

WHAT IS A TSD RALLYE?

- GOING FROM POINT "A" TO POINT "B" IN A PRECISE AMOUNT OF TIME.....
- BUT NOT KNOWING WHERE POINT "B" IS UNTIL YOU GET THERE
- THE OBJECTIVE IS TO ARRIVE AT POINT "B" AT A PRECISE TIME
- POINT "B" IS A "CONTROL" (CHECKPOINT) WHERE YOU ARE TIMED IN
- EACH SECOND OFF (EARLY OR LATE) = 1 POINT
- LOWEST SCORE WIN

BRING TO THE RALLYE

A WATCH TO SET TO WWV TIME

CLIPBOARD, PENS, PENCILS, HIGHLIGHTERS, POST-IT

NOTES, TAPE TSD RALLYE GENERAL INSTRUCTIONS

ACCESS THE GENERALS AT SCCA-CDR.ORG

AVAILABLE AT REGISTRATION TABLE

OFFICIAL TIME (WWV) — ALSO AVAILABLE AT 303-499-7111

REGISTRATION PACKET WITH CAR NUMBER STICKER, ROUTE INSTRUCTIONS,
SCORECARDS, AND SUPPLEMENT TO THE TSD RALLYE GENERAL INSTRUCTIONS

THE SUPPLEMENT OVERRIDES ANYTHING IN THE GENERALS — READ IT

WHERE AND WHEN TO START

FIRST ROUTE INSTRUCTION GIVES LOCATION OF START LINE

WRITE YOUR "OUT TIME" FOR LEG 1 ON YOUR SCORECARD (COLORED COPY) YOUR

"OUT TIME" = RALLYE START TIME + YOUR CAR NUMBER

EXAMPLE FOR CAR #12

(FIRST CAR WAS OUT AT 8:01 AM)

CAR NUMBER 12

Control Number	1	2	3	4	5	6
IN TIME	: :	: :	: :	: :	: :	: :
OUT TIME	8 : 12 : 00	: :	: :	: :	: :	: :
Elapsed Time	: :	: :	: :	: :	: :	: :
Perfect Time	: :	: :	: :	: :	: :	: :
Error	: :	: :	: :	: :	: :	: :
Timing Penalty						
Other Penalty						
POINTS						

LEAVE START LINE NO LATER THAN YOUR "OUT TIME"**(THIS BEGINS THE ODOMETER CHECK, SO YOU CAN LEAVE EARLY IF YOU WISH)**

ODO (ODOMETER) CHECK

LETS YOU CHECK YOUR ODOMETER AGAINST THE OFFICIAL MEASUREMENT**NO ASSIGNED SPEEDS — YOU ARE GIVEN A FIXED TIME TO TRAVERSE IT****LEAVE END OF ODO CHECK AT RALLYE START TIME + YOUR CAR NUMBER +
TIME ALLOWED TO DO THE ODO CHECK (GIVEN IN RALLYE INSTRUCTIONS)**

IF YOU WISH TO DO THE MATH:

- ZERO YOUR TRIP ODOMETER AT START LINE
- CALCULATE YOUR FACTOR AT END OF ODO CHECK:
 $\text{FACTOR} = \text{YOUR MILEAGE} \div \text{RALLYE MEASUREMENT}$
- MULTIPLY SPEEDS AND DISTANCES GIVEN IN ROUTE INSTRUCTIONS BY THIS FACTOR TO COMPENSATE FOR VARIANCE

EXAMPLE:

- YOUR MILEAGE = 11.4 — OFFICIAL MILEAGE = 11.178
- YOUR FACTOR = $11.4 \div 11.178 = 1.0199$ — YOU ARE APPROXIMATELY 2% HIGH
- INCREASE ASSIGNED SPEEDS BY 2% — ASSIGNED 50 MPH BECOMES 51 MPH

CONTROLS

CONTROLS WILL BE IDENTIFIED BY A CHECKPOINT SIGN



ENTER CONTROLS SAFELY

TIMING LINE WILL BEEP, OR WORKER WILL YELL "MARK!"

PULL FORWARD — DO NOT STOP IN FRONT OF THE TIMING TABLE

RALLYE OFFICIAL WILL COME & COLLECT YOUR SCORE CARD

RALLYE OFFICIAL WILL BRING BACK YOUR SCORE CARD WITH THE "IN TIME" FOR THIS LEG AND THE "OUT TIME" FOR THE NEXT LEG FILLED IN

YOU WILL BE ASKED IF YOU AGREE WITH YOUR "IN TIME" IF

YOU DON'T AGREE, YOU MUST TELL THE WORKER

YOU WILL THEN BE GIVEN A CRITIQUE SLIP FOR THAT LEG

READ ANYTHING THAT IS GIVEN BACK TO YOU — IT MAY BE IMPORTANT INFO PULL FORWARD AS DIRECTED, AND AWAIT YOUR "OUT TIME"

DIYCs

EXAMPLE: IF LEG 2 ENDS AT A DIYC:

ON YOUR SCORECARD,

IN THE "IN TIME" BOX FOR THE CURRENT LEG — WRITE DOWN YOUR ARRIVAL TIME.

CAR NUMBER

12

Control Number	1	2	3	4	5	6
IN TIME	8 : 56 : 12	9 : 22 : 18	: :	: :	: :	: :
OUT TIME	8 : 12 : 00	8 : 59 : 00	9 : 24 : 18	: :	: :	: :
Elapsed Time	: 44 : 12	: :	: :	: :	: :	: :
Perfect Time	: :	: :	: :	: :	: :	: :
Error	: :	: :	: :	: :	: :	: :
Timing Penalty						
Other Penalty						
POINTS						

IN THE "OUT TIME" BOX FOR THE NEXT LEG — ADD TWO MINUTES TO THE TIME YOU WROTE AS YOUR "IN TIME" AND WRITE IT DOWN AS YOUR DEPARTURE TIME. BEGIN THE NEXT LEG AT YOUR DEPARTURE TIME.

TRANSIT ZONES

TRANSIT ZONES ARE USED FOR BREAKS, OR TO GET YOU THROUGH A HEAVILY CONGESTED SECTION OF THE RALLYE ROUTE.

THERE ARE NO ASSIGNED SPEEDS IN A TRANSIT ZONE AND THERE ARE NO CONTROLS.

NOTE THE TIME ON YOUR WATCH AT THE START OF THE TRANSIT ZONE. ADD THE NUMBER OF MINUTES ALLOTTED FOR THE TRANSIT ZONE, AND LEAVE FROM THE END OF THE TRANSIT ZONE AT THAT TIME.

THE TRANSIT ZONE MAY INSTEAD HAVE A "TIME OF DAY RESTART" THAT INSTRUCTS YOU TO LEAVE THE END OF THE TRANSIT ZONE AT A CERTAIN TIME PLUS YOUR CAR NUMBER IN MINUTES.

FREE ZONES

A FREE ZONE IS JUST A PORTION OF THE ROUTE WHERE THERE ARE NO CONTROLS.

EXPERIENCED RALLYISTS SOMETIMES "RUN AHEAD" IN A FREE ZONE, SO THEY HAVE EXTRA TIME TO STUDY SITUATIONS ENCOUNTERED ALONG THE ROUTE.

WHAT IS A ROAD?

SOME THINGS DO NOT EXIST FOR RALLYE PURPOSES:

PRIVATE ROADS AND DRIVEWAYS

ALLEYS PARKING

LOTS DEAD END

ROADS

ROADS CLEARLY SEEN TO HAVE NO OUTLET

ROADS MARKED AS HAVING NO OUTLET

ROADS AND SIGNS MARKED WITH AN "X" (SPECIAL RALLYE SIGN)

DO NOT MAKE ILLEGAL TURNS OR TRAVEL THE WRONG WAY ON A ROAD

SIGNS AND LANDMARKS

"SIGNS" WILL BE IN QUOTES

NO WORDS, LETTERS, OR NUMBERS SKIPPED OR ADDED

IGNORE PUNCTUATION (EXCEPT FOR ARROWS)

MAY BE QUOTED IN FULL OR IN PART

RIGHT SIDE OR OVERHEAD - UNLESS INDICATED OTHERWISE BY SA

(SIGN ANYWHERE) OR SOL (SIGN ON LEFT)

IGNORE SIGNS ON THE ROAD SURFACE, ON VEHICLES, AND ON MAILBOXES

REFER TO THE GENERALS FOR DETAILS

LANDMARKS WILL BE IN CAPITAL LETTERS WITH NO QUOTES

MUST BE DEFINED IN THE GLOSSARY OF THE RALLYE GENERAL INSTRUCTIONS

OR IDENTIFIED BY A SIGN

EXAMPLES DEFINED IN GLOSSARY:

STOP SIGN

SPEED LIMIT

TRAFFIC LIGHT

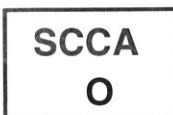
EXAMPLES OF LANDMARKS NOT DEFINED - MUST HAVE IDENTIFYING SIGN

SCHOOL

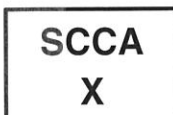
FIRE STATION

MAIN STREET

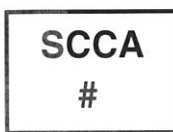
SPECIAL SIGNS:



YOU ARE NOT ON COURSE



IGNORE THIS SIGN OR OPPORTUNITY



MISSING MARKER, PERFORM INSTRUCTION #

ROUTE INSTRUCTIONS

NUMBERED INSTRUCTIONS

BECOME ACTIVE IN ASCENDING NUMERICAL ORDER

IT IS (IF THERE IS SUCH)

WCF (WHICH EVER COMES FIRST). TWO PARTS, EXECUTE WHICHEVER PART OCCURS FIRST AND CANCEL THE OTHER PART

NOTE INSTRUCTIONS

BECOME ACTIVE UPON THE COMPLETION OR CANCELLATION OF PRECEDING NUMBERED INSTRUCTION

TO BE EXECUTED AT EVERY OPPORTUNITY UNTIL CANCELED

IN CASE OF CONFLICT, NOTE INSTRUCTIONS OVERRIDE NUMBERED INSTRUCTIONS

SPECIAL INSTRUCTIONS –

MAY BE HANDED OUT DURING THE RALLYE

THESE HAVE PRIORITY OVER ANY OTHER INSTRUCTIONS

ONCE INITIATED, EACH NUMBERED INSTRUCTION MUST BE COMPLETED IN FULL BEFORE THE NEXT INSTRUCTION CAN BE INITIATED

CAST — AN ACRONYM FOR CHANGE AVERAGE SPEED TO

THIS IS THE SPEED YOU ARE TO TRAVEL BETWEEN INSTRUCTIONS

YOU WILL USUALLY HAVE TO ADJUST YOUR SPEED TO MAINTAIN THE AVERAGE

THE PERFECT TIME IS CALCULATED AS THOUGH YOU WERE TRAVELING AT EXACTLY THE INSTRUCTED SPEED BETWEEN THE POINTS, WITH NO ALLOWANCE FOR ACCELERATION, DECELERATION, OR PAUSES

$$\text{TIME} = \text{DISTANCE} \div \text{SPEED}$$

INFORMATION IN PARENTHESES IS INTENDED TO HELP AND NOT MISLEAD

MAIN ROAD RULE (MRR)

The "Main Road" is the road you follow unless a route instruction directs you otherwise.

You must determine the "Main Road" at every intersection you encounter.

You determine the "Main Road" by applying the following determinants (rules) in the order listed. If the first determinant does not apply or does not determine a single UNIQUE road, disregard it and try the subsequent determinants.

THE MAIN ROAD IS THE ROAD LEAVING THE INTERSECTION THAT:

- **ON or ONTO** - you have been directed ON or ONTO by name by an earlier instruction (example: RIGHT ONTO MAIN ST)
The named road must be identified by a sign at the intersection
You must stay ON or ONTO a road until you execute an instruction which takes you away from the "Main Road", e.g., LEFT, RIGHT
- **CURVE WARNING ARROW (CWA)** - goes in the direction indicated by a curve or turn warning arrow
- **PROTECTION** - does NOT have a stop or yield sign on THAT road
- **RIGHT AT T or Y** - goes to the right at a T or Y
- **STRAIGHT** - goes straight as possible

COURSE FOLLOWING

A ROUTE INSTRUCTION MAY BE COURSE-DIRECTING:

42. RIGHT AT STOP SIGN.

OR IT MAY JUST REQUIRE YOU TO OBSERVE SOMETHING:

45. SAWMILL ROAD.

DO NOT LEAVE THE MAIN ROAD UNLESS INSTRUCTED TO DO SO

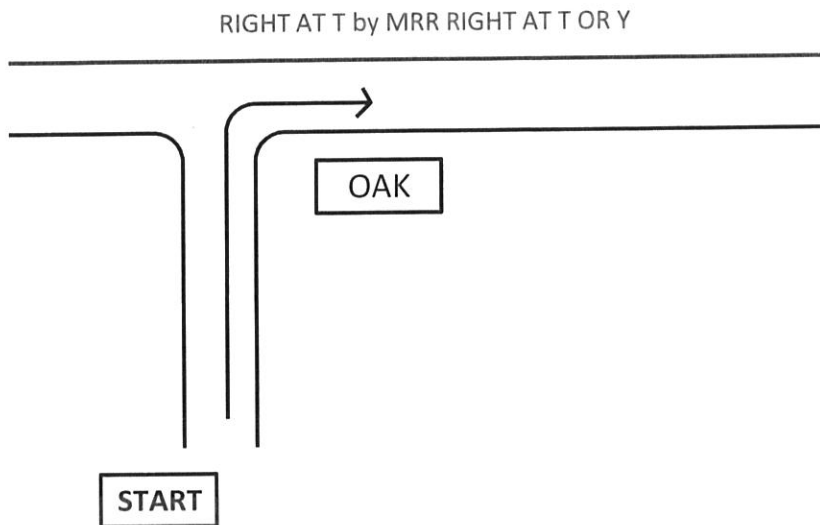
IF EXECUTING AN INSTRUCTION WOULD CAUSE YOU TO FOLLOW THE MAIN ROAD, FOLLOW THE MAIN ROAD INSTEAD OF EXECUTING THE INSTRUCTION AT THAT POINT. THAT INSTRUCTION IS STILL ACTIVE, TO BE EXECUTED AT AN OPPORTUNITY WHICH WOULD TAKE YOU AWAY FROM THE MAIN ROAD.

EXCEPTION: "MAY BE REDUNDANT" - EXECUTE THE INSTRUCTION EVEN IF IT TAKES YOU IN THE SAME WAY AS THE MAIN ROAD

COURSE FOLLOWING EXAMPLES

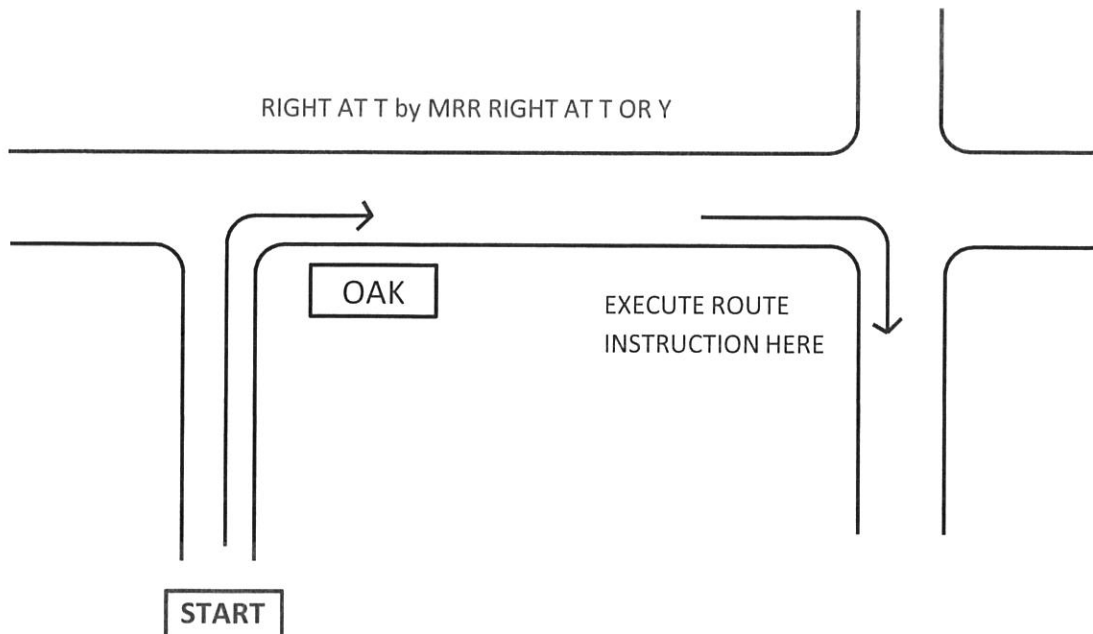
ROUTE INSTRUCTION = LEFT ON BIRCH.

AT THE INTERSECTION THE MAIN ROAD IS TO THE RIGHT, BY RIGHT AT T OR Y. THE ROAD IS IDENTIFIED AS OAK. THE ROUTE INSTRUCTION DOES NOT APPLY, SO YOU FOLLOW THE MAIN ROAD AND CONTINUE LOOKING FOR BIRCH.



ROUTE INSTRUCTION = RIGHT.

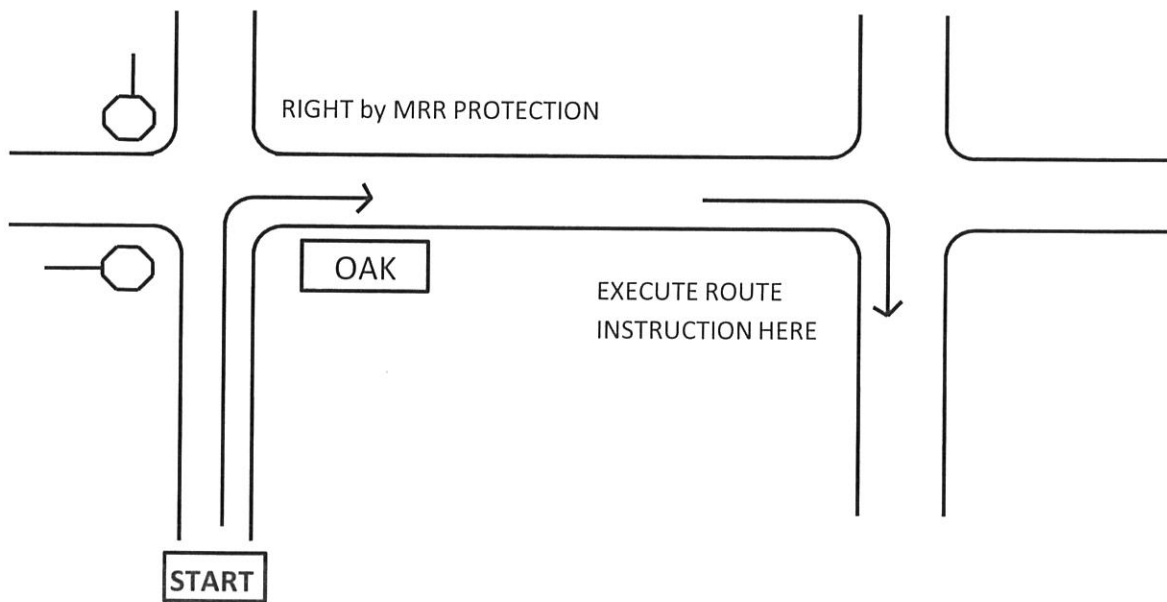
AT THE FIRST INTERSECTION THE MAIN ROAD IS TO THE RIGHT, BY RIGHT AT T OR Y. THE ROUTE INSTRUCTION WOULD CAUSE YOU TO FOLLOW THE MAIN ROAD HERE, SO YOU POSTPONE DOING THE ROUTE INSTRUCTION UNTIL YOU FIND AN INTERSECTION WHERE YOU CAN DO IT.



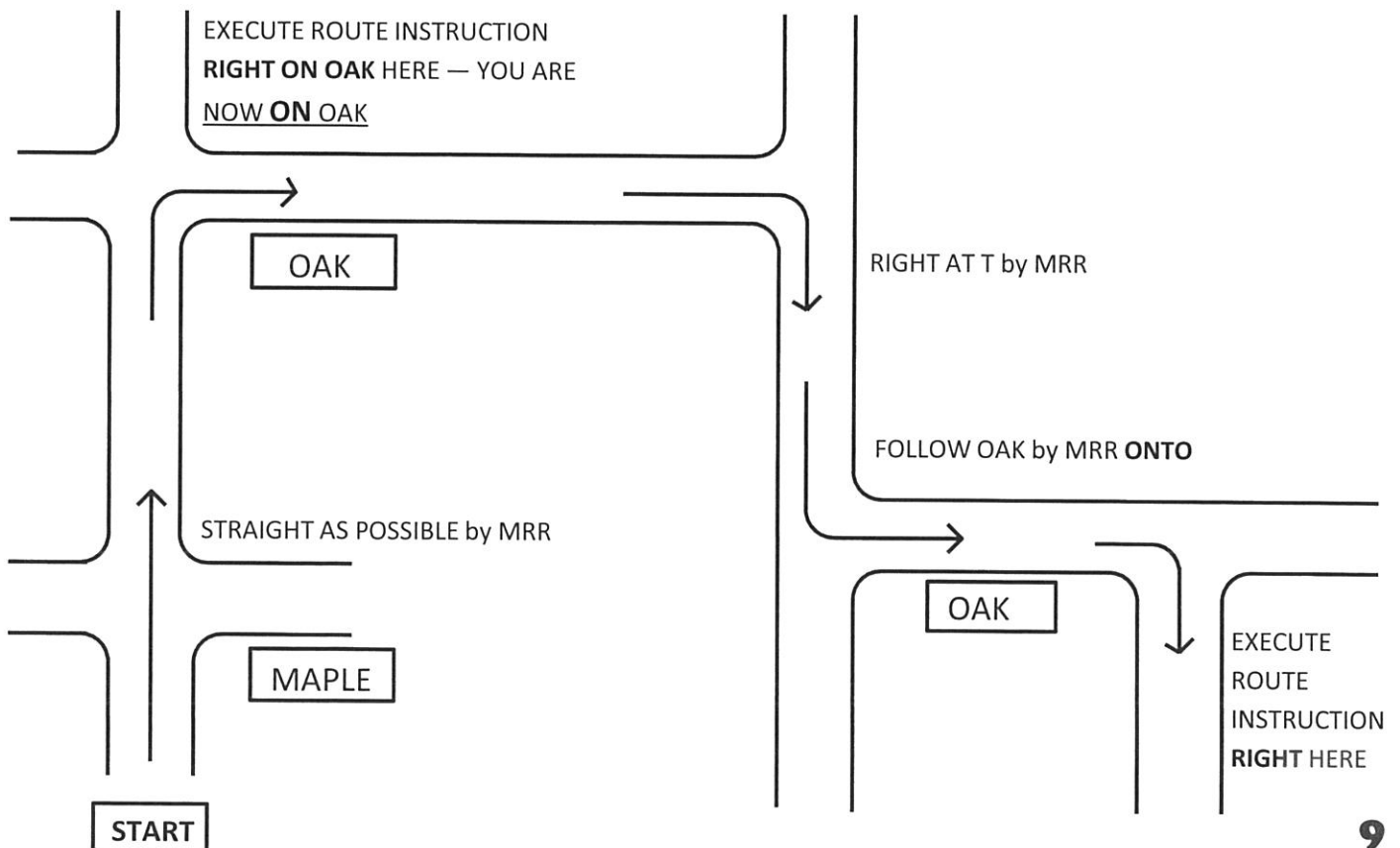
COURSE FOLLOWING EXAMPLES

ROUTE INSTRUCTION = RIGHT.

AT THE FIRST INTERSECTION THE MAIN ROAD IS TO THE RIGHT, BY STOP SIGN PROTECTION, BECAUSE THE ONLY ROAD LEAVING THE INTERSECTION THAT DOES NOT HAVE A STOP OR YIELD SIGN IS THE ROAD TO THE RIGHT. THE ROUTE INSTRUCTION WOULD CAUSE YOU TO FOLLOW THE MAIN ROAD HERE, SO YOU POSTPONE DOING THE ROUTE INSTRUCTION UNTIL YOU FIND AN INTERSECTION WHERE YOU CAN DO IT.



ROUTE INSTRUCTIONS = RIGHT ON OAK.
RIGHT.



HELPFUL HINTS

Read the Supplement for changes to the General Instructions and for clues about what to expect on the course.

Preview your route instructions before you begin the rallye. If you are a beginner and see anything you don't understand, ask an experienced rallyist. (They're friendly.)

Highlight ONTOs, ITIS instructions, Free Zones, Transit Zones, and Notes, i.e., situations that span more than one instruction.

Highlight anything that looks suspicious that you want to check out when you get there. Recognizing "suspicious" instructions will come with experience. An example might be a word with a weird spelling.

Be extra alert when dealing with ITIS and WCF instructions and the instructions near them. They sometimes signal a "trap" (e.g., a potential off-course excursion).

Sometimes you can spot a bogus instruction before you start the rallye, e.g., RIGHT ONTO "WALNUT STREET". You can turn ONTO a road but you can't turn ONTO a sign.

Driver — keep your navigator informed about what you are thinking about the course.

Navigator — read ahead and keep your driver informed at all times. Communicate clearly.

You may find that running slightly ahead of time is helpful. This will allow you time to double-check signs, intersections, etc.

Your highest priority is staying on course. Beginners are usually better off paying attention to the course, rather than doing math.

Never go past a sign or past the leading edge of an intersection that you're not sure of. Always make sure you slow down enough to study the intersection. Turning around will take five times longer than carefully checking before you proceed.

If you travel more than 5 miles without executing a route instruction, retrace your route and figure out what you did wrong.

Watch for "ignore" markers — a small sign with the club's initials and a black "X".

Watch for "off-course" markers — a small sign with the club's initials and a black "O".

You may be off course if the route instruction does not fit the conditions, e.g., LEFT AT T but you are on an highway.

You may be off course if the assigned speed is radically different from what is appropriate for the road you are on, e.g., driving 65 mph in a school zone.

Be suspicious if you stop to study your route instructions and no other rallye cars drive past you during the next 10 or 15 minutes.

There may be mileages on some instructions, to help you out.