

# Yokohama Tire TSD Rally

## A. INTRODUCTION

The Yokohama Tire TSD Rally will be governed by and conform to the 2007 Parade Competition Rules (PCR), these General Instructions (GIs), any Supplemental General Instructions (SGIs), the Route Instructions (RIs), and any Special Instructions (SIs).

## B. OBJECTIVE

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!

## C. GENERAL

1. All contestants must classify themselves per PCR section R-2. If you have a question about which class to enter, please email us at [rally@parade2007.org](mailto:rally@parade2007.org). Changes in class may be made at Parade Check-in when you arrive at the Parade.
2. Refer to PCR section R-10 for rules concerning participant eligibility and conduct.
3. All cars competing on this rally must pass the safety inspection and have the approved safety inspection sticker attached to the car.
4. Car numbers must be affixed to the car per directions in your Parade Check-in packet.
5. Please drive this rally with your headlights on. This is for added safety and helps identify you to the control workers.
6. This rally is composed of several legs, which will take you about 4 hours to complete, including time at control points. There will be a short break just past the midpoint of this rally.

## D. START PROCEDURES

1. Each rally team must be assigned a start time at Parade Check-in. You may request your start time within a 30-minute block of time. Exact start time (within the 30-minute block) will be randomly assigned. Car number, driver and navigator entrant number must be specified at Parade Check-in in order to receive a start time.
2. The start of this rally is located at QUALCOMM Stadium (details will be available at Parade Check-in). You may pick up your Route Instructions at the start point no earlier than 20 minutes prior to your assigned start time. Either the driver or the navigator must show their name badge to receive your copy of the Route Instructions. After receiving your Route Instructions, bring your car to the location specified in RI #1, where a worker will verify that both the driver and navigator are Parade entrants and that the car has an approved safety sticker. Make sure you both are wearing your Parade name badge. You may leave the start anytime after you have received your Route Instructions and the worker at RI#1 has verified your entry. Leaving the start will be considered acknowledgement that your set of Route Instructions is complete.



## E. OFFICIAL TIME AND MEASUREMENT

1. Official rally time will be available at the location where you receive your Route Instructions. It is synchronized with short wave radio station WWV (National Bureau of Standards time signal) and set to Pacific Daylight Time.
2. Prior to the first open control, you will traverse a tire warm up section and 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).
3. Official measurement was with a 1988 Carrera equipped with Yokohama radial tires. Measurements were made using a Timewise 798A rally computer, reading to 0.01 mile, driven by the front right wheel. Weather conditions during official measurement were dry and clear, with temperatures generally in the 70's.
4. The maximum distance between consecutive Route Instructions is 5.00 miles (8.00 km)

F. CONTROLS: This rally will utilize the Open Control (also referred to as checkpoint), DIYC, and Manned Route Controls (as defined in R.8.1 and R.8.2 of the PCR).

1. **OPEN CONTROL:** An open control is a point where your arrival time is recorded. It consists of a timing line on the right side of the rally route marked by a "PCA IN" sign, followed by a control 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 RI# 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.

2. **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 control 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 "OUT MARKER" 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 0.50 mile (0.80km) 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.)



3. **DIYC CONTROL:** 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.
4. **DIYC CONTROL PROCEDURE:**
  - a. At a DIYC, write your “time in” or arrival time (in hours, minutes, and hundredths of a minute – not seconds) in the TIME IN box on your DIYC timing control slip.
  - b. Your TIME OUT is exactly 3.00 minutes after your TIME IN (example: if your TIME IN was 10:25.75, then your TIME OUT is 10:28.75). Write this TIME OUT in the TIME OUT box on your timing control slip. This will be your start time for the next leg of the rally.
  - c. Your departure speed (out speed or CAST) will be indicated in the DIYC instruction.
  - d. 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.
5. **MANNED ROUTE CONTROL**

A manned route control is a point where your arrival time is noted to determine whether you are on course or off course. It consists of a control station marked by a “PCA CONTROL” sign where you will receive a control slip. You are not penalized for early or late arrival at a manned route control. A manned route control may be located within a free zone.

Your control slip will show your approximate arrival time (to the nearest minute), and it will contain Special Instructions (SIs) which are to be acted on as appropriate.
6. **MANNED ROUTE CONTROL PROCEDURE**

Pass the “PCA CONTROL” sign and continue safely to the control station, or to an area directed by a control worker. Stay in your car; do not pass any other car.

A control worker will bring you your control slip. The control worker will also mark your score sheet to signify you have entered the control. Please have your score sheet ready for the control worker to mark.

Continue rallying following the Special Instructions (SIs) on the control slip.

## G. PENALTIES, SCORING, PROTESTS and DELAY ALLOWANCES

1. **PENALTIES:** are as follows:
  - a. 1 point per hundredth (0.01) of a minute early or late at an open control or DIYC control, up to a maximum of 500 points per control.
  - b. 500 points for each missed open or DIYC control.
  - c. 100 points for creeping (see PCR R-10).
  - d. 100 points for entering an off-course manned control or missing an on-course manned control.
  - e. 500 points for harassing any rally worker or official, or for unruly conduct.
2. **SCORING:**

Within 45 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 Town and Country Hotel (the rally instructions will have the exact location). In order to be scored, you must turn in a completed scoring envelope.



Provisional results will be posted at the Hospitality Room as soon as possible. Official results posting is anticipated to be at 5:00pm the day of the rally, in the Hospitality Room and at the Beach Party (exact time and locations will be given when you turn your scoring sheet in). In the event that you disagree with the 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 each of the official posting sites. Any mathematical errors will be corrected.

3. PROTESTS:

The Protest Committee will be available where the scoring envelopes are turned in. Protests must be filed in accordance to PCR G-9.6.

4. DELAY ALLOWANCES:

Delay allowances will be allowed in accordance with PCR R-9. Delay allowance requests must be filed with the next open control you encounter. Please use the delay allowance form provided in your scoring envelope.

## H. ROADS

The rally route consists of public, paved roads, except when specifically instructed otherwise; this includes public, paved roads marked No Outlet, Not Through, etc. Treat any unpaved road, private road, alley, driveway or entrance to businesses as non-existent.

## I. SIGNS: Signs are of three types: quoted, landmark, and emergency.

1. 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 or overhead (overhead meaning directly above the rally route, such as signs on freeway overpasses, signs on traffic light supports, etc.). Signs shall be read left-to-right, top-to-bottom, as in normal English. *Signs are to be read as obviously intended; no traps are based on this.* All quoted signs will be readable at rally speed before your car passes the sign.

Signs may be quoted in whole or in part; the abbreviation RIP (see PCR Glossary) will not be used. 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.

2. 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. Partial names may be used in the Route Instructions to identify landmarks. For example, the landmark WEST CREEK CANYON ROAD might be identified as WEST CREEK, or as CREEK CANYON, or as CANYON ROAD, etc., but not as W CREEK, nor as CREEK CYN, nor as CANYON RD, 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.



### 3. 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; no traps are based on these – 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. Examples of these types of signs can be seen at Parade Check-in and at the rally start.

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.

### J. 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.

### K. COURSE FOLLOWING

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

1. 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 (see L.1.).
2. FOLLOW the LINED ROAD (FLR) rule: When you are instructed to FLR (Follow the Lined Road) (e.g. Right at JONES. FLR.), you must continue to Follow the center line of the road until you execute a course directing action (see L.1.).
3. STRAIGHT AS POSSIBLE rule: At intersections where the onto rule or the FLR rule are not in effect, and at intersections where the onto rule or the FLR 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 consider freeway offramps to be as Straight as Possible. Do not apply the Straight as Possible Rule at a T intersection.  
Do not make a U-turn unless you are specifically instructed to do so.

### L. ROUTE INSTRUCTIONS and NOTE INSTRUCTIONS

#### 1. REDUNDANCY:

The terms LEFT, RIGHT, TURN, and STRAIGHT are course directing actions. You may not execute a course directing action in a Route Instruction or NOTE 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 K. above).

At an intersection where the current Route Instruction or Note 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 or Note at a point where it is not redundant.

2. 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 part of the instruction after you completed the Right at second STOP).

If a Route Instruction contains the word OR (see PCR Glossary), complete the portion which you can initiate first, then cancel the other portion and begin looking for the next Route Instruction.

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 FLR rule, or a free zone, will cause that condition to remain in effect until a subsequent route instruction changes or ends it.

3. NOTE INSTRUCTION EXECUTION:

Note instructions are lettered instructions appearing among the numbered route instructions. A Note becomes active upon completion of the immediately preceding numbered route instruction. Once active, complete a Note instruction at each occasion it is possible to do so until it is canceled; this may be once, more than once, or not at all. A Note instruction may not overlap itself, which means it cannot be re-initiated until it has been completed in its entirety. You might not execute a Note instruction before you execute the next numbered route instruction. Cancel a Note when you are directed to do so.

4. 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.

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

M. ROUTE INSTRUCTIONS SAMPLE

10. Pause .25 minute at SIGN INDICATING STOP AHEAD.

11. Right onto FRIARS ROAD.

12. Cast 38 (61) at “School Xing” **or** Cast 33 (53) at “Speed Limit 25”.

13. CAST 28 (45) at “San Diego City Limit”.



**B: Pause 0.50 minutes at “55 MPH”.**

14. Left at T. Pause 0.25 minute.

15. CAST 32 (51) after 0.50 mile (0.80 km).

16. CAST 26 (42) at “15 MPH” for 0.25 mile (.40 km) and then CAST 30 (48).

17. Left at STOP (SOUTH JOHNSON). CAST 40 (64). FLR. Cancel **B**.

#### N. ORDER OF PRECEDENCE

In any instance where there is a conflict between the instructions, the order of precedence is:

1) PCR, 2) SGIs, 3) GIs, 4) SIs, 5) Route Instructions and 6) Note Instructions.

#### O. QUESTIONS

Any questions concerning these GIs must be submitted in writing and received by the Rallymasters on or before June 23, 2007. Please word your questions so they may be answered “Yes”, “No” or “Does Not Occur”. Questions will be answered and posted in the Parade Hospitality area. If any points raised in the questions cause these GIs to be amended, Supplemental General Instructions (SGIs) will be issued at Parade Check-in.

Submit questions to:

(Postal mail)  
Tom Gould  
PO Box 2305  
Manhattan Beach, CA 90267

Or (Email):  
[rally@parade2007.org](mailto:rally@parade2007.org)

