

2016 PCA Porsche Parade Jay Peak



TSD (Time, Speed, Distance) Rally

General Instructions

INTRODUCTION

Welcome to the 2016 Parade TSD Rally, sponsored by Mobil 1. The rally is on Tuesday, June 21, with the first car starting at 7:30 am, and the last car starting about 10:00 am. The rally will start and finish at lower level of the parking lot in front of the Hotel Jay, not the Parking Garage, and will cover about 120 miles and take a little under 4 hours to complete with a break (GAS available) about half way through the event.

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. There is no intent to get you lost. The intent is for you to complete the route. 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 2016 Parade TSD Rally will be governed by and conform to the 2016 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). The TSD Rally section of the PCRs begins on page 31 of the 2016 PCRs.

NOTE: The PCRs 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 (reference G-2.2 and R-10 of the PCRs). See the Porsche Club of America Competition Rules for more info on JPP participants. The PCRs do not allow Guests to participate as either Driver or Navigator in the rally (reference G-2.2. paragraph 2).

There are 5 different Classes in which you can compete. Please note that placement in a class will be dependent on the equipment within your car, such as GPS and/or Navigation Equipment (installed or portable). Be sure and review the class definitions. It is your responsibility to classify yourself. Changes to your registered rally class are allowed after your registration is accepted and up to when you go through the Parade Check-in at the TSD Rally table on Sunday.

SCHEDULE of things related to the TSD Rally

Right now ----- you can print these General Instructions and Appendix VII of the PCRs

SUNDAY ----- go thru the Parade Check-in at the TSD Rally Table.....verify and update your info and obtain a TIME OUT....we will also provide you with a copy of these General Instructions and a copy of Appendix VII of the PCRs

MONDAY ----- TSD Rally School in the afternoon.....see the Parade Schedule for the location

TUESDAY ----- the TSD Rallyfirst car out at 7:30 AM

TUESDAY ----- the TSD Rally.....turn in your scoring envelope (within 60 minutes of your arrival time at the last checkpoint) at the Ice Haus -- Hospitality

WEDNESDAY -- the TSD Rally awards dinner

QUESTIONS

Questions concerning these General Instructions must be made in writing and be received by 11:59pm PDT on Saturday, June 11, 2016. They may be e-mailed to the rallymasters at:

paradetsdrally2016@gmail.com

or sent by postal mail to:

Rik Larson and Jack Stephensen
2120 Maddox Court
Carmichael, CA 95608

Questions must be in writing and will not be accepted in person nor will telephone calls be accepted for questions regarding these general instructions.

Questions must be worded so they can be answered with Yes, No, or Does Not Occur. Any questions that do not adhere to this format will not be answered. Note that a response of “Yes” does not necessarily mean that it will occur; only that that it is a correct interpretation of these General Instructions. Submitted questions and their responses will be posted in Parade Hospitality.

RALLY GLOSSARY

As part of the PCRs, there is a Glossary (Appendix VII) that provides for a standard set of terms used for the TSD rally. You should print this Glossary (2 pages) as it will help with the understanding of the terms used in the Route Instructions. The terms are standardized for this event from year to year. The PCRs are available at www.pca.org, or at the Parade website, 2016parade.pca.org

There is an example of route instructions at the end of this document that illustrates the use of some of the terms.

There is also examples of signs that we may use at the end of the document of:

- Checkpoint
- G (off course)
- arrow
- P (private)
- RI # (execute the RI # here)

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

- RI: Route Instruction. Includes numbered instructions and lettered instructions.
- U-TURN: Make a 180 degree reversal of direction.

TERMS NOT USED on this event that are in the Rally GLOSSARY:

- RIP
- ITIS

WHAT HAPPENS AFTER I REGISTER for the TSD RALLY?

You will register for the TSD rally as part of the overall registration process. You can register for the rally even after completing the process and paying your fees. Changes can be made online regarding your class, driver, navigator, and Porsche vehicle. You can register without knowing for sure who the driver or navigator will be. We can help you team up with a Parade entrant who has expressed an interest in competing in the event.

On Sunday, June 19th, you will confirm at the Parade Check-in the information needed for competing in the TSD rally. Changes must occur no later than the day before the event (reference G-2.4.1 and R-1). At Parade Check-in come to the TSD Rally table. There you will draw your official start time and verify 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 on 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).

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 Porsche vehicle in order to receive a start time. Any changes after on-site Parade Check-in must be cleared through the rallymasters.

On Monday, June 20th, you are invited to attend the TSD Rally School. It will occur in the afternoon (check the Parade Schedule for location and time).

TUESDAY MORNING - Rally Day

START PROCEDURE

The start location of the rally will be at the Hotel Jay lower level of the parking lot (details to be 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.

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.

OFFICIAL TIME, SPEEDS, 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. All of the Open Controls are synchronized to this signal.

This year's timing will be in Hours, Minutes, and Seconds. Unless otherwise noted, rally times are given in 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.

The course was measured using a standard GPS system. The day of measurement was dry with temperatures in the 60s. Average speeds in the instructions will be listed in miles/hour with kilometers/hour in brackets [km/h]. For rally purposes one mile = 1.60 kilometer.

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.

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 # 8).

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.

TIME DELAY REQUEST 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.

Time Delay Request:	Amount of Time Requested: _____ :00 Minutes
On Leg #: _____	(Requests should be made in whole minutes)
Car Number: _____	Received at Control #: _____

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 bicyclists and farming equipment. Be very careful.

SCORING

PENALTIES

- 1 point per second early or late at an open control (manned checkpoint) and DIYC, up to a maximum of 300 points (5 minutes) per leg.
- 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.
- 300 points for each missed Open and DIYC 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 --- stuff to turn in at the end of the rally

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 Ice Haus Arena (the rally instructions will have the exact location). In order to be scored, you must turn in a scoring envelope.

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. 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).

Provisional results will be posted in the Hospitality Room at Ice Haus 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.

RALLYING BASICS

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.

Penalty points are given for each second you are early or late when you arrive at each control.

Information about the types of Controls is below. 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; gas is available at the mid-break)
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 -- a \$10 digital kitchen timer works great)
4. A clipboard (to hold the route instructions)
5. Writing instruments (pens, pencils, highlighters, etc.)

CONTROLS - CHECKPOINTS

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

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.

OPEN CONTROL (manned checkpoint - PCR Section R-8.1)

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 “” sign, followed by a station where you will receive two items: 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 ("sticky goes here").

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.

If you have used a DIYC slip, hand the original to the worker. If you took a time delay (details above), hand your original Delay Allowance form to the worker before receiving your timing slip.

TIME IN _____:_____:_____		Car # _____	Control	12
Scoring Team Only	_____:_____:_____	Penalties _____		
	_____:_____:_____	Rally 2016 Jay Peak	Leg 13	"sticky goes here"
DO NOT Write on this slip - copy the information to your scorecard and turn this in at the Finish (in the scoring envelope)			TIME OUT	

OPEN CONTROL PROCEDURE:

- a. Pass the timing line (marked by a “” 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 Allowance request, 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 (as identified on the control slip). 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 [1.6 km] 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 - PCR Section R-8.2)

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.

TIME IN _____:_____:_____	Car # _____	DIYC	9
_____:_____:_____	Penalties _____		
Rally 2016 Jay Peak		TIME	_____:_____:_____
Write your arrival time at the DIYC in the TIME IN space. Your TIME OUT is exactly 3 minutes later. Hand this slip in at the next manned checkpoint & place NCR copy in your envelope.		OUT	(hours:min:seconds)
		Next Leg	(3 minutes after TIME IN)

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 original 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 original DIYC timing control slip.

ROUTE CONTROL (PCR Section R-8.3)

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.

ROADS, ROUTE INSTRUCTIONS, SIGNS, LANDMARKS, and COURSE FOLLOWING INSTRUCTIONS

ROADS

The rally route consists of public, paved, through roads, except when specifically instructed otherwise. The start and finish are valid roads. 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.

ROUTE INSTRUCTIONS (RI)

The Route Instructions (RI) contain number instructions and lettered instructions. See the examples in the Sample Route Instructions at the end of this document. The Route Instructions are issued at the start 20 minutes before your assigned out time.

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.

Numbered route instructions must be executed in ascending consecutive numerical order. A numbered route instruction may contain one or more lettered route instructions (see sample RI #xx). Lettered route instructions may or may not be executed, but must be executed if possible. Once a numbered route instruction that precedes a lettered route instruction(s) is completely executed, the letter route instruction(s) presents an opportunity to be executed as well as the next numbered route instruction. At each opportunity, the first available lettered or numbered route instruction should be executed. Once a lettered route instruction is completely executed, any preceding lettered route instruction(s) is cancelled. However, subsequent lettered route instructions remain active until the next numbered route instruction is executed.

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 # 4.

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.

ROUTE INSTRUCTION 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 –FOLLOW THE LINED ROAD, and STRAIGHT AS POSSIBLE – are listed below 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.

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.

SIGNS AND LANDMARKS

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

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, the right-side of the rally road, or overhead unless the side is specified in the Route Instruction. Quoted signs on side roads or roads parallel to the road that you are traveling on ARE NOT USED. 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. 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.

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 14' 11"

but could not refer to a sign reading:

LOW BRIDGE 14FT 11IN

LANDMARK SIGNS

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

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. 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 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 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 G sign, you are off course. Carefully execute a U-TURN and retrace your route until you find a PCA 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.
- c. If you encounter a PCA P sign, this indicates a private road.

COURSE FOLLOWING

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

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. The center line may be solid or broken (dashes).

STRAIGHT AS POSSIBLE rule: At intersections where the FOLLOW THE LINED ROAD rule is not in effect, and at intersections where the FOLLOW THE LINED ROAD rule is 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.

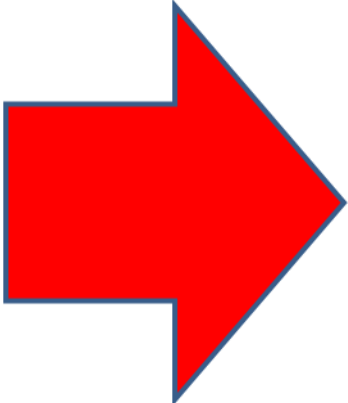
Do not make a U-TURN unless you are specifically instructed to do so.

The same sign cannot be used for consecutively numbered instructions. For example, RI # 11 and # 12 require a total of three "Speed Limit" signs since the one for # 11 cannot be used as one of the two needed for # 12.

2016 Parade Rally - Sample Route Instructions

RI #	Miles/[Kilometers]	Text Instruction
1	0.00[0.00]	Begin Odometer Check Section at "Start". Take exactly 25 minutes to complete RI #1 through 4.
2		Right at OLYMPIC BLVD.
3	5.83[9.32]	"Westfield Montgomery" (mileage check).
4	10.50[16.80]	End Odometer Check at "Willie Williams". CAST 30 [48].
5		Right at JONES and CAST 40 [64].
6		Pause 1 minute at " 14 11 ".
7		Left at "John Clever" OR Right at ED TIX.
8		At "Beehive State" CAST 20 [32] for 0.25 miles [0.40 km], then CAST 40 [64].
9		"Utah".
10		Left at T, watch for MISSIONARIES on BICYCLES for the next 2 miles [3.2 km].
a		Right at CHURCH.
b		"Canada 1".
c		Left first OPP.
11		CAST 35 [56] at first "Speed Limit".
12		CAST 25 [40] at second "Speed Limit".
13		CAST 30 [48] at "Werks Reunion".
14		CAST 40 [64] at MONTEREY ROAD . FOLLOW THE LINED ROAD.
15		Begin Transit Zone at "Jay Peak". Take 20 minutes to reach RI #17. It is approximately 10.0 miles [16.0 km].
16		Right at STOP.
17		End Transit Zone at "Mountain" and CAST 20 [32].
18		At "Tram" CAST 30 [48].



PCA	PCA	PCA	PCA
	P	G	RI
PCA			#68