

General Instructions for Rallye Year 2020

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 communication 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 (aka controls).

Rallye teams should be alerted to traps which may be encountered along the route. Traps are used by the Rallye Master 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. Planned traps will usually loop back onto the rallye route or off course markers will bring you back to the rallye route.

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

In addition to this document, please review the additional Rallye Terms and Definitions are listed in the 2020 Rallye Classes, Notes, and Definitions available on the Chicago Region website (www.pca-chicago.org) on the Rallye page.

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. 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, a Rallye Score Sheet, a Time Delay Slip, and (if needed) the Supplemental General Instructions (SGI). 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 should read and reread the General Instructions (GI) and Supplemental General Instructions (SGI). 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.

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The official start time for each rallye team is the start time plus the rallye team car number.

Registration:	9:30 am	
Short Rallye School:	10:00 am	
Driver's Meeting:	10:30 am	
1st Car off:	11:01 am	Car #1 may receive their instructions at 10:51 am Car #1's official start time is 11:01 am

You will be responsible for your start. Leaving the start area will confirm that you accept 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, 5=lowest):

- 1) SI = Special Instructions, singular or plural
- 2) SGI = Supplemental General Instructions, singular or plural
- 3) GI = General Instructions, singular or plural
- 4) RI = Route Instructions, singular or plural
- 5) MRR = Main Road Rules, singular or plural

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). Special Instructions on the Checkpoint Sheets become active immediately and remain 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. SIs 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.

SGI (Supplemental General Instructions aka Supplementals): Should a change or clarification need to be made to the General Instructions, Supplemental General Instructions will be issued to all entrants at registration. These are issued by the Rallye Master for their rallye.

GI (General Instructions): What you are reading now.

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.

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The word AND joins parts of a RI. All parts of an AND instruction must be executed in the sequence given.

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.

If a route instruction contains both AND and OR instructions, the OR instruction has priority over the AND instruction. Consider both sides of the AND instruction as if it is a single instruction that must be completed, and then treat the OR as you would any other OR instruction. In the following RI example "Do 'A' **AND** Do 'B' **OR** Do 'C' **AND** Do 'D'" - execute the part of the OR RI that is executable first. Do instruction A first if you encounter it, then do B, and ignore the instructions after the OR. However, if you can execute C first you should do it and then do D and ignore A and B as you would with any other OR instruction.

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. The same road, intersection, sign, or other landmark may not be used for consecutive RI.

Information in parentheses in a RI is intended to be helpful, but not essential for the completion of that RI.

The RI contains 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 a 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.

Please obey all posted speed limits. There will not 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.

MRR (Main Road Rules): 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 General Instructions at the time of the rallye for MRRs that are applicable to the rallye being presented, their definition and how they are to be executed. The order in which the MRRs are described in the Supplemental General Instructions specify the priority in which the rules should be applied. Examples of MRRs you might encounter in a Rallye Supplemental General Instructions are found on Page 6 of this document.

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REDUNDANCY:

Any redundancy of instructions will be specified. That is, it will be clear whether or not an instruction can be executed when it directs the same action as a MRR or RI or other unnumbered route instruction. This includes those instructions that are accompanied by ORM in the margin or marked as redundant (or possibly redundant) in parenthesis alongside 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 the absence of that instruction.

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. Multiple signs on the same post will not be referenced or used. 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 normally 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 sign and park on the shoulder of the road as far and safely as possible. Do not stop in front of, or beside the checkpoint sign. Walk back to the checkpoint workers. You will receive a Checkpoint Critique Sheet and a Checkpoint Control Slip (refer to Appendix for an example). The Checkpoint Control Slip notes your in-time for the previous leg and your out-time for the next leg. Please be sure all information on the Checkpoint Control Slip is accurate. Leaving the checkpoint will confirm that you have accepted the information on the Checkpoint Control 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.

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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 critique sheet, read it over carefully. Please read any special instructions that may be given to you on the critique sheet. 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 critique sheet.

Stopping (except at a stop sign) or creeping within sight of a checkpoint will result in a penalty.

If for some reason you enter a checkpoint backwards, you are considered off course and will receive a penalty. Your time will be determined when you pass the checkpoint sign from the wrong direction. Continue past the checkpoint until you find a safe place to turn around. Return to the checkpoint and park with the other rally vehicles to receive your time slip. Your time will be determined when you first pass the checkpoint sign regardless of direction.

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 CHECKPOINTS:

An Off-Course Checkpoint 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 checkpoint, you will be assessed a penalty and given instructions how to get back on-course.

TIME DELAY ALLOWANCE REQUESTS:

The purpose of the time delay allowance (refer to Appendix for an example) is to avoid speeding or dangerous driving on public roads. Rallyists may use a time delay allowance any time they fall behind schedule. Reasons for time delay allowance request might be:

- Police, except for traffic violations.
- Blockage of the rallye course – for example, by trains, accidents, cattle, etc.
- Stopping to aid another motorist, to give aid at an accident or to give information to local authorities.
- Deviations from the prescribed route or prescribed CAST.
- Any other problem encountered that puts the rallye car off schedule.

For each requested time delay allowance, there will be a 150-point penalty added to the score of the leg for which the delay allowance was requested. Time delay allowances must be requested in increments of whole minutes. The maximum delay allowance per checkpoint will be 10 minutes. The minimum time delay allowance request per checkpoint will be 1 minute. The penalty can be waived at the discretion of the Rallye Master if a reasonable justification is provided.

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The procedure to submit a time delay allowance request is as follows:

- A time delay allowance request must be submitted in writing using a Time Delay Request form (refer to Appendix for an example) **before** receiving your Checkpoint Control Slip at the first checkpoint reached after the delay and must be submitted and accepted by the checkpoint workers before receiving your Checkpoint Control Slip. Time delay allowance requests will not be accepted after you have received your Checkpoint Control Slip.
- The checkpoint worker will check the Time Request Penalty line on the Checkpoint Control Slip and on the Checkpoint log. The white portion of the Time Delay Request slip must be given to the checkpoint worker and the yellow slip must be stapled to the Checkpoint Control Slip when the Rallye team hands in all their Checkpoint Control Slips at the endpoint.

SCORING:

A Rallye Score Sheet (refer to Appendix for an example) will be given to each rallye team at registration. This document is provided to help teams determine their score for the entire rallye. At the end of the rallye, your team transfers the information from the Checkpoint Control Slip legs to the Checkpoint Critique Sheet legs before handing in their Control Slips to the scoring team. Then the team uses the timing information on the Checkpoint Critique Sheets to calculate their total rallye score on the Rallye Score Sheet. The rallye scoring team will determine the official score for placement. A rallye team can compare the score they calculated to their official score announced at the end of the rallye.

If a team feels there is a discrepancy between the score they calculated and the announced score that would affect their standings for an award, they should notify the Rallye Master. Any such discrepancies must be resolved the day of the event.

SCORING PENALTIES:

1 point	Per hundredth of a minute early or late at a checkpoint.
500 points	Maximum timing error per checkpoint.
250 points	For entering a checkpoint from the wrong direction in addition to timing penalty.
250 points	For missing a checkpoint.
250 points	For entering an off-course checkpoint.
250 points	For failure to stop after entering a checkpoint in addition to timing penalty.
250 points	For stopping or creeping within sight of a checkpoint in addition to timing penalty except when required by instruction or law.
150 points	For time delay request per Leg in addition to timing and additional penalties.
750 points	Total maximum points (timing and additional penalties) per Leg.
DQ	Checkpoint workers may assess as they see fit for creating unsafe conditions.

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PROTESTS:

The Rallye team member picking up the Checkpoint Control Slip from a checkpoint worker is responsible for double-checking the information on the slip. If there is a timing protest, it must be made at the checkpoint in question; no timing protests will be considered after you have left the checkpoint. No timing protests will be considered once the rallye results have been announced at the rallye end point.

Any route protests must be submitted in writing at the endpoint within 30 minutes of your arrival at the last checkpoint. The Rallye Master reserves the right to settle any and all protests. Protests related to alleged incorrect rallye instructions must be made promptly as the Checkpoint Control Slips are handed in to the Rallye Master at the completion of your rallye run. Reasonable requests will be considered by the Rallye Master and appropriate remedies may be applied.

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. Do not follow another Porsche (except as a last resort as they may not be part of the rallye or may be lost too).

RALLYE MASTER CONTACT:

In case of an emergency or if you are hopelessly lost, you may call the Rallye Master. The Rallye Master's cell phone will be listed in the Supplemental General Instructions. There are no penalty points for calling the Rallye Master.

If team is lost – If a team calls the Rallye Master because they are lost during any leg in the rallye, the Rallye Master will give the team directions to get them back on course. It may be necessary for the Rallye Master to give directions to the nearest checkpoint which may not be the checkpoint the team was looking for. If this causes the team to miss a checkpoint, the team will receive maximum timing points for both legs (the missed checkpoint and the checkpoint they were directed to). If the directions from the Rallye Master cause a team to come into that checkpoint backwards, no penalty points will be assessed for coming into that checkpoint backwards. The objective is to get the rallye team to the nearest checkpoint safely and have them proceed on the rallye with the correct instruction.

If team discontinues rallye - If any rallye team opts to discontinue the rallye, a call should be made to the Rallye Master providing this information. As cell service is sometimes spotty please continue to call the Rallye Master until you reach him/her. This courtesy call allows the Rallye Master to make appropriate decisions regarding the conduct of the day's rallye. Checkpoint workers remain at their station until all teams are accounted for, so this courtesy call would allow them to leave without waiting for a discontinued team.

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TOURING CLASS:

A touring class is provided in each rallye to show our newer rallyists that rallyes can be fun!! These cars will have annotated instructions that explain what they should do to correctly navigate through each intersection along the route. Any competitive rallye team caught fraternizing with touring rallyists regarding the rallye route will be DISQUALIFIED from receiving event points.

MAIN ROAD RULES:

The following are examples of Main Road Rules. Please check Supplemental General Instructions at the time of the rallye for the Main Road Rules in effect for the current rallye.

ONTO - This main road rule can be executed in different ways depending on the definition used by the Rallye Master. The definition applicable to a specific rallye will be defined and explained at the Drivers Meeting for that rallye.

RIGHT or LEFT AT T OR Y (only one or the other will be active at one time).

RIGHT AT T OR Y - The Main Road as determined by this rule is the road to the 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.

LEFT AT T OR Y - The Main Road as determined by this rule is the road to the left 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.

RALLYE DEFINITIONS:

Definitions of the Main Road Rules are provided above. Rallye Definitions are found in the "2020 Rallye Class, Notes, and Definitions" document. However, a Rallye Master can alter or clarify a definition as it pertains to their rallye by providing the altered definition in that Rallye's "Supplemental General Instructions" at the time of the rallye.

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APPENDIX

RALLYE SCORE SHEET

RALLYE
SCORE
SHEET



Driver _____

Navigator _____

Car Model _____ Color _____

CAR NO. _____

CLASS _____

Position _____

	1	2	3	4	5	6
A - TIME IN (ARRIVAL)	: .	: .	: .	: .	: .	: .
B - TIME OUT	: .	: .	: .	: .	: .	: .
C - ELAPSED LEG TIME (A minus B)	: .	: .	: .	: .	: .	: .
D - TIME DELAY	: .	: .	: .	: .	: .	: .
E - OFFICIAL LEG TIME	: .	: .	: .	: .	: .	: .
F - ERROR (C minus D minus E)	: .	: .	: .	: .	: .	: .
LEG SCORE (F times 100)						

	7	8	9	10	11
A	: .	: .	: .	: .	: .
B	: .	: .	: .	: .	: .
C	: .	: .	: .	: .	: .
D	: .	: .	: .	: .	: .
E	: .	: .	: .	: .	: .
F	: .	: .	: .	: .	: .

Leg Score	Penalty Points	Total
1 _____	+ _____	= _____
2 _____	+ _____	= _____
3 _____	+ _____	= _____
4 _____	+ _____	= _____
5 _____	+ _____	= _____
6 _____	+ _____	= _____
7 _____	+ _____	= _____
8 _____	+ _____	= _____
9 _____	+ _____	= _____
10 _____	+ _____	= _____
11 _____	+ _____	= _____
Total		_____

TIME DELAY REQUEST

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

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CHECKPOINT CONTROL SLIP

Porsche Club of Chicago - Chicago Region
Check Point Control Slip

Driver Name _____

Navigator Name _____

Novice Y/N _____ Touring Y/N _____

LEG _____

CAR NUMBER _____

IN TIME _____

OUT TIME _____

PENALTIES

TIME REQUEST PENALTY _____

WRONG WAY _____

CREEPING OR STOPPING _____

FALIURE TO STOP _____

Transfer times to your score sheet for your records,
then submit Control Slips to scoring at the end of the rallye.