

General Instructions for PCA Chicago Region Rallye

Updated April 2021; In effect until changed.

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.

Rallye teams may encounter traps along the route. Traps are used by the Rallye Masters to entice 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 notifications will bring you back to the rallye route.

At the conclusion of the rallye, participants gather at a designated endpoint.

In addition to this document, please review the Rallye Classes, Competitive Points and Definitions document available on the Chicago Region website www.pca-chicago.org on the Rallye page.

RICHTA APP

The Richta app will be used for PCA Chicago Region rallyes. The App may be download from the Google Play Store or Apple App Store and searching for 'Competitor Richta GPS Checkpoints'. It may be necessary to scroll through a few pages before locating the app. Information specific to each rallye will be provided by the Rallye Masters to each registered and paid team a few days prior to the rallye. Do not have the Richta app running as you drive to the rallye, as you may inadvertently enter designated checkpoints.

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:

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

$$11.2 \text{ miles} / 11.4 \text{ miles} = 0.9825 \quad \text{CAST } 30 = 30 * .0925 = 29.475$$

$$11.6 \text{ miles} / 11.4 \text{ miles} = 1.0175 \quad \text{CAST } 30 = 30 * 1.0175 = 30.525$$

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

Rallye teams should register individually in advance of a rallye, and driver **and** navigator are required to electronically sign waiver forms. At check-in on the day of the rallye, each rallye team will receive a car number and (if needed) the Supplemental General Instructions (SGI). Generally, SGI will be provided to

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registered teams a few days prior to the rallye. Place the car number in the upper portion of the windshield (behind the rear-view mirror). Each member of the rallye team should read 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. Route Instructions (RI) will be available to each rallye team 10 minutes prior to the rallye team's official start time. PCA Chicago rallyes are self-starting.

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

Registration:	9:30 AM
Brief Rallye School Review:	10:00 AM
Team Meeting:	10:30 AM
1st Car off:	11:01 AM

Car #1 receives 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 RI.

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 Critique Sheets the rallye team may receive along the rallye route or via the Richta app or attached to the General Instructions (GI). Special Instructions on the Critique Sheet 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. SI 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 Masters for their rallye and are unique for each 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

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(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 “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.

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 seconds 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 MRR unless a RI taking you in a different direction can be executed. The MRR can be determined by the highest application of the MRR presented.

Please check the SGI 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 SGI specify the priority in which the rules should be applied. Examples of MRRs you might encounter in a Rallye SGI are found on Page 7 of this document.

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REDUNDANCY

Any redundancy of instructions will be specified. That is, it will be clear whether 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 SGI, GI, SI, or RI, 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. Except for 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

Checkpoints will be identified on the Richta app as you drive past each one. You may or may not know where a checkpoint is located. Do not stop when you reach a checkpoint unless a RI instructs you to do so. Continue to follow RIs. When you cross a checkpoint, the Richta app will display your time into the checkpoint and notify you of how many seconds you are off the Official Rallye Time (ORT), if any. Stopping (except at a stop sign) or creeping when coming into a known checkpoint may result in time penalties as the checkpoint coordinates may be picked up by the app prior to you reaching the actual checkpoint. If for some reason you enter a checkpoint backwards, you are considered off course and will receive time penalties and may be assessed additional penalties by the Rallye Masters.

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; if you are early on one leg, do not slow down in the next leg.

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SECTIONS

A section is a part of the rallye route at the beginning of which the official mileage is zero and at the end of which the official mileage ends or reverts to zero. Sections may be separated by a Transit Zone.

TRANSIT ZONE

A Transit Zone is a break in the rallye, where teams may relax, refuel, use facilities, and obtain snacks. There will be a maximum time designated for each Transit Zone. Teams must leave the Transit Zone to begin the next section of the rallye within the time indicated. Teams may leave the Transit Zone prior to the end of the designated time but should not leave later than the designated time. There may be more than one Transit Zone in a rallye.

At a Transit Zone, a Critique Sheet may be issued. The Critique Sheet may contain the ORT and ORM for the section completed and identify the length of the Transit Zone break. The Critique Sheet will review the completed Section and may contain Special Instructions for the next Section; it will tell you where the out marker is and what RI you are working on and whether to zero your ODO. Read the Critique Sheet fully and carefully.

OFF-COURSE

If you are off course, you may or may not be notified by the Richta app. If you enter an off-course checkpoint, you will be assessed penalty points.

TIME ALLOWANCES

The purpose of the time delay allowance 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 a time delay allowance request may include:

- To account for pauses at stop signs, traffic control devices.
- Police, except for traffic violations.
- Blockage of the rallye course 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.

There is no penalty for taking a time delay allowance. Time delays are taken directly on the Richta app by pressing TA+ to add a time allowance or pressing TA- to remove a time allowance. Time allowances may be taken in 10 second increments up to 30 seconds and then in one-minute increments up to a maximum set by the Rallye Masters. The minimum time allowance that may be taken in each leg is 10 seconds, while the maximum time allowance that may be taken in each leg is 19.5 minutes, but a lower maximum may be set for each rallye by the Rallye Masters. Time allowances must be taken before reaching the checkpoint. Once a checkpoint is reached, a time delay allowance may not be taken for the completed leg. When a new leg begins, any time allowances taken in the previous leg are zeroed out.

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SCORING

Scoring is done instantly by the Richta app as you pass a checkpoint. Your time into the checkpoint will display, followed by your variance from the ORT. You will be assessed a penalty point for each second you are too early or too late into the checkpoint. Scoring penalties may also be assessed by the Rallye Masters (see Scoring Penalties section below). Your placement for the rallye will be determined once all Rallye Teams complete the rallye. Your accumulated penalty points will be displayed on the Richta app throughout the rallye.

If a team believes there is a discrepancy in scoring that would affect their standings for an award, they should notify the Rallye Masters immediately. Any such discrepancies must be resolved the day of the event. Protests made after the day of the event will not be considered.

SCORING PENALTIES

1 point	Per second of a minute early or late at a checkpoint.
300 points	Maximum timing error per checkpoint.
150 points	For entering a checkpoint from the wrong direction in addition to timing penalty.
300 points	For missing a checkpoint in addition to timing penalty.
150 points	For entering an off-course checkpoint in addition to timing penalty.
450 points	Total maximum points (timing and additional penalties) per leg.
DQ	If using navigational assistance while competing in the SOP Class.

PROTESTS

If a rallye team believes that a discrepancy in timing occurred, they must notify the Rallye Masters of the timing protest on the day of the rallye before results are announced. No timing protests will be considered once the rallye results have been announced at the rallye end point.

Protests related to alleged incorrect rallye RI must be brought to the Rallye Masters' attention immediately upon arrival to the endpoint of the rallye. The Rallye Masters reserve the right to settle any and all protests. Reasonable requests will be considered by the Rallye Masters and appropriate remedies may be applied.

EMERGENCY SIGNS

You may encounter signs placed by the Rallye Masters 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. |
|  | - means go in the direction indicated. |
| RI#_ | - indicated what RI should 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 as they may also be off course or may be working on a different part of the RI or they may not be participating in the rallye. If lost contact the Rallye Masters for directions.

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RALLYE MASTER CONTACT

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

If team is lost – If a team calls the Rallye Masters because they are lost during any leg in the rallye, the Rallye Masters will give the team directions to get them back on course. It may be necessary for the Rallye Masters 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 Masters 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 must be made to the Rallye Masters providing this information. As cell service is sometimes spotty please continue to call the Rallye Masters until you reach him/her. This courtesy call alerts the Rallye Master(s) not to wait at the end point for a team that has left the event.

TOURING CLASS

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

MAIN ROAD RULES (MRR)

The following are examples of Main Road Rules. Please check SGI at the time of the rallye for the MRR in effect for the current rallye.

ONTO - This MRR can be executed in different ways depending on the definition used by the Rallye Masters. 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 MRR 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 MRR 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 MRR 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.

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RALLYE DEFINITIONS

Definitions of the MRR are provided above. Rallye Definitions are found in the “Rallye Class, Competitive Points and Definitions” document. However, Rallye Masters can alter or clarify a definition as it pertains to their rallye by providing the altered definition in that Rallye’s SGI at the time of the rallye.