

OKTOBERFEST TSD RALLY 2008

The Oktoberfest TSD Rally is designed as a scenic tour, highlighting elements of the greater Watkins Glen Area. The event design is intended to be both fun and challenging to both Novice and Experienced competitors alike.

GENERAL INSTRUCTIONS–Preliminary Edition

This event is short and straightforward with a TSD surprise or two. The course typically follows the wine trail in and around Watkins Glen and totals about 125-plus miles. Only registered individuals for Oktoberfest 2008 are eligible to compete and must register for this event at OFEST registration.

Car Numbers or Slots are available on a first-come, first-served basis. There is a limit of 75 cars. The event is designed specifically for novices. The route is easy to follow (nothing intended to get you lost) and rally timekeeping is easy to calculate by hand. Experts with rally computers, however, will be challenged to stay exactly on time. In case of a small field the Slots will be compressed in order to preserve the workers time on the course.

Getting Started

A TSD Rally School will be held 1 hour before first car off (FCO) time, Drivers Meeting will be 15 minutes before FCO. This session will review the general nature of time-speed-distance (TSD) rallies and rally timekeeping, as well as specific aspects of the event described below. Generals, Routes and numbers will be available at the Hotel ballroom starting at 9AM.

Official rally time (synchronized to a GPS) will be on display there. Cars are scheduled to start at one-minute intervals from the hotel area [Start Point will be designated in the routes]. The point at which competitors zero their odometers and begin the course is clearly marked by a Sign. By leaving the Start, contestants acknowledge that they have received a complete set of route instructions. Food, fuel and restrooms are available immediately prior to the timed portion of the course. These services are also available during a designated rest break.

The ending of this event is at the WGI Race Track as requested by national. We have reserved Suite (The Glen Suites, Room number C) for your convenience. See the scoring section.

Classes

Class A(Equipped, Unequipped): All teams, regardless of experience level, that have equipment that can simultaneously compute mileage and time. Or have a correctable odometer. Any team running with a correctable odometer (B box) or laptop or both.

Class B (SAP) : All teams in which any member has finished first through third in Class A or B in an Oktoberfest rally, or first through third in any class on any National-level TSD rally, unless using equipment that qualifies them for Class A.

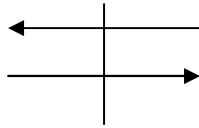
Class C (Novice): All other teams.

Competitive Information

The following describes pertinent information you are expected to know in order to successfully complete this event. The TSD Rally School is the contestant's opportunity to clarify any questions, concerns or uncertainties.

Roads

Except for the endpoint, the rally uses only through, public, and paved roads. Roads that are visibly unpaved or marked as "No Outlet," "Dead End," farmers trails, etc., are not to be used or considered, unless noted in the routes. The Keyword "UP" short for "unpaved" will be used to designate roads that may be unpaved but usable and intended for this event. Some roads may start out paved and become unpaved and then sometimes become paved again. Intersections at Divided highways are considered as one intersection.



Signs

Quoted material in the route instructions is taken from signs along the course. Signs may be quoted in full or in part; no distinction will be made, except that complete words will be quoted and quoted words will appear contiguously on the referenced sign, e.g., a sign reading (in full) "Old Keystone Avenue" may be quoted as "Old Keystone," "Keystone" or "Keystone Avenue," but not "Old Avenue," "Stone" or "Old Key" or "Key Stone". Zero odometer at "OMP". The Keyword AND will be used to indicate that two pieces of readable material are at the some location, but not necessarily the same structure or sign. Capitalization is not considered. Example as follows:

4.62 MR "Silver Springs" AND "Don Giovanni"

Text in Parentheses is not official, they are meant as a guide. For instance if a road sign is barely readable, it may be provided in parentheses to aid in the execution of the instruction, however the instruction is fully executable without the information. You will not have to look backwards in order to see a sign (approximate 90 degree rule). Should the lead car discover a problem along the course, an emergency sign will be posted. Such a sign has priority over any other route instruction. A sample emergency sign will be shown at the TSD Rally School and at the Start point.

Route Instructions

The event uses text instructions written in plain English. Please refer to the glossary that follows for any ambiguous or unfamiliar word usage. Route instructions are to be executed in numerical order. Each route instruction is to be executed once, in the order in which it is written. If one instruction instructs you to do multiple things, do them in the order written. (E.g., the instruction ‘Pavement Ends’ Right in 0.1 mile’ requires you to first encounter the sign reading ‘Pavement Ends’ and then turn right about 500’ later at an intersection.) At any intersection where no route instruction applies, continue as straight as possible across the intersection. Instructions with mileages have precedence.

This event is looped, and it is possible that your path and the intended path are not the same. The MR instruction allows you to correct your odometer to the actual rally mileage. DO NOT make timing adjustments based on these Mileage References.

The Keyword OR will be used to indicate that more than one course following and/or timing instruction. Each portion of the OR instruction must be treated as separate and must be completed in its entirety. The first opportunity encountered determines which part of the OR is executed. If you start one side of the OR directive the other side becomes NULL and VOID. For example:

Left at T, right OR Right at ‘Smith

If the first encounter is a T intersection, then the left at T is executed followed by the right. In this case, the Right at ‘Smith’ is never executed and the instruction is complete. If the first opportunity is a right turn and it matches the readable material, then the right at ‘Smith’ is executed and the instruction is complete.

The Keyword FOREACH will be used to execute repeated timing events and will always be completed when the next NRI is executed. Therefore, while attempting to execute the next NRI, also execute the FOREACH directive. For example:

Right, FOREACH ‘Seneca’ pause 0.10 (6 seconds).
Left

As each sign with the word ‘Seneca’ is encountered execute the Pause. When the next left is encountered and executed, then both NRIs are completed.

Mileages

The course was measured in a 2001 Subaru Forrester (AWD) using an Alpha Elite computer connected via the ECU and calibrated close to statute mileage based on NYS Thruway mileages and verified via GPS. Route instructions may contain an official mileage (OM) and official interval mileage (OIM) along the left margin. Mileage turns take precedence over all but Special Instructions.

Average Speeds (CAS)

All prescribed average speeds are at or below posted speed limits—no exceptions. Note, a pause may be used to reduce the indicated CAS so that the actual traveling speed is below

the posted speed limit. Numerous route instructions contain ‘CAS’ (as in, ‘change average speed to’) followed by a number, which is the prescribed average speed in miles per hour from that point forward. All ‘CAS’s’ (speed changes) occur at a specific point designated by a sign or at the execution of an instruction (Apex). Sample average speeds and the corresponding time, in minutes, taken to traverse exactly one mile at those speeds are shown in the table below. A pause over distance may be used to traverse a section of road that has lower than CAS posted speed limit. All Pauses over distance are Free Zones. A Free Zone is a section of the routes where there will be no valid controls.

CAS	Minutes Per Mile
50	1.200
45	1.333
40	1.500
35	1.714
30	2.000
25	2.400
20	3.000
15	4.000

Controls

All controls are marked with a ‘checkpoint’ sign, however they may not be in full view or easily seen. All controls are closed (passage) controls, meaning you do not stop at the control location. (The roads used have very limited shoulder space for multiple cars, and contestants will notice the event runs more smoothly and quickly compared to events that use open controls where competitors are required to stop.) You are timed as you pass the checkpoint object. Timing is not cumulative, your in time is your out time, therefore, if you screw up leg 2, leg 3 is based on your leg 2 in time and you should be able to get a zero for leg 3 if you do it correctly. Timing is in hundredths of a minute. The route instructions include a page to note mileage and time at which you think you passed the control. Timing slips with official mileage, leg time for each control will be provided at the endpoint. A sheet with course following explanations will also be provided.

Bought Time or TA

Timing allowances (TAs) are available to accommodate unanticipated or self-inflicted delays during the timed portion of the course. However, the cost of using each is 50 points. The TA is not meant to be a zero device. The concept is such that you take a TA, let’s assume you turned right instead of left, figured it out and were able to get back on course. The max time of adjustment is 20.50 minutes per rally segment (this rally has two segments, before and after the break). You may take a TA providing the reason and mileage that the event occurred on the TA form. The concept is that you create a time slot between two theoretical contestants, which is why we use 1.5 min as a baseline. This TA form must be submitted to the scoring committee upon arrival at the event ending location.

Pauses and Gains

Pauses are provided at several points along the route to accommodate potential delays, e.g., stopping to cross or enter a road with heavy traffic. If instructed to pause 0.50 minutes at a sign, before and after which your prescribed average speed was 30 MPH, you would theoretically brake from 30 MPH to a standstill at the sign, sit still for 30 seconds, then instantly accelerate from 0 to 30 MPH. Gains are the opposite of pauses. If instructed to gain 0.15 minute at a sign, before and after which your prescribed average speed was 30 MPH, you would (assuming you were exactly on time upon encountering the sign) become 9 seconds late upon passing the designated sign. Simply travel some distance before the next route instruction above the prescribed average speed until you have ‘gained’ the prescribed time (e.g., 40 MPH for 0.30 mile in this example).

Scoring

In order to properly score this event in your favor, it is suggested that you keep a log of checkpoints passed. There is a log sheet provided with the routes. Upon arrival, when entering the room, there will be a manned table set up. At this table turn in your log, and any T/A forms. You will then receive a listing of all controls and an explanation of the traps. Scoring will be based on the timing crews log as the primary source, the TA forms, and the contestant logs in this order of precedence.

Penalties will be assessed as follows:

Penalty	Points per control	MAX per control
0.01 minute of timing error (early or late) at a control	1 point	200 points
creeping or stopping in sight of a control, at the discretion of the control crew	100 points	100 points
Entering a control from the wrong direction	50 points	50 points
Being observed off course by a rally official	50 points	50 points
missing a control or for exceeding 20 minutes’ error at a control.	400 points	400 points
The use of illegal drugs or alcohol	Disqualification	Disqualification

Glossary of Terms

The following abbreviations, acronyms and terms will be used on the rally. Any words not defined here, such as ‘bridge’ or ‘traffic light,’ are to be interpreted in their usual, dictionary-defined sense.

After–Following the referenced navigational aid, action should be executed at the first opportunity completely beyond the navigational aid.

At–In the vicinity of. For action that directs a course of travel even with other actions such as speed changes or mileage references.

Bear–A turn of substantially less than 90 degrees at an intersection.

Before–In sight of and prior to the referenced navigational aid; action should be executed at the last opportunity prior to the navigational aid.

Brackets []–Information that is used for clarity and is to be considered as part of the routes

CAS–Change Average Speed to ___ miles per hour.

Free Zone–A portion of the course that is free of controls (command Begin Free Zone [BFZ] or End Free Zone [EFZ]).

Gain–A timing command where the contestant is to Gain time as described above.

Intersection–A meeting of two existent roads; there must be at least two legitimate choices of direction for leaving an intersection.

JOG–A turn in the indicated direction at a T intersection followed by a turn at the first opportunity in the opposite direction. You cannot go straight at a T.

Keep–Follow a course of travel to the indicated direction (left or right).

Left–A command (sometimes preceded by“bear”or“keep”) to turn left at an intersection.

MR–Mileage Reference, this is location in the event where official mileages are given.

NRI–Next Route instruction

OIM–Official Interval (or Incremental) Mileage; the distance from the previous official mileage given to the designated point along the route, given to within 0.01 mile.

OM–Official Mileage; the distance from the point at which the odometer was reset to zero to the designated point along the route, given to within 0.01 mile.

OMP–Official Mileage Point. A point designated in the instructions that is used to compare the rally masters mileage to yours.

Parenthesis ()–Information that is used for clarity and is NOT to be considered as part of the routes. Information that is ancillary and not required for course following.

Pause–A timing command where the contestant is to pause (wait) time as described above.

RI–Route Instruction

Right–A command (sometimes preceded by ‘bear’ or ‘keep’) to turn right at an intersection.

Stop–An official octagonal sign at which the rally vehicle is required, by law, to stop.

Straight–Proceed directly ahead.

SAP–Proceed as straight as possible.

T–An intersection of exactly three roads having the general shape of the letter ‘T’ as approached from the base by the rally vehicle; it is impossible to execute a ‘straight at T’ instruction.

Yield–An official triangular sign at which the rally vehicle is obliged to yield right-of-way to other traffic.