

General Instructions for Rallye Year 2010
GENERAL INSTRUCTIONS

What is a time-speed-distance (TSD) Rallye?

A TSD rallye is not a race; rather it is a contest in which a team consisting of a driver and a navigator combine driving, observational, mathematical, and communicative skills (as well as patience) in the negotiation of a prescribed road course at prescribed speeds. The main objective is to stay on course following a set of route instructions that each team receives before the start of the rallye. The route instructions define what route to follow and what average speeds to maintain. Rallye scores are determined by timing the arrival of each rallye car at points along the rallye route and comparing the times against the official rallye time. These timing points are called **checkpoints**.

The rallye teams should be alerted to “trap situations” which may be encountered along the route. Traps are used by the rallyemaster to entice the rallye teams to deviate from the true rallye route or to proceed at a speed that varies from the official average speed. All of the planned traps will loop back onto the rallye route, or off course markers will bring you back to the rallye route, and bring rallye cars into the checkpoints.

At the conclusion of the rallye, the contestants and the checkpoint workers will gather at the endpoint.

ODOMETER CHECK:

The odometer check will give you a chance to calibrate your rallye car odometer with the Official Rallye Mileage (ORM) shown in the left margin of the route instructions. To calculate the factor by which your ODO differs from the ORM, use the following formula:

$$\text{FACTOR} = \text{YOUR ODO READING} / \text{ORM}$$

To change a given ORM to what your ODO should read, multiply the ORM by this factor. To change your ODO reading to the ORM, divide your ODO reading by this factor. More simply, if your ODO reading is greater than the ORM, drive faster than the specified CAST s. If your reading is less, drive slower.

STARTING PROCEDURE:

Once the rallye team has registered and all occupants of the rallye car have signed the waiver of liability form, the rallye team will receive a packet containing 2 copies of the assigned rallye car number and a copy of these GI. Place one copy of the rallye car number in the upper portion of the windshield (behind the rear view mirror) and the other copy of the number in the navigator-side (passenger/shot gun) rear window of the rallye car. Each member of the rallye team (and all other occupants of the rallye car) should

read and reread these GI. Official rallye time will be available at registration. There will be a general meeting for all participants and Checkpoint workers. This is a self-starting rallye. Route Instructions (RI) will be available to each rallye team 10 minutes prior to the rallye team's official start time. The official start time for each rallye team is the start time plus the rallye team car number.

Registration: 9:30 a.m.
Driver's meeting: 10:30 a.m.
Start Time 11:00 am
Car #1 may receive their instructions at 10:51 a.m.
Car #1's official start time is 11:01 p.m.

You will be responsible for your start. Leaving the start area will confirm that you have accepted these general instructions and that you consider them complete and legible. It will also confirm that you have received a complete set of route instructions.

COURSE DIRECTIONS:

The rallye route is determined by the highest application of the following (1=highest, 4=lowest):

- (1) SI – Special Instructions, singular or plural
- (2) GI – General Instructions, singular or plural
- (3) RI – Route Instructions, singular or plural
- (4) MRR – “Main Road” Rules, singular or plural

- (1) SI – Special Instructions: SI may be contained in the control slips that the rallye car will receive at each Checkpoint or attached to the General Instructions (GI). SI on Check Point Slips become active immediately and remains active until they are completely executed or cancelled by another SI. SI may specify pauses, cancel, add, change, or delete RI, change the applicable MRR, begin transit or free zones or be rallye course directing. SI may overlap RI or other SI. SI's are different from RI in that they do not have to be executed in the numerical order listed. If a SI requires more than one action, execute each action in the sequence given and unless instructed otherwise, they must be executed whenever possible. Please read them carefully.
- (2) GI – General Instructions: What you are reading now.
- (3) RI – Route Instructions: The RI is to be completely executed at the earliest possible opportunity unless specified otherwise by the GI, SI or RI. A RI may require more than one action and/or a speed change (CAST). Completely execute each action required by the RI in the sequence given before considering the next RI. CAST is considered complete at the point of change unless the CAST, pauses or other actions are to be executed within, or at the completion of a specified distance or time. Such CAST, pauses or other actions are not considered

complete until the distance or time has elapsed. The word **OR** divides a RI into separate parts. Execute only the one part of an **OR** RI that is executable or that presents an opportunity to be executable before the other part. Never execute both parts of an **OR** RI. A RI that describes a road, intersection, sign or other landmark that does not contain a directional instruction is meant to be observation only and is considered complete by merely observing the road, intersection, sign or other landmark. All parts of an **AND** instruction must be executed. Information in parentheses in a RI is intended to be helpful, but not essential for the completion of that RI.

The RI contain both Numbered Route Instructions (NRI = Numbered Route Instructions, singular or plural) and Lettered Route Instructions (LRI = Lettered Route Instructions, singular or plural). All NRI must be executed and be executed in ascending consecutive numerical order. NRI may contain one or more LRI. LRI may or may not be executable, but must be executed, if possible. Once a NRI that precedes LRI is completely executed, the LRI present an opportunity to be executable as well as the next NRI. At each opportunity, the first available LRI or NRI should be executed. Once a LRI is completely executed, any preceding LRI is cancelled. However, subsequent LRI remain active until the next NRI is executed.

There are no redundant instructions, except those instructions that are accompanied by ORM in the margin or marked as redundant (or possibly redundant) in parenthesis along side the instruction. An instruction with an ORM 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 that would have been taken in absence of that instruction.

Please obey all posted speed limits. There may be times when the CAST speed is higher than the posted limit. There will be ample time to make up any lost time before the next checkpoint. All CASTs are in miles per hour. All rallye times are given in hundredths of a minute unless noted. Any SI or RI that specifies a distance refers to miles or decimal fractions thereof.

MAIN ROAD RULES (MRRs)

The rallye route follows the **Main Road** unless a Route Instruction taking you in a different direction can be executed. The **Main Road** can be determined by the highest application of the **MAIN ROAD RULES** presented.

Please check Supplemental Instructions at the time of the rallye for MRR's that are applicable to the rallye being presented, their definition and how they are to be executed. Information regarding possible MRRs you might encounter in the Supplemental Generals is listed on Page 8 of this document.

ROADS:

Only open, paved, public roads will be used. There may be short stretches of road where the paved surface has deteriorated somewhat and there may be roads that are not identified by signs. These roads do exist. You will not be placed or directed on or onto a road by designation, unless the road is identified by a sign. Some roads are identified by signs before the intersection. Signs at the intersection identify others. If there is a difference, the sign at the intersection takes precedence. When a road is referred to by name or number(s) or letter(s), it is not necessarily identified as “U.S.”, “State”, “County”, etc. For example, “LEFT ON 44” could be executed on Interstate 44, U.S. 44, IL 44, 44th Street. Unless specified otherwise in the GI, SI, or RI, in road identification, prefixes such as Old, New, etc., suffixes such as Rd., Ave., St., etc., and interchangeable words/abbreviations such as Road/Rd., Street/St., Avenue/Ave., Lane/Ln., etc. need not be considered. With the exception of the start and end points, dirt, gravel and unpaved roads, roads marked “Private”, “Private Residence”, “No Outlet”, “Road Closed”, “Dead End”, “Keep Out”, etc., public driveways, private driveways to homes, park entrances, plant entrances, roads clearly ending in parking lots and entrances to toll roads and expressways do not exist.

SIGNS:

All references to signs are in quotes. Spelling must be exact. Punctuation, capitalization, spacing, font, and artwork are irrelevant. Signs may be in front of you, to the right of you or to the left of you. You will never have to turn around to read a sign. A second sign cannot be on the same post as the first sign. Signs painted on the road surface, attached to vehicles or on mailboxes are not used.

Signs may be quoted in full or in part but parts of words or parts of multi-digit numbers will not be quoted. A sign reading in part will not necessarily be accompanied by SRIP (Sign Reading In Part).

Anything not in quotes is the physical object referenced. All landmarks are identified by a sign.

CHECKPOINTS:

A.k.a. Controls. Checkpoints will be identified by a checkpoint sign on the right side of the road. You will be timed as the front most portion of your car passes the checkpoint sign. Drive past the checkpoint and park on the shoulder of the road as far and safely as possible. **Do not stop in front of, or beside the control car.** Walk to the control car. You will receive a checkpoint slip with your in-time for the previous leg and your out-time for the next leg. Please be sure all information is on the checkpoint slip. Leaving the checkpoint will confirm that you have accepted the information on the checkpoint slip as accurate. If you need extra time for some reason at the checkpoint, ask the person filling out the sheet to add extra time to your out time. Stopping (except at a stop sign) or creeping within sight of a checkpoint will result in a penalty.

Each leg is scored independently. If you are late on one leg, it is not possible to make up for it on the next leg.

After receiving your checkpoint slip, read it over carefully. Please read any special instructions that may be given to you on the slip. Please pull forward to the out marker as your out-time approaches. Do not block the out marker from other cars that might be starting before you. Zero your ODO at the out marker or where instructed in the checkpoint slips.

If, for some reason, you enter a checkpoint backwards, you are off course and will receive a penalty. Continue past the in-line until you find a safe place to turn around. After turning around, enter the checkpoint from the proper direction and follow normal procedure.

Whenever you encounter a checkpoint, you must follow the above procedure. Always stop at each checkpoint encountered even if you think you are not supposed to be there or think you are at the wrong checkpoint.

OFF-COURSE CONTROLS:

An Off-Course Control will be identified with a checkpoint sign and all procedures stated above for a checkpoint should also be followed here. If you enter an Off-course control you will be assessed a penalty and given instructions how to get back on-course.

SCORING PENALTIES :

1 POINT	Per hundredth of a minute early or late at a Checkpoint.
500 POINTS	Maximum timing error per Checkpoint.
200 POINTS	For entering a checkpoint from the wrong direction or missing a checkpoint.
250 POINTS	Points entering an off-course Checkpoint.
100 POINTS	Additional penalty for stopping or creeping within the sight of a Checkpoint except when required by instruction or law.
1000 POINTS	Points additional penalty for failure to stop after entering a checkpoint.
????? POINTS	Checkpoint workers to assess additional penalties as they see fit for creating unsafe conditions.

DELAY ALLOWANCES:

A delay allowance will be considered for the following situations:

1. Assisting at the scene of an accident (not involving the rallye participant).
2. Road Blockage caused by an accident, train, wildlife crossing, etc.
3. Delays caused by officially privileged processions.
4. Police, except for traffic violations.

A request for a delay allowance must be submitted in writing before receiving your checkpoint slip at the next checkpoint. The request must be made in whole minute plus 0.50 minutes, with a minimum of 1.50 minutes. Another rallye entrant or rallye official must witness the delay.

PROTESTS:

Timing protests must be made at the checkpoint in question; no timing protests will be considered after you have left the checkpoint. Any route protests must be submitted in writing at the endpoint, within 30 minutes of your arrival at the last checkpoint. The rallyemaster reserves the right to settle any and all protests just because he has done all the work.

EMERGENCY SIGNS:

You may encounter signs placed by the rallye officials along the rallye route. These signs will be marked "PCA" followed by one or more of the following symbols:

O/C – meaning off-course, turn around.

→ – Meaning go in the direction indicated.

RI#__ - meaning that instruction is to be executed at that point.

If you go off-course and become lost, go back to the last instruction where you know you were on course and try again. If this does not help, try to get to the next available PUP. Do not follow another Porsche except as a last resort. They may not be part of the rallye or may be lost too. In case of an emergency or if you are hopelessly lost, the rallyemaster's cell phone number is _____.

TOURING CLASS:

Sometimes we might allow a touring class in a rallye to show our newer rallyists that rallyes can be fun!! These cars will have additional instructions to explain what they may or may not be doing right at each intersection along the route. Any competitive rallye team caught fraternizing with touring rallyists along the rallye route will be **DISQUALIFIED**. Touring cars will leave the starting point after all other rallye cars.

GLOSSARY:

All the terms used are defined in your PCA Chicago Region Membership Directory. Following are changes to or applicable definitions:

DOUBLE ARROW: A two-headed arrow sign, usually black on yellow. Used primarily to indicate a T intersection when it is in front of you. When it is on either side of you, it will apply to a side road. However, the sign is valid either in front of you or on either side of you. (This is the “official type” put up by highway or traffic departments of states, cities, etc.)

FREE ZONE: A part of the timed rallye route in which there are not any checkpoints.

NOTE: An instructional guide used to assist you in the execution of a Route Instruction.

PUP: Pick Up Point. Points along the rallye course where you may pick up the route should you become lost.

RAILROAD CROSSING: One or more pair of parallel rails identified by a standard railroad crossing sign. A railroad track is one set of parallel rails on which a train can operate.

CROSSING: Same as above.

STOP (a.k.a. Stop Sign): “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 rallye route. Count only one stop per intersection.

TURN: To make a change of course. A turn cannot direct you straight.

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 rallye route. It need not be operational or it may be operating as a blinker. Count only one traffic light per intersection.

Y: An intersection having the general shape of the letter Y, requiring a turn to the left or the right. Both turns will be substantially less than 90 degrees. It is not possible to proceed straight at a Y. It should be treated as a T.

Y-T: An intersection composed of a T preceded by a triangle. It should be treated as a T.

THE FOLLOWING ARE A FEW MAIN ROAD RULES THAT MIGHT BE ENCOUNTERED ON A RALLYE. STUDY THEM BUT DO NOT CONSIDER THEM AS PART OF THESE GENERALS. REFER TO SUPPLEMENTAL GENERALS DISTRIBUTED AT TIME OF RALLYE.

MAIN ROAD RULES:

ONTO - This main road rule can be executed in different ways depending on the definition used by the rallyemaster. Two definitions follow:

Definition #1: ONTO - The "Main Road" as determined by this rule is that road which you have been placed on by the use of a directional instruction, the word 'ONTO' and the designation of the road. You must remain on the designated road or you must re-enter the designated road in the same direction whenever it is encountered unless a **RI** directs you in a different direction. The ONTO will remain active until cancelled by a Special Instruction. (THE RALLYEMASTER MAY ELECT TO HAVE IT CANCELED BY OTHER MEANS - i.e. canceled automatically by checkpoint, canceled by a directional route instruction, etc.)

OR

Definition #2: ONTO - The "Main Road" as determined by this rule is that road which you have been placed on by the use of a direction instruction, the word **ONTO**, and the designated road. You must remain on the designated road, or you must re-enter the designated road whenever it is encountered. Direction of travel is not an issue in this rallye. **Please Read the Checkpoints Slips.**

RIGHT AT T OR Y -

LEFT AT T OR Y - (only one or the other will be active at one time). The **Main Road** as determined by this rule is the road to the left or right at all T or Y intersections. The intersection may or may not be marked by a Double Arrow. You must be traveling up the stem for it to be a T or Y. Slant T or Y intersections are also T's or Y's.

STRAIGHT AS POSSIBLE - The **Main Road** as determined by this rule is the road that goes straight or nearly straight as possible through an intersection. It is not possible to go straight as possible at a T or Y.

AND EVEN DIFFERENT MAIN ROAD RULES MAY BE PRESENTED BY THE RALLYEMASTER.