



Porsche Parade 2009 TSD Rally

General Instructions

I. Introduction

The Time-Speed-Distance (TSD) Rally is a driving event where competitors are provided a set of instructions to travel a designated route, at directed speeds, on public roads. There will be several legs making up 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 rallyists will be 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.

The 2009 Porsche Parade TSD Rally will be governed by the following sets of rules and instructions, in their order of precedence: 1) the 2009 Parade Competition Rules (PCRs), 2) these General Instructions, 3) any Supplemental General Instructions issued at Check-In or with your Route Instruction, 4) any Special or Emergency Instructions issued at a control or along the rally route and 5) the Route Instructions issued at the start of the rally.

II. Start Procedure

Each rally team will be assigned a start time at Check-In. You may request a start time within a 30-minute block of time beginning at 8:00 am. 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. Changes may be made following initial Check-In by special arrangement (i.e., see the Rallymaster).

The start of the rally will be in Vail, Colorado, a scenic 37-mile (59.2 km) drive from Keystone. Specific directions to the start will be given at Check-In. Allow approximately 45 minutes to reach the starting area, and plan on arriving about 30 minutes prior to your assigned start time. There will be coffee and pastries available for purchase at the starting area and multiple opportunities along the way to stop for breakfast.

Once in the starting area, you may pick up your Route Instructions and scoring envelope 20 minutes prior to your assigned out time. Then proceed, in your vehicle, to an inspection station, which will be prominently identified, where a worker will check your name badges

and assure that your equipment is appropriate to your class. Such inspection is not a defense against a subsequent protest of your class. You may then begin the rally at any time.

III. The Route

All rally roads are paved, through, public roads. Roads marked “Dead End,” “No Outlet,” “Private Drive” or similar phrases, or that visibly end in a cul-de-sac, parking lot, barricade, or unpaved surface do not exist unless a Route Instruction clearly states otherwise. Park and school parking areas 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. Note that this means that Route Instructions may be “redundant” in that they may cause you to go in the same direction the applicable main road rule would direct. The main road rules are cited below in the order of priority:

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

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 the PCRs and these General Instructions as supplemented prior to the event, will guide your route and time through the rally. Execute each instruction at the first opportunity, unless stated otherwise, and 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.

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

On 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.

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 by the arrow 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. An example of an Emergency Sign will be posted at Check-In.

Speeds cited in CAST instructions (see PCRs) 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. Distances on the Odo Check Leg and speeds for CASTs will be given in kilometers in parentheses in a column to the right of the instructions.

The maximum distance between the execution points of consecutive Route Instructions is less than 5.0 miles (8.0 km) unless an instruction clearly states otherwise.

An example of Route Instructions similar to those used in the rally follows:

- | | | |
|-----|---------------------------------------|--------|
| 53. | SL25 CAST 23 | (36.8) |
| 54. | "Loveland Pass" CAST 38 | (60.8) |
| 55. | CAST 43 0.50 mile (.80 km) after STOP | (68.8) |
| 56. | Left toward SOUTH PARK | |

V. Supplemental Glossary

Odometer Check Leg A group of instructions at the beginning of the 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 distance of the Odo Leg is 8.57 miles (or kilometers) and it registered 9.43 on your 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.

Roundabout The modern version of a traffic circle. Continue counter-clockwise around the circle until directed to leave it. It will always be clear what route to take, and no traps are based on this definition or the layout of a specific Roundabout.

- 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
- Turn Toward** Turn (may also specify Left or Right) in the direction indicated by an arrow on a sign referencing an object or place cited in an instruction, or turn in the direction of a sign or landmark cited in an instruction.

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. **Do not stop at the timing line.** Your time will be marked as your front tire crosses the timing line. Stay in line; do not pass other cars prior to completing Step 2.
2. Pull over in a safe location a short distance beyond the timing table and await a runner who will bring you a timing slip. **Stay in your car.** If you have a Delay Allowance claim, give it to the runner before accepting your timing slip.
3. Verify that the car number on the timing slip is indeed your car and that you agree with the assigned in-time. Resolve timing discrepancies immediately with the captain. You may want to copy the times and make score calculations on the scorecard provided for your record, since the timing slips will be turned in at the end of the rally. 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 slips from the runner, immediately pull ahead to the restart marker, noted by ”PCA Restart”, “Out Marker”, an orange pylon, or a sign or landmark specified on the critique slip. Your assigned out time 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.

VII. Scoring and Penalties

You will be penalized one point per hundredth of a minute for arriving 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, as well as 500 points at the next control reached. Controls will remain open at least 20 minutes after the scheduled arrival of the last car.

You may be penalized, at the discretion of the checkpoint captain, 200 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” or unauthorized stopping or making an uninstructed U-turn within sight of a control.

There is no penalty for entering a control from the wrong direction, but you will only be timed when entering it properly.

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

The timing slips and your copy of any Delay Allowance slips must be turned in at the end of the rally in the envelope provided. The rally scoring 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 scorecard provided, you will have to accept the calculation of your score. If you do not turn in your scoring envelope, you will be considered a “DNF” and will not be scored.

VIII. Delay Allowance

You may submit a Delay Allowance claim for any reason. Blank Delay Allowance forms will be provided in your scoring envelope, and one must be filled out and one copy turned in at any control for which you are claiming a delay. The “no-fault” use of Delay Allowances is new this year and is a safety measure. Please use them as an alternative to speeding to make up time after an off-course excursion or other unforeseen delay. Please request delay time in whole minutes; 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 you are coming late).

IX. Questions

Questions regarding these General Instructions may be submitted prior to June 24, 2009 via email to **Paraderally2009@aol.com** or by snail mail to Lee Sammons, 5025 East Sixth Avenue, Denver, CO 80220. Responses will be posted on the Parade web site and at 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 the General Instructions.