Time-Speed-Distance (TSD) rallies are competitions where a team (driver and navigator) follow prescribed routes at designated speeds. Checkpoints (CP's) are placed along the route at locations unknown to the teams. The object is to arrive at each checkpoint at exactly the right time as determined by the designated speeds and distance traveled. Scoring is based upon time early or late at each checkpoint. BC Regional Rally Rules and Supplementary Regulations are the rules by which the motorsport is conducted by, and route instructions (RI's) tell you where to go and how fast to drive.

Rally Formulas & Calculations:

Time (minutes) = Distance x 60 / Average Speed

Odo Correction Factor = Your Distance / Rally Distance

Rally speed (or distance) x Factor = Your speed (or distance)

Do your calculations based on rally time/speed/distance and use factor to correct your odo to determine your relative position.

Example Instructions for Car 5 - Car 0 out at 9:05:00

Info	Time / Speed	Kms	Miles	Reference	Calculations	.	Sub-Total (decimal)	Total / hh:mm:ss
9:05:00	.	.	.	.	.	.	.	.
1	40	0.00	0.00	SA at Stop	.	.	0.00	9:10:00.0
2	45	1.61	1.00	L at TS	(1.61-0) * 60 / 40 =	2.415	2.415	9:12:24.9
3	60	3.25	2.02	R at Wood	(3.25-1.61) *60 /45 =	2.1866666	4.6016666	9:14:36.1
4	40	5.63	3.50	L at Spider	(5.63-3.25) * 60 / 60 =	2.38	6.9816666	9:16:58.9
.	.	7.22		(CP Location)	(7.22-5.63) *60 / 40 =	2.385	9.3666666	9:19:22.0

1.   Route Instructions

A. The TIME/SPEED column will have a time printed at the start of each Section. This is the Car 0 start time. Your time is Car 0 plus your car #.

2. Start / Finish of Sections:

A. During the layout phase of this rally, convenient locations were chosen to Zero the odometer. These don't necessarily have room for 10 cars. No checkpoint will be within 0.4 kilometers of the start of a TSD. Please don't block the road.

3. Time

A. The event is run as a perfect time rally, timed to the second (calculated to 100th of a second and rounded, and controls will be calculated to within 0.2 of the top of the second). Your time is Car 0 time plus your car number. Car 0 time is set at the start of each section.

4. Scoring

A. Checkpoint locations are hidden. Your time is taken as you pass a checkpoint without stopping.

5. The Rally:

A .Tour of vehicles, spaced at one minute intervals, following a measured and precise route. The rallyists will follow all applicable laws. A scoring process times the rallyists along the route, with points scored for deviation from the predicted time for their arrival at those points. Lowest accumulated points determines the winners.

6. Entry and Eligibility requirements

A. Entrants must be prepared to present:

   1) Driver must have valid Driver's License.
   2) Proof of-Insurance.
   3) Registration certificate for vehicle.
   4) Permission of vehicle owner if other than rally participant, in writing.

B. Completion of Entry Form.

C. Additional passengers are allowed.

D . Signature of all participants on Liability Waiver Form. A separate form covers minors.

E. RallyEquipment.com competition eligibility

1) Neither team member having competed in more than three (3) TSD events prior to this series (as of April 6, 2002) **.
2) Team must compete in all novice series events held in 2002.
3) Final prize has no equivalent cash value.

*** only 2001 Elaho Run and 2001 Hope-Merritt are counted as TSD event status.*

7. Safety Inspections and Vehicle Eligibility

A. Vehicles must be road legal and licensed.

B. All vehicles must have operating seat belts for each passenger and it must be worn during the event.

C . Each vehicle will be subject to inspection according to the BC TSD Regulations.

8.   Route Instructions

A. The Route Instructions will contain an instruction number, time or speed, distance from start of section, Alpine, and reference for following the route. The distance has precedence when given for route following instructions.

Precedence of route - at intersections where the next instruction cannot be used.

1. *Remain on the named or numbered road if directed 'onto' (and only by the word onto) it by name or number.*
2. *That is protected from entering traffic by STOP or YEILD signs.*
3. *That is of similar road surface (paved vs unpaved).*
4. *That follows numbered or named highway.*
5. *Continues straight ahead or as nearly straight as possible.*

B. In the absence of a Route Instruction, the obvious main road should be followed. Usually, an instruction isn't needed for you to continue straight, or to follow the road you are on when it curves and another road bears off.

C . Redundant instructions may be used to clarify the main road, or to provide references confirming-you are on the correct route. Such instructions may be appended with "MBCU" (May Be Considered Unnecessary) or "REF" (Reference).

D.SOL, SOR (Sign On Left, Right)- indicates a reference on a specific side of the rally road.

E . HPR, HPL (HAIRPIN RIGHT, LEFT)- Used to warn you of tight turns.

F . All rally roads are public, through roads unless otherwise noted in the Route Instructions. Dead End or Private roads are to be considered non-existent. Such roads may be indicated in the Alpine without noting such status as private or dead end. Exception: Usable roads will be specifically noted: "Ignore Dead End" or equivalent.

G. The RI's may or may not note the road surface. i.e. paved vs. gravel.

H. Definitions and abbreviations - see Section 14.

I . Distances relate to 1) the action point, i.e. when you commence a turn, or 2) a reference where there is no action indicated. RI's will be a tenth (.10) kilometer apart, if possible.

9. Definitions of Sections
A . Monte (MTE) or Transit (TRN): Rallyists may be early or late within the section, but must be at the finish at the correct time. No CP's are located in Monte or Transit sections. Allowed time will be based on legal speed limits, and reasonable speeds.

B. TSD: Rallyists must average speeds as indicated in the Route Instructions, and checkpoints maybe passed anywhere in the section.

C. The Start Time for car 0 is printed at the start of each Section. The Start Time of each Section is the Finish time of the previous section, which may include extra time for stops and refreshment. This is also a "zero point" for mileages. The correct time for each rally car would be the CAR 0 time + car number

10. Checkpoints, Controls, and Timing
A. Checkpoints may be visible or hidden. Rallyists will be timed at a predetermined point. Rallyists do not stop at checkpoints.

B. All controls will open 10 minutes before the ideal arrival time of car #1, and close after the maximum scoreable late time for the last car

C. Main Time Controls (MTCs) will be used. Rallyists who arrive early must declare ideal arrival time, late arrivals will be time penalized as per the BC TSD Regulations.

D . Time standard is WWV, adjusted to local hour.

11. Penalties and Scoring
A. TSD Sections: 1 point per second early or late. Maximum 600 (10 minutes).

B. DNF: Unsportsmanlike conduct, failure to control vehicle, violation of laws. harassment of Officials or the public, etc. will be grounds to exclude a vehicle from the event. The rallyist involved may or may not be so advised by a rally official.

12. Force Majeure
A. It is the intention of the Rallymaster that everyone should be at the finish at an appropriate time. If you are delayed beyond the max. time for a Section, please attempt to shortcut to regain your position in the rally. This will save us the suspense of wondering what happened. The Route Instructions were written with enough references to aid you in such shortcuts.

13. General
A. Rallyists must assume that notifications of the event have been sent to all law enforcement officials the areas we traverse.

B.Failure to stop at an accident may result in disqualification. However, if you can't render aid, move on.

C.The official rally measuring device was a Brantz Laser 3, using 4 sensor/pulses to trigger a magnetic proximity sensor on the main drive shaft of a 1999 Jeep Grand Cherokee Limited. Distances were recorded at or below rally speeds.

D. Checkpoint placement will be such that most rallyists could zero each control; reasonable driving will allow rallyists to be averaging the correct speed at control locations (i.e. don't try to "average" 45 through 20 mph corner...) **don't overdrive the roads**. There is no "balking" penalty, but unsafe control of vehicle "will be noted for later action".
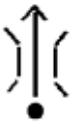
14. Abbreviations and Definitions
A. REFERENCES
  1) Signs will be in capital letters and enclosed in quotes " ". Representation will be as accurate as possible. "BROADWAY AVE." "NO. C ST. CT. E." "PAGAN CHURCH"
  2) Clarifying signs will be in parenthesis (). Portions of sign may not be included. (BROADWAY) (C ST.) (CHURCH)
  3) Clarifying comments may be in parenthesis. Comments may be in lower case. (CAUTION ROCKS ON RIGHT) , (Green church on left)
  4) Objects will not be in quotes. i.e. BRIDGE, GREEN CHURCH, DAM. BROADWAY AV.
  5) Exceptions: MP (mileposts), STOP and YIELD signs will not be in quotes. STOP and YIELD signs control your movement, but may not control an intersection (RRX for instance).

B. Alpine Instructions: A diagram of an intersection of rally roads, with the dot as the entry point and an arrow as the exit point. Scale will vary. Private, Dead End and other non-rally roads may be included for accuracy. References and distances will relate to the first action point of the intersection.

C. **DEFINITIONS**:

R - a right turn off the main road.	
L - a left turn off the main road.	
S - go straight or straight as possible.	
KR, KL - Keep on the right/left most road.	
BR, BL - Bear right/left off the main road.	
AR, AL - Acute right/left off the main road.	
RRX - Railroad crossing	
Bridge	
CG - Cattle guard	