be presented before receiving a timing slip from that control.

**R-10. COMPETITOR’S RULES**

Entrants must comply with the following requirements:

- (a) General Rules - See G-5.1. “Conduct”, G-5.3. “Alcohol, etc.”, G-5.2. “Misclassification”, G-5.4. Schedule, G-5.5. “Driving” and G-6.1. “Speed.”
- (b) Driver’s License and Age - Every driver must be at least 18 years of age and hold a valid driver’s license (See G-2. through G-2.4.)
- (c) Number of People in Automobiles - Each automobile must have a driver and a navigator, both of whom are PCA members (or JPP or CAFP Parade entrants) and Parade registrants. No other passengers are allowed.
- (d) Traffic Violations - Entrants may be disqualified or otherwise penalized for in-motion traffic violations.
- (e) Accident - Entrants may be disqualified or otherwise penalized for being at fault in an automobile accident.
- (f) Passing - Passing within sight of a control station is permissible provided the passing is neither dangerous nor illegal.
- (g) Creeping - Unless permitted or required by the route instructions, stopping, within site of a checkpoint is not permitted. Also, if an automobile is approaching so slowly that the checkpoint workers judge that the automobile is creating a traffic hazard, the crew will waive in the automobile. If the automobile does not immediately accelerate, the penalty for stopping will be imposed. No penalty will be imposed if the stop was needed for safety or legally required.
- (h) Control Station Procedures - Contestants must pass the timing line (for their time to be taken and stop where so instructed to receive the timing slip and other instructions (See R-8.1.2. “Leg Info” and R-8.1.3. “Departure”) The procedures to be followed at control stations will be explained in the “generals.”
- (i) Delay Requests – Requests are allowed to maximize the safety of the event.
- (j) Automobile Numbers - Assigned automobile numbers must be in place before starting the rally.
- (k) Following - Entrants may be disqualified if found following another rally automobile rather than using



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the general and route instructions to determine the route.

- (l) Equipment - Any team found in possession of equipment not allowed in its class will be disqualified. (See R-2. for equipment allowed)
- (m) Seat Belts - All vehicle occupants must wear seat belts during the rally.
- (n) Pre-runs – Entrants who chair, design or preview the rally course, as a driver or passenger, are ineligible to compete.

### R-11. TIMING AND SCORING

#### R-11.1 Timing

**R-11.1.1. Measure of Arrival Time.** Times of arrival at all timing controls will be taken to the nearest second and expressed in hours, minutes and seconds (HH:MM:SS).

**R-11.1.2. Missed Controls.** A team physically missing one or more consecutive controls will be timed at the next control station reached. (See R-11.2.3.)

#### R-11.2. Scoring

**R-11.2.1 Leg Score.** The basic penalty (score) for arrival either early or late at a control will be one point per second, up to a maximum of 300 points (excluding any other penalties). Being early at one timing control can not be offset by being late at another timing control. Each leg of the rally is started with a zero error.

**R-11.2.2. Maximum Duration for Intended Traps.** The maximum duration for traps on closed loops shall be less than 5 minutes.

**R-11.2.3. Missed Control Score and Penalty.** Missed Control Score and Penalty. A penalty of 1 point for each second early or late at each control shall be imposed up to a 300 point maximum leg penalty or 300 points for each leg involved in missing a control.

**R-11.2.4. Other Penalties.** Penalties for other reasons may be imposed at the discretion of the Rallymaster, subject to the approval of the PCR Committee Chairman or his designated representative. A detailed schedule of all penalties will be included in the general instructions. Possible penalties, for example, include points for entering an off-course route control, creeping in sight of a control, or entering a control from the wrong direction.

**R-11.2.5. Total Score.** Each leg will be scored separately. Total score equals the sum of the leg scores plus any penalties. Errors, early and late, are cumulative. Error on one leg may not be compensated during succeeding leg(s).

#### R-11.3. Tied Scores

Ties will be broken by comparing the tied contestants' scores at each control. The team with the lower score at a given control will "win" that leg, and the team winning the most legs will be awarded the better finishing position. In the event a tie still exists, scores of tied teams will be compared by control in inverse order, and the team having the lowest score at the first control at which the scores differ will be awarded the higher finishing position in the rally. Ties will only be broken when a trophy is involved.

#### R-11.4. Posting of Scores

Rallyists will be notified on or before rally day of the time and location where official scores will be posted. Individual scoring irregularities must be reported to the Rally Master or authorized representative no later than one hour after the official scores are posted in order to resolve mathematical errors. Individual scoring errors are not protestable.



## APPENDIX VII

# Rally Glossary

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This glossary defines commonly used rally terms. These definitions are official for the Parade rally, and the terms may not be redefined in the “generals” or any supplementary regulations. Any terms, symbols, or abbreviations not included in this glossary but used in the Parade rally will be defined in the rally general instructions. Suggestions for the inclusion of additional terms will be welcomed by the PCR Committee.

**Acute** - A turn of substantially more than 90 degrees at an intersection.

**After** - Unless the instruction specifies otherwise, the indicated action is to be taken at the first opportunity following the designated landmark or sign.

**At** - “even with” for speed changes, mileages and pauses; “in the vicinity of” for turns and other instructions

**Bear** - A turn of substantially less than 90 degrees at an intersection.

**Before** - Any navigational aid identified by the use of the word “before” will be visible from the point of the instruction execution, used to indicate this last opportunity before the referenced sign or landmark.

**Blinker** - A warning signal at an intersection, consisting of a light or lights, usually red or yellow, operating in an alternating sequence of off and on.

**CAST** - An acronym for Change Average Speed To, indicating that the preceding average speed is to be discontinued and replaced by the value given after “CAST.”

**Cross** - To go straight across. To cross a divided highway is to cross both halves of it.

**Crossroad** - An intersection at which two public roads cross each other at approximately right angles.

**DIYC** - An acronym for Do-It-Yourself-Checkpoint. An unmanned timing control (See section R-8.1.2.)

**Free Zone** - A part of the timed rally route in which there are no timing controls.

**Gain** - To make up a specified time during passage of a specified distance. The gain time is subtracted from the time required at the given average speed to traverse the specific distance. The specified distance in which a gain is operative is a free zone.

**Intersection** - The point of any meeting or crossing of two or more rally roads where the rallyist will have a choice of direction in which to proceed without making a U-turn.

**ITIS** - An acronym for If There Is Such, usually given after the identification of a landmark or sign. In a numbered route instruction, “ITIS” indicates that the instruction is to be executed only if the identified marker is encountered on the route before it is possible to execute the next numbered route instruction.

**Left** - A turn to the left of from 1 to 179 degrees.

**Leg** - The part of the rally route extending from one timing control to the next, or from the start to the first timing control.

**Mileage, Approximate** - The distance from the start of a section to a point along the rally route given to within 0.1 mile.

**Mileage, Official** - The distance from the start of a section to a point along the rally route given to within 0.01 miles.

**Opp** - An abbreviation for “Opportunity.” An opportunity is a place where it is possible to execute a specified action. If “OPP” or “Opportunity” is not given in an instruction, the first opportunity to execute the instruction is assumed.

**Or** - Execute either the instruction before the word “or” (whether or not capitalized) or the instruction after the word “or” but not both. The first opportunity encountered should be used to execute the numbered instruction.

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**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 in which a pause is operative is a free zone.

**Paved** - A road having a continuous hard surface, such as concrete, brick, macadam, etc., obviously suited to moderate or heavy-duty traffic.

**Pick Up** - To go essentially straight onto a new road or route.

**Right** - A turn to the right of from 1 to 179 degrees.

**RIP** - An acronym for Reads In Part, indicating that material quoted does not include all words and symbols given on a referenced sign. However, nothing is omitted within the quotes.

**Section** - Any part of a rally route at the beginning of which the official mileage is zero and at the end of which the official mileage ends or reverts to zero.

**Stop** - “Stop” or “STOP” (in quotations) or STOP (without quotations) refers to a red octagonal sign with white letters instructing you to stop if the sign faces and is applicable to the rally route. Count only one stop per intersection.

**Straight** - To go straight ahead. This term shall be used to indicate the proper course through an intersection.

**T** - An intersection having the general shape of the letter “T” requiring a turn to the left or right, both turns being essentially equal. It is not possible to go straight at a “T”.

**Traffic Light** - 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 oper-

ating as a blinker. Count only one traffic light per intersection.

**Transit Zone** - A part of a rally route in which there are not 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 must be given. An approximate distance for the length of the transit zone is desirable and may be given.

**Turn** - To make a change of direction at an intersection

**Unpaved** - A road having a discontinuous, non-hard surface, such as broken stone, gravel, dirt, etc.

**Y** - An intersection having the general shape of the letter “Y” requiring a turn to the left or right, both turns being substantially less than 90 degrees. It is not possible to go straight at a Y.

**Yield** - “Yield” or “YIELD” (in quotations) or YIELD (without quotations) refers to a wedge-shaped sign instructing you to yield the right of way to traffic on a different route if the sign faces and is applicable to the rally route. Count only one yield per intersection.

( ) - Parentheses indicate redundant information. Words in parentheses are given for explanation only.

“ ” - Quotation marks indicate a sign displaying the quoted material. Word(s) not given in quotes refer to an actual person place or thing.

### CHECKPOINT / DIYC LIMITS

Do-It-Yourself-Checkpoint (DIYC) Allowances

# of Checkpoints	5	6	7	8	9	10	11
Maximum # of DIYC	2	3	3	4	4	5	5

### TIME CONVERSION CHART

Seconds to Hundredths Conversion Table (.01=Hundredths)

:00	0.00	:09	0.15	:18	0.30	:27	0.45	:36	0.60	:45	0.75	:54	0.90
:01	0.02	:10	0.17	:19	0.32	:28	0.47	:37	0.62	:46	0.77	:55	0.92
:02	0.03	:11	0.18	:20	0.33	:29	0.48	:38	0.63	:47	0.78	:56	0.93
:03	0.05	:12	0.20	:21	0.35	:30	0.50	:39	0.65	:48	0.80	:57	0.95
:04	0.07	:13	0.22	:22	0.37	:31	0.52	:40	0.67	:49	0.82	:58	0.97
:05	0.08	:14	0.23	:23	0.38	:32	0.53	:41	0.68	:50	0.83	:59	0.98
:06	0.10	:15	0.25	:24	0.40	:33	0.55	:42	0.70	:51	0.85	:60	1.00
:07	0.12	:16	0.27	:25	0.42	:34	0.57	:43	0.72	:52	0.87		
:08	0.13	:17	0.28	:26	0.43	:35	0.58	:44	0.73	:53	0.88		