

2013 PCA Parade Traverse City



TSD Rally

General Instructions

INTRODUCTION

Welcome to the 2013 Parade TSD Rally, sponsored by Mobil 1. The rally is on Tuesday, June 25, with the first car starting at 7:30 am, and the last car starting about 10:00 am. The rally starts and finishes at the Grand Traverse Resort and will cover about 100 miles and take a little over 4 hours to complete. The object of this rally competition is to follow the correct course, using the average speeds and times assigned, so you arrive at each control location when you are due, neither early nor late. Each leg of this rally is scored separately and if you are early or late on one leg, you cannot improve your score by speeding or slowing on the next leg. Always drive in a safe and legal manner, and have fun! You are encouraged to attend the TSD rally school on Monday afternoon (details are in the Parade Schedule).

The 2013 Parade TSD Rally will be governed by and conform to the 2013 Porsche Club of America Competition Rules (PCR), these General Instructions (GI), any Supplemental General Instructions (SGI), the Route Instructions (RI), and any Special or Emergency Instructions (SI).

NOTE: PCA National rules do not allow anyone under 18 to be a participant in a TSD rally, except registered JPP (16-17 year old) entrants as navigator only. See the Porsche Club of America Competition Rules for more info on JPP participants.

START PROCEDURE

Each rally team will be assigned a start time at on-site Parade check-in. You may request a start time within a 30 minute block starting at 7:30 am. The last available starting time will be around 10:00 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 a start time. Any changes *after* on-site Parade check-in must be cleared through the rallymaster.

The start location of the rally will be at the Grand Traverse Resort (details provided at Parade check-in). Both driver and navigator must be wearing their Parade badge. You may pick up your route instructions and scoring envelope 20 minutes prior to your assigned out time. You may then leave the start at any time.

OFFICIAL TIME AND MEASUREMENT

Official rally time will be available at the start location where you receive your Route Instructions and scoring envelope. It is synchronized with short wave radio station WWV (National Bureau of Standards time signal) and set to local time.

Prior to the first open control (checkpoint), you will traverse an odometer check section, which allows you to compare your car's odometer reading with official mileage. For purposes of this rally, 1.00 mile = 1.60 kilometers (km).

Official measurement was made using a Timewise 798A rally computer, reading to 0.01 mile. The maximum distance between consecutive Route Instructions is 5.00 miles (8.00 km).

PENALTIES

1 point per second early or late at an open control (manned checkpoint) and DIYC, up to a maximum of 300 points (3 minutes) per leg.

300 points for each missed control.

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 after being waved in 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.

SCORING

Within 60 minutes of your arrival time at the final open control, you must turn in all your timing slips and your completed scoring envelope to the scoring table at the Grand Traverse Resort (the rally instructions will have the exact location). In order to be scored, you must turn in a scoring envelope.

Provisional results will be posted in the Hospitality Room as soon as possible. Official results posting time and location will be determined (exact time and locations will be given when you turn your scoring envelope in). In the event that you disagree with the official posted results, please recheck your scoring first. If the discrepancy still exists, please bring it to the attention of a Rally official no later than one hour after the official posting period began. There will be a Rally official available at the official results posting site. Any mathematical errors will be corrected.

PROTESTS

The Protest Committee will be available at the end of the rally in the same area where the scoring envelopes are turned in. Protests must be filed in accordance to PCR G-9.6.

DELAY ALLOWANCES

Delay allowances will be allowed in accordance with PCR R-9. Delay allowance requests must be turned in at the next open control (manned checkpoint) you encounter. Use the delay allowance forms provided in your scoring envelope.

ROADS

The rally route consists of public, paved, through roads, except when specifically instructed otherwise. Roads marked No Outlet, Not Through, Dead End, etc., do not exist. Treat any unpaved road, private road, alley, driveway or entrance to businesses as non-existent, unless specifically told to use it.

SIGNS

QUOTED SIGNS

Quotation marks are used in the route instructions to indicate the complete or partial text on the sign to be used. All quoted signs will be on your right. Signs shall be read left-to-right, top-to-bottom, as in normal English. *Signs are to be read as obviously intended.* All signs will be readable at rally speed before your car passes the sign.

Signs may be quoted in whole or in part. The referenced portion of a quoted sign will be continuous, with no intervening text skipped. Referenced capitalization and punctuation need not agree with that on the sign, but spelling must be exactly as shown in the Route Instruction.

More than one sign mounted on a common support is considered a single sign.

Do not use signs on mailboxes, signs on or attached to vehicles or buildings, or signs painted on the surface of the road.

A single sign will not be used for consecutively numbered Route Instructions.

LANDMARK SIGNS

Non-quoted signs identifying landmarks may be located on either side of the road and will be readable at rally speed before your car passes the sign. See PCR R-4.1.d for definition of landmark. Landmarks will be identified in the instructions by capital letters without quotation marks. Partial names may be used in the Route Instructions to identify landmarks. For example, the landmark WEST CREEK CANYON might be identified as WEST CREEK, or as CREEK CANYON, or as CANYON, etc., but not as W CREEK, nor as CREEK CYN, nor as WEST CANYON, etc. A sign naming a road identifies the road on both sides of an intersection unless the road naming signs clearly indicate the contrary.

EMERGENCY SIGNS

If a last minute detour or correction becomes necessary, a special sign containing the words PCA RALLY will be erected with official information; by their nature they take precedence over all other instructions. Emergency signs may be attached to any support – there are no traps based on the use of Emergency signs.

What to do if you encounter an Emergency Sign:

- a. If you encounter a PCA RALLY sign with an arrow and/or RI#, proceed in the direction indicated by the arrow. If there is a referenced RI# with the arrow, the referenced RI# is to be executed as near the sign as possible.
- b. If you encounter a PCA OFF COURSE sign, you are off course. Carefully execute a U-turn and retrace your route until you find a PCA RALLY sign with an arrow and/or RI# to get you back on course. If there is a referenced RI# with the arrow, the referenced RI# is to be executed as near the sign as possible.

SPEEDS

All speeds are in miles per hour (mph) with speeds in kilometers per hour (km/h) given in parenthesis. Speeds specified in the Route Instructions are average speeds. All speeds listed in the Route Instructions will be at, or below, the posted speed limit.

Speed changes listed in the Route Instructions are initiated at the first part of the indicated sign or landmark except when instructed otherwise. Execute speed changes associated with course actions (e.g., Right, Left, Straight, Turn) at the apex (middle) of the intersection.

COURSE FOLLOWING

Except when a Route Instruction instructs otherwise, the correct route through an intersection is determined by the following rules:

ONTO rule: When you have executed a course directing action onto a road by name or number (e.g. Left onto JONES), you must follow that road by name or number until you execute a course directing action.

FOLLOW the LINED ROAD rule: When you are instructed to Follow the Lined Road (e.g. Right at JONES. Follow the Lined Road.), you must continue to Follow the center line of the road until you execute a course directing action.

STRAIGHT AS POSSIBLE rule: At intersections where the onto rule or the Follow the Lined Road rule are not in effect, and at intersections where the onto rule or the Follow the Lined Road rule are in effect but no street sign or center line shows the proper single course, proceed as straight as possible. The determination of which way is as straight as possible is made at the point you enter the intersection. Do not try to apply the Straight as Possible Rule at a T intersection.

Do not make a U-turn unless you are specifically instructed to do so.

ROUTE INSTRUCTIONS

REDUNDANCY

The terms LEFT, RIGHT, TURN, and STRAIGHT are course directing actions. You may not execute a course directing action in a Route Instruction at a point where it would take you in the same direction as the course following rule in effect at that point. (The course following rules – ONTO, FOLLOW the LINED ROAD, and STRAIGHT AS POSSIBLE – are listed in above in Course Following).

At an intersection where the current Route Instruction is redundant with the course following rule, use the course following rule to take you through the intersection and continue to look for a place where you can execute the Route Instruction at a point where it is not redundant.

ROUTE INSTRUCTION EXECUTION

Unless redundant, execute each numbered Route Instruction at the first point satisfying the route instruction and consistent with these general instructions.

Numbered route instructions are to be executed in ascending numerical sequence.

Execute each part of a multiple-part instruction in the order presented (e.g., Right at second STOP. Pause 1 minute. You would execute the Pause 1 minute part of the instruction after you execute the Right at second STOP).

Route Instructions will not overlap; each is completed or canceled before the next is begun. However, a Route Instruction which initiates an average speed (CAST), the ONTO rule, the Follow the Lined Road rule, or a free zone, will cause that condition to remain in effect until a subsequent route instruction changes or ends it.

Information in parentheses is intended to help you but is not part of the route instruction.

SPECIAL INSTRUCTION EXECUTION

Special Instructions (SIs) may be issued at controls. They are to be acted upon as appropriate. They may provide official information or instructions you are to follow. There are no traps based on SIs.

SAMPLE ROUTE INSTRUCTIONS

11. Left onto HOT SPRING WAY. CAST 26 (42).
12. Cast 38 (61) at “School Xing”.
13. Right on GOLDEN CIRCLE. CAST 32 (51) after 0.50 mile (0.80 km).
14. CAST 28 (45) at second “Eastmont City Limit”.
15. Left at T (ARROW HWY). Pause 30 seconds. Follow the Lined Road.
16. CAST 26 (42) at “15 mph” for 0.25 mile (.40 km) and then CAST 30 (48).

CONTROLS

This rally will utilize the Open Control (also referred to as a manned checkpoint), and DIYC (Do-it-Yourself Checkpoint), (as defined in R.8.1 and R.8.2 of the PCRs).

OPEN CONTROL (manned checkpoint)

An open control is a point where your arrival time is recorded by rally workers. It consists of a timing line on the right side of the rally route marked by a “PCA IN” sign, followed by a station where you will receive a timing slip and a control slip.

The timing slip will show the following:

- a. Your arrival time as your front wheels crossed the timing line.
- b. Your time to leave the out marker to start the next leg of the rally.

The control slip will contain the following:

- a. Next Route Instruction and directions to the out marker.
- b. True time and mileage for the leg just completed.
- c. Critique of the leg just completed.

The control slip may also have Special Instructions (SIs) which contain official information and are to be acted on as appropriate.

OPEN CONTROL PROCEDURE:

- a. Pass the timing line (marked by a “PCA IN” sign) at rally speed. **DO NOT STOP AT THE TIMING LINE!** Continue safely to the timing station, or to an area directed by a control worker. Stay in your car; do not pass any other cars.
- b. A control worker will bring you your timing slip and control slip. If you have a delay claim, hand it to the control worker before you receive your timing slip and control slip. If you feel there is an error in your Time In (arrival time), or your Time Out (departure time), you must register your complaint with the checkpoint captain before you leave the control.
- c. The next leg begins at the out marker (marked by a “PCA RALLY OUT” sign). The distance between the timing line and the out marker is not considered for time calculations. Official mileage reverts to 0.00 at the out marker. Please take your reference reading at the out marker and then pull ahead so you are not blocking the out marker or the road. The first 1 mile (1.6km) of each leg is a Free Zone.

(One function of a control is to have all cars starting the new leg working on the same instruction. Therefore, you should consider information on the control slip correct even if it cancels route instructions you have not executed.)

DIYC CONTROL (Do-It-Yourself Checkpoint)

DIYC controls will be located on the right side of the rally route and will be identified in the Route Instructions by an instruction indicating DIYC. The DIYC location will be clearly marked and will have an area where you can safely pull off the road. Please do not block the sign at the DIYC location. Take whatever references you need to take and pull forward out of the way so others may safely do the same.

DIYC CONTROL PROCEDURE:

At a DIYC, write your TIME IN (arrival time) in hours, minutes, and seconds, in the TIME IN space on your DIYC timing control slip (provided in your scoring envelope). Your TIME OUT is *exactly* 3.00 minutes after your TIME IN (example: if your TIME IN was 10:25:46, then your TIME OUT is 10:28:46). Write this TIME OUT in the

TIME OUT box on your DIYC timing control slip. This will be your start time for the next leg of the rally.

Your departure speed (out speed or CAST) will be indicated in the DIYC instruction.

You must turn in your DIYC timing control slip at the next Open Control (manned checkpoint). You are scored as having missed a control if you fail to turn in your DIYC timing control slip.

RALLY GLOSSARY

See Appendix VII of the PCR's for the Rally Glossary.

QUESTIONS

Questions regarding these General Instructions must be received prior to June 17, 2013 via email to tcg3@aol.com or by postal mail to Tom Gould, 1548 Roma Drive, Vista, CA 92081. Responses will be posted in Parade Hospitality. 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 these General Instructions.