

PORSCHE
ÜBER ALLES

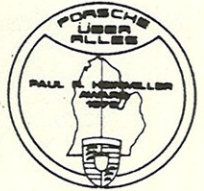
JULY 1978

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PORSCHE ÜBER ALLES

1978 JULY

VOL. 6 NO. 7

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ABOUT OUR COVER

This month's cover shows us our very first glimpse of the 928 at speed. It was taken at the IROC, at MIS.

75

precluded Volume Value.

CREDITS

Photos by Paul Thieme

DOUG'S HEAD

BY DOUG HOEK

CLASS, that much abused and misunderstood word. Class is different things to different groups of people. Even among the car enthusiast, in general, we splinter down into our own types. Even though you and your drag fan neighbor are both race fans, you cannot show the same form of class or cool to be more exact.

We consider a Roth original T-shirt to be in very poor taste, even though our own club T-shirts are seen as too clubish.

Does a fellow like this look as a Martini-Rossi cap and think that we are very much into Manhattans and Martinis? Or, do you look at his Swiss embroidered patch designating his brand of exhaust headers and assume he is into hookers?

We may be amused at his jacked up machine's burnouts, but he is equally amused at the Porsche's inability to not only do a burnout, but even to get quickly down the quarter mile.

Showing class is a very difficult task for car

enthusiasts, so let's go down the list and see what gets you where in a sports car club.

We should start with a \$2.00 sticker proclaiming "Our Other Car Is A Porsche". Put one on each Porsche. If you have only one Porsche, you can use an "I'd Rather Be Driving My Porsche" sticker.

For 40 or 50 bucks, you can convert to European lenses. The fronts are mostly clear and the rears are yellow. If you do not have the extra money, you can save up butterscotch candy wrappers and glue them over your existing taillights.

For about \$150.00, you can put a set of headlamps on your car suitable for 200 miles per hour. The fact that you never drive over 80 mph has nothing to do with this form of class. This can be one of the most visible forms of class!

If you bought your car without side stripes, put one on for about 50 bucks; negative reverse is in. If you bought your car with side stripes, take them off;

this is even a more expensive form of class.

If your Porsche has steel wheels, put on factory mags - \$1,000.00.

If your Porsche has factory mags, take them off and put on BBS modular wheels - class man, class.

Are they laughing at us? NO, I am.

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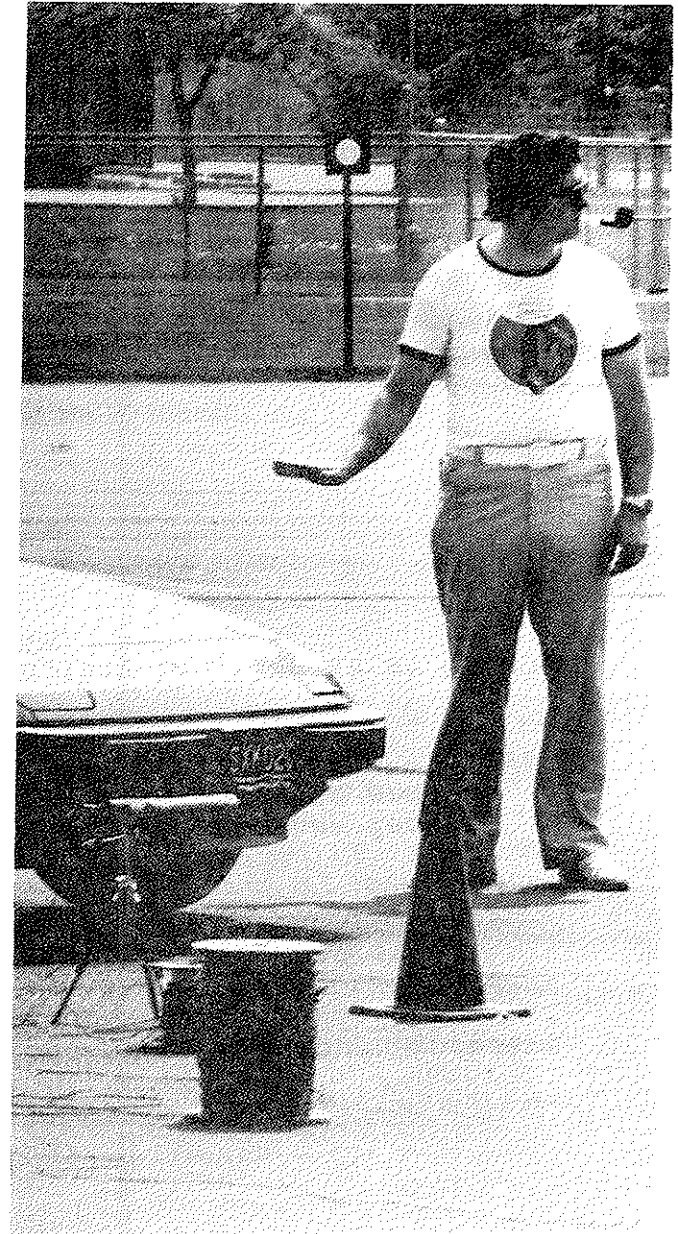
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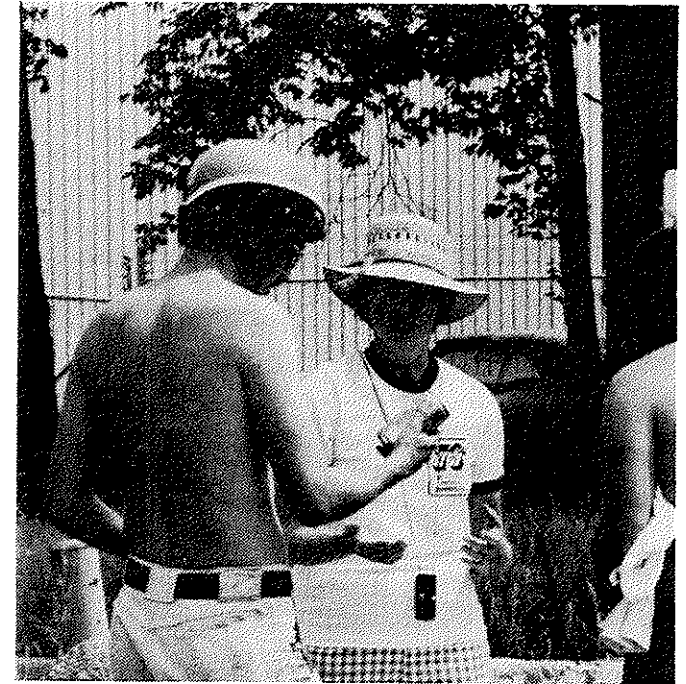
LEAR

SIEGLER

	Run #	1	2	3	4
<u>Rookies - 914</u>					
1st	Dave Mills	59.81	100.06	59.54	59.30
2nd	Randy Parrott	109.46	108.02	102.92	<u>102.56</u>
	Janet Langdon	110.38	107.97	105.09	<u>104.10</u>
	Chuck Olenyk	<u>106.84</u>	--	--	--
<u>Rookies - 911</u>					
1st	Walt Braunohler*	58.26	57.98	108.85	59.14
2nd	Dave Burzynski	DNF	<u>59.17</u>	<u>59.01</u>	102.99
	Steve Locke	107.88	<u>102.42</u>	<u>102.47</u>	--
*Most improved rookie of the weekend award.					
<u>Class 0 - 924</u>					
1st	Craig Paul	105.25	<u>100.73</u>	101.19	101.69
	Paul Thieme	102.71	<u>101.48</u>	101.62	<u>100.99</u>
	Dan'l Dixon	101.74	101.76	<u>101.13</u>	<u>101.44</u>
<u>Class 3 - 914 1.7 1.8</u>					
1st	Dave Kramer	59.62	58.38	58.45	59.15
2nd	Paul Hartwigsen	59.85	<u>100.71</u>	<u>59.69</u>	100.61
3rd	Larry Waters	<u>59.81</u>	100.92	<u>104.37</u>	105.12
	Don Owsiany	101.24	106.46	<u>100.34</u>	100.62
	Collette Owsiany	104.43	104.32	<u>113.75</u>	<u>101.28</u>
<u>Class 4 - 914 2.0</u>					
1st	Dan Williams	101.16	55.99	55.38	54.76
	Shari Hoek	56.85	56.78	101.06	<u>56.28</u>
	Doug Hoek	107.96	56.91	57.26	<u>56.72</u>
<u>Class 10 - 911</u>					
1st	George Scott	57.35	57.61	57.43	57.22
2nd	Charlie Richardson	58.15	57.54	58.36	<u>57.44</u>
3rd	Tom Pinard	<u>59.37</u>	101.56	100.48	100.60
	Ed Scott	114.96	102.12	DNF	<u>101.66</u>



	Run #	1	2	3	4
<u>Class 11</u>					
1st	L. Grover	57.07	58.64	58.95	57.51
	Bill Mihalic	58.87	114.75	59.04	58.00
<u>Class 12 - 911 2.7</u>					
1st	Harold Teter	56.69	54.75	56.36	55.18
	David Raymond	58.14	59.32	58.63	57.95
	Dale Morrissey	101.88	102.47	108.48	104.07
<u>Modified/Race tires</u>					
FTD	Phil Cull	55.45	55.07	54.74	54.05
1st	Bill Moses	55.96	56.30	55.16	56.70
2nd	Rick Riley	55.79	55.57	55.70	--
	Judy Cull	57.18	59.00	58.24	DNF



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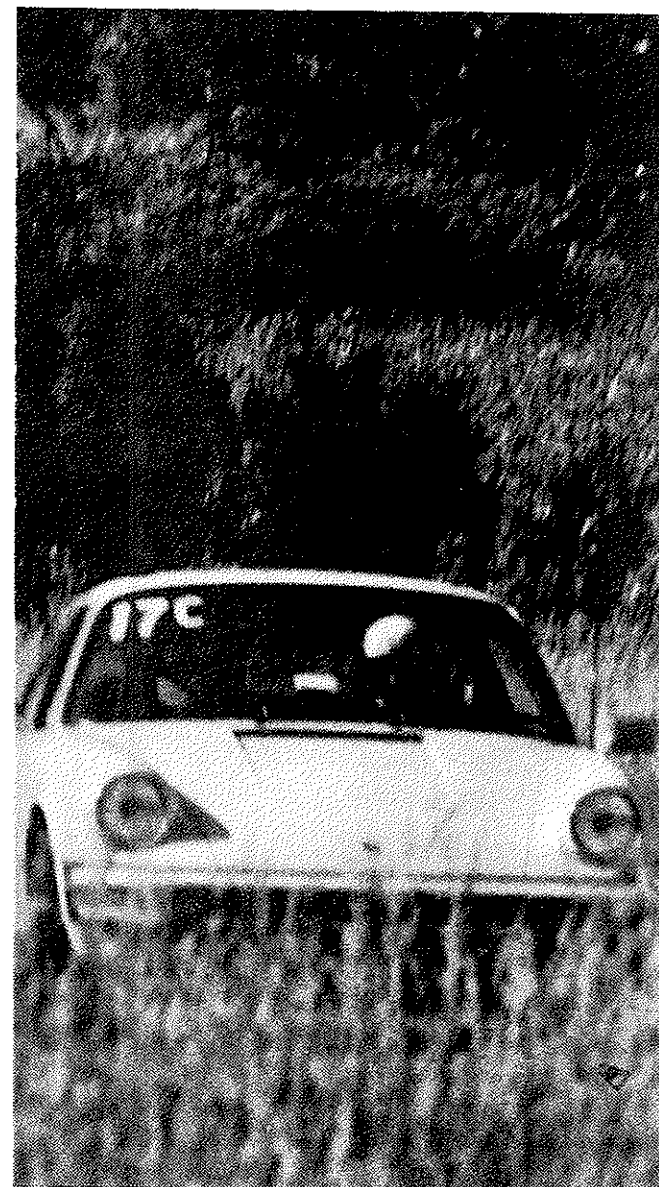
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WMR / IROC

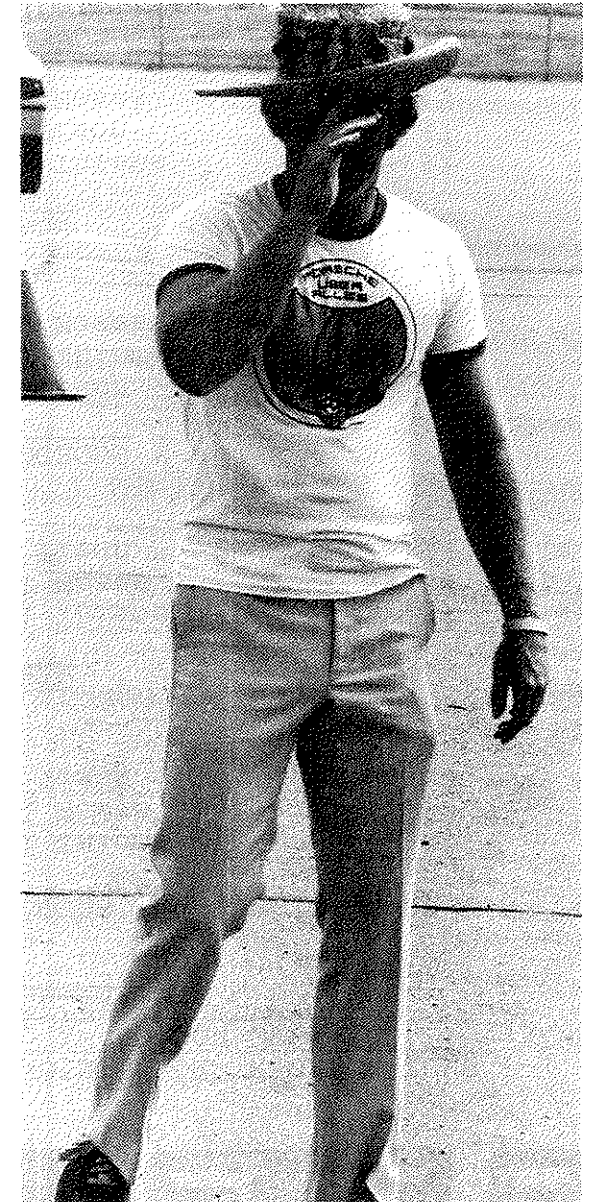
<u>NAME</u>	<u>REGION</u>	<u>TIME</u>	<u>IROC POINTS</u>	<u>IROC TOTAL</u>
CLASS 1				
Ed Scott	MI	56.86	28.13	28.14
CLASS 3				
Chuck Peterson	CR	51.75	100.00	300.00
John Bohlander	CR	52.55	93.82	273.37
CLASS 4				
Larry Riddle	MI	52.17	100.00	288.72
Steve Sigety	MI	54.45	82.52	82.52
Ray Tison	MS	52.81	95.09	283.88
Larry Waters	WM	53.18	92.26	92.26
Gary Pippenger	MI	53.27	91.57	181.18
CLASS 5				
Jim Sovik	CR	51.92	76.25	230.45
Dan Williams	MI	49.01	100.00	300.00
Ed Russ	CR	51.31	81.23	243.28
CLASS 6				
Craig Paull	WM	52.23	100.00	275.42
Jerry Quebe	CR	52.45	98.32	272.07
Paul Thieme	WM	53.66	89.05	178.07
CLASS 8				
Bill Moses	WM	48.20	100.00	200.00
Nick Moses	--	51.01	N/A	N/A
CLASS 9				
Phil Cull	WM	48.08	100.00	291.45
CLASS 11				
Frank Wagner	CR	50.61	85.84	262.72
Eric Grebe	MS	48.88	100.00	300.00



CLASS 13				
George Scott	MI	49.30	100.00	292.27
Bill Weir	MS	53.38	66.90	224.88
Bob Berg	MS	50.43	90.83	184.27
Charlie Richardson	WM	50.64	89.13	89.13
Tom Pinard	MI	53.71	64.22	64.22
CLASS 14				
Bob Ostholthoff	CR	49.63	77.35	277.35
CLASS 15				
Owen Johnson	CR	46.97	100.00	293.09
Tom Young	--	53.19	N/A	N/A
Jerry Dillinger	MS	47.84	92.59	291.19
Terry Baumhardt	CR	49.24	80.67	244.56
Jim Topper	MS	48.93	83.31	165.10
Harry Burnstine	MI	48.67	85.52	162.54
Mark Thimmig	MS	51.53	61.17	110.64
John Schrader	MS	50.80	67.38	141.26
David Raymond	MI	50.17	72.75	112.26
CLASS 16				
Nick Brenkus	CR	48.97	100.00	281.13
CLASS 17				
Dick Gonzales	MI	49.94	92.24	166.61
Stan Pearson	MS	48.99	100.00	101.00
CLASS 24				
Sue Winckler	MS	54.71	96.83	290.53
Paula Garecki	MS	54.28	100.00	202.28
CLASS 26				
Julie Quebe	CR	56.49	56.59	220.31
CLASS 29				
Judy Cull	WM	50.96	100.00	300.00
CLASS 37				
Karen Pearson	MS	53.73	100.00	200.00

PARTICIPATION STANDINGS %:

Michigan-Indiana	.34
Motorstadt	.32
Chicago	.27
Western Michigan	.09



HOLIDAY ON WHEELS 6

AUTOCROSS

CLASS 0

Craig Paull	WMR	55.64
Dan'l Dixon	WMR	56.43
Paul Thieme	WMR	58.71

CLASS 3

Larry Waters	WMR	55.62
Don Owsiany	WMR	55.74
Ray Tison	MSR	57.09
Chuck Olenyk	WMR	58.43
Paula Gorecki	MSR	59.20
Collette Owsiany	WMR	59.62

CLASS 4

Doug Hoek	WMR	53.94
Jim Sovik	CR	55.28
Phil Cull	WMR	56.36
John Bohlander	CR	56.37

CLASS 6

Dick Gonzales **	MIR	52.85
Charlie Richardson	WMR	55.65
Dick Ward	WMR	55.69

CLASS 8

Bill Moses	WMR	56.64
Mark Eskuche	MWR	53.01

CLASS 9

Rick Riley	WMR	53.07
------------	-----	-------

CONCOURS

CLASS A

Harry Burnstine	276/300
Phil & Judy Cull	268/300

CLASS B

Paul Thieme	228/240
Bill Moses	174/240
Ray Tison	147/240

CLASS D

Mary Anne Magin	95/130
-----------------	--------

RALLYE

Dan'l & Helena Dixon	1
Paul & Marci Thieme	2
Charley & Maureen Richardson	3
Bill & Marilyn Moses	4
Larry & Becky Waters	6
Don & Collette Owsiany	7
Ray Tyson & Jan	7
Mary Anne Magin & Karen	68
Chuck & Lynn Olenyk	504

STANDINGS FOR IMPORT MOTORS

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EXCELLENCE

CONCOURS

% OF ACHIEVEMENT

Paul Thieme	100.00
Bill Moses	77.00
Ray Tison	64.30

RALLYE

Paul Thieme	99.94
Bill Moses	99.84
Ray Tison	99.74

AUTOCROSS

Ray Tison	89.43
Paul Thieme	77.93
Bill Moses	72.61

TOTALS

Paul Thieme	277.87
Ray Tison	253.47
Bill Moses	249.45

**Dick Gonzales posted the fasted time of the day...52.85

LEGISLATIVE BY BOB RASSA

NOTICE: AN AMENDMENT TO THE DEPARTMENT OF TRANSPORTATION APPROPRIATIONS BILL THAT ELIMINATES ALL FUNDING FOR AIR BAG STANDARDS AND RESEARCH PASSES HOUSE BY WIDE MARGIN!

That's right! The U.S. House of Representatives, via an amendment (introduced by Congressman Bud Shuster of Pennsylvania) to the DOT Appropriations bill, has eliminated all funding for air bag research and establishment of air bag standards. The net effect of this action would be to cause the Department of Transportation to rescind the mandate for passive restraint systems that went into effect as of last year and would have caused cars to be equipped with such restraints starting in 1982.

It is partly to your credit that Congressman Shusters's amendment was passed. It was introduced in the House on June 8, and was scheduled for a vote on June 12 (Monday). Over the weekend, we asked all Zone Reps to contact you, the Region Presidents, requesting that you call as many of your Region members as possible to contact their Congressman that

Monday morning before the vote. You responded amazingly well, and many Congressmen reported numerous calls. We thank you and your Region members for your efforts in this matter. By way of note, Congressman Shuster spoke with me personally to thank us for the excellent support we gave him, and he told me that his amendment passed with over a one hundred vote majority!

It just goes to show you that we, as voters, DO indeed have a voice in Congress. All we need to do is exercise it,

as we did last week.

By the way, we have one more small hurdle to go in this matter, and that is that the Senate must pass a similar amendment to that of the House. That should occur within the next several weeks and we will let you know. We may need another phone call campaign to our Senators.

Again our sincere thanks to the Zone Reps and Region Presidents who rallied to the cause, and to all those members who called their Congressmen. Your help was greatly appreciated.

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RALLY

Permission to reprint granted:
Article by Bill Cunningham
taken from "PorscheForum"
(Northern New Jersey) March '76

After looking unsuccessfully through the standard reference works for a definition of the word "Rally," I came across the following by David Hebb: A rally is a trip in a car occupied by two persons who do not know where they are going but are just following instructions.

Although this column will be oriented toward the novice, I expect that there will be something of value in this and future columns for every NNJR rallyist. Since I'm Rally Chairman this year, you can count on finding helpers that will be worth some points to you.

First, you should know that there are three types of rallies popular in this country:

- (1) TSD (time-speed-distance)
- (2) Gimmick
- (3) Performance

All of these require basic course-following skills, but Performance rallying, in addition, includes flat-out special stages usually run at

night through the weeds on logging roads, and if this is your bag, you should be writing this, not reading it. For NNJR members, I will concentrate in this series of articles only on TSD rallying, although the basic course-following principles apply also to Gimmick rallies.

RALLY BASICS

A rally is not a race. Rallies are run on public roads at legal speeds, and while you may occasionally find it necessary to hurry somewhat, you must do this at your own risk. Getting a traffic ticket is grounds for disqualification in some events, as well as spoiling your afternoon.

The object of a rally is to follow instructions which will take you over a prearranged route at designated speeds. In order to find out how well you are following instructions, your time of arrival at certain points ("checkpoints") is noted and compared with the known (to the rallymaster) time that you should arrive at the checkpoints. The difference is your error, and at the end of the rally, the smallest accumulated error wins. Most rallies

these days are timed to the 1/100 of a minute, although some are timed to the second. Penalties assessed are 1 point per 1/100 (or 1/60) minute, whether early or late, usually subject to a maximum of 500 points (5 minute error) per leg. The art and science of following the instructions is what makes a rally different from a Sunday afternoon drive in the country.

When you register for a rally, you will receive a number to identify your car, and a set of general instructions. Your car number is important because it involves time. If the instructions say "Your starting time is 12:00, plus your car number in minutes" and you are car #9, you must start at 12:09 exactly. One feature of this starting system is that with cars started at one minute intervals, it will be unusual to see another rally car, other than at checkpoints, during the course of the rally, assuming everyone stays on time.

Read the general instructions (GI's) very carefully because they contain the ground rules for the day's event. I cannot stress this point too strongly. The GI's should contain a brief

description of the event, a glossary of definitions which will apply, a list of priorities to be used in course-following, the method of timing and scoring, provisions for requesting time allowances or making protests, and the like. Make sure you have all the pages, which should be numbered "1 of 4, 2 of 4," etc and that the copy you have is legible (this applies to the route instructions as well). Once you leave the starting line, a missing page is your fault, not the rallymaster's. Some rallies will mail you a set of GI's if you pre-register. It is wise to take advantage of this because it is easier to read and discuss the GI's at the kitchen table with your partner than at the start line while you are also trying to set your watch, copy posted changes to the route instructions and are engaging in general b.s. with your fellow competitors.

It is probably possible to write a book about GI's alone, and they will be further discussed in future articles. For now, the rule to remember is NEVER ASSUME ANYTHING. If there are points you do not understand, ask questions

before you start. Once you leave the starting line, you are deemed to have accepted the rules and regulations, and their interpretation is your responsibility.

Five or ten minutes prior to your starting time, you will receive your route instructions. Look for the car that has your number minus one, the car that starts a minute ahead of you, and follow him to the starting line. By this time, you and your partner should have made all necessary pit stops, have your seat belts fastened, and be mentally prepared for the forthcoming adventure.

EQUIPMENT NEEDED

To participate in NNJR rallies, you should have on board (1) an accurate watch with sweep second hand, (2) a clipboard, (3) an adequate supply of pencils, pens and scratch paper, and (4) a roll of masking tape. If you own a stopwatch, bring it along, but at this point in your rallying career, you should not spend money on elaborate equipment until you need it and know what you're doing. NNJR rallies are run in one class, "unequipped," and single or dual variable

odometers, computers, calculators and tables are generally prohibited. The penalty for using such aids is disqualification and worse.

It is helpful if your watch has a "hack" feature which permits you to stop the second hand to synchronize with the master watch or radio check at the start line. If you can't hack your watch, write the error on a piece of the tape, stick it on the dashboard, and plan accordingly or you will be running with a built in error. (Incidentally, that's what the tape is for, to write yourself notes. Never underestimate the value of the tape.)

Also give consideration to installing a centerboard, which is a clipboard attached to the dash in such a way that the driver can also read the route instructions. As an example of how a centerboard can help, observe the following:

31. R at T. Pause 1.00 minute after crossing Rt. 202 (careful - dangerous curve). L.
32. R at "Stop."

It is easy to miss the instruction to turn left at the first

RALLY

CONTINUED

opportunity after crossing Rt. 202 since it is buried at the end of the instruction 31 and you will be watching for traffic. However, if both the driver and navigator can read the clues, the probability that they will both make the same mistake on the same instruction is greatly reduced. I know of no source for centerboards, so count on engineering your own. Suction cups, tape, and the like will avoid damage to your dashboard.

Next month, I will cover basic course-following. Future articles will deal with staying on time and a subject dear to my heart, traps.

Permission to reprint granted:
Article by Bill Cunningham
from "PorscheForum" (Northern
New Jersey) April 1976
Tylee Stoesser, Ed.

Last month, we covered some rally basics and listed the first great rule of rallying: NEVER ASSUME ANYTHING. Before we get into the nuts and bolts of course-following, there are several basic strategies you should understand, and two more great rules.

It should be fairly obvious that you will not score well on a rally if you are exactly on time but three miles off course. This truth leads to the second great rule, DON'T GET LOST. The primary duty of both driver and navigator is to follow the route. Unfortunately, most beginning rallyists start out by having the navigator hold the route instructions in his/her lap and read them to the driver. More experienced rallyists sometimes try to divide the responsibilities so that the driver is responsible for following the route and the navigator is responsible for keeping on time. These philosophies are an invitation to disaster. The winning technique is that both driver and navigator have full responsibility for all phases of the sport and they should try to do as much as possible to help each other out. Remember, rallying is a team effort; if you try to assess blame for errors enroute, you will probably wind up in a shouting match of cursing and bitter recrimination.

Because course following is so important we recommend that beginning rallyists estimate their speeds and not spend any

time on making complicated calculations. Try to maintain a speed 3-4 MPH faster than specified in the route instructions. This will allow for slowing for turns, stop streets and the like. Also try to keep track of delays and make allowance for them. For example, assume you have been instructed to maintain 25 MPH and you have been stopped by a traffic light. Start your stopwatch as you slow for the light. If you must wait one minute for the light to turn green, you will be .417 mile behind where you should be at that time (if you had maintained 25 MPH, you would have gone .417 mile in one minute.) This difference must be made up, which you can do by driving at 40 MPH for 1.67 minutes, or 35 MPH for 2.50 minutes, etc. (This method of calculation will be explained later, for now just recognize that you are late and will have to make it up.) With a little practice, you should be able to turn in acceptable scores by estimating speeds.. This method of estimating speeds is known as basic "seat of the pants" or SOP rallying.

Another technique, generally unknown to novice rallyists, is READ THREE. What this means

is that you should never read just one route instruction at a time - you must always read three: The one you just completed, the one you are now working on, and the one you will be looking for next. This rule will help you catch mistakes you have made while you still have time to correct them and will also protect you from quickie clues that occur quite near each other. You may drive several miles between instructions, and then find two or even three instructions within 50 yards. Reading three is easy to do and will save you many maxed legs.

BASIC COURSE-FOLLOWING

As previously discussed, the object of a rally is to follow instructions which will take you over a pre-arranged route at designated speeds. In order to do this, you must follow the route instructions exactly. The rules under which you must operate to follow the route instructions are contained in the general instructions (GI's) and to explain how the GI's work, over the next few months we will take apart a typical set.

The following are fairly typical of some rules and definitions found in GI's:

AFTER: At the first opportunity past the object designated.

INTERSECTION: Any meeting or crossing of two or more rally roads.

L: A turn to the left of from 10 to 170 degrees.

R: A turn to the right of from 10 to 170 degrees.

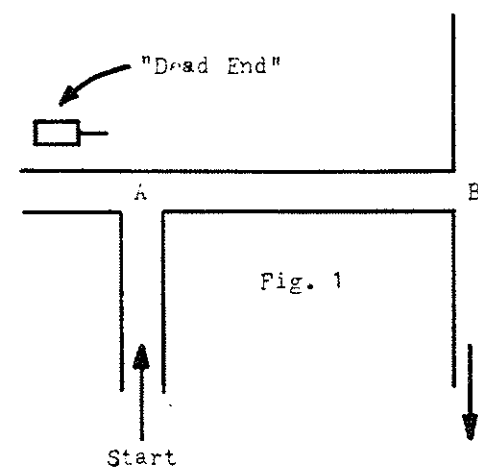
PRIORITIES: At each intersection along the rally route you must do one of the following in the order of priority given below:

1. Execute the next numbered route instruction.
2. Proceed straight as possible.

RALLY ROADS: All rally roads are paved, public, and through. Unpaved roads, obviously private roads, parking lots (except at the start and finish) and industrial entrances do not exist. Roads marked "Private," "Dead End," "No Outlet" "Do Not Enter," etc. do not exist.

The subject of priorities can be very complex although those quoted above are the basics. Always tape the priorities you will be following on your dashboard, especially if they are more difficult than those listed above. As to the definition of rally roads, be sure to ask the Rallymaster if you have any questions about what is included in the "etc." For example, does a road marked "One Way" against you exist?

Figures 1 and 2 below illustrate how these rules and definitions apply to course-following.



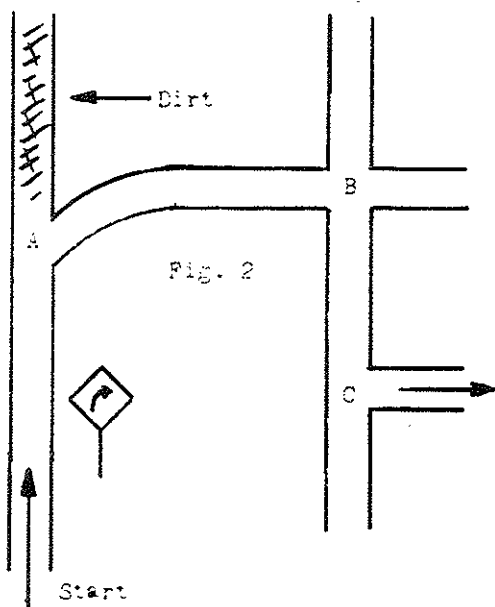
1. R.
2. L.

RALLY

CONTINUED

Instruction 1 cannot be executed at point A because it is not an intersection (The Dead End road to the left does not exist.) This is an example of a "forced turn" which should not be included in the route instructions because it is redundant (you would turn right without an instruction).

If redundant instructions are included in a rally, they should always be labeled "helpers." Therefore, instruction 1 is executed at point B and you will start looking for an opportunity to turn left and execute instruction 2.



3. R after
4. L.



This situation is similar to figure 1. You cannot execute instruction 3 at point A because the dirt road does not exist, and you can't execute priority 2 for the same reason. (The logic works as follows: point A is not an intersection since the dirt road is not a rally road. The priorities can only be executed at intersections.) Thus, instruction 3 is executed at point B and instruction 4 at point C.

Now let's assume that the dirt road is paved. In this case, instruction 3 should be executed at point A and instruction 4 at point B. Priority 2 still does not apply because the numbered route instruction is superior to the straight as possible priority.

Finally, assume that the dirt road is paved and the instructions you are working on are:

5. L after
6. L.



In this case, point A is an intersection and since there is no opportunity to turn left, you must execute priority 2 and pro-

ceed as straight as possible, looking for an opportunity to execute numbered route instruction 5.

Next month, we will look at more rules and definitions from our typical set of GI's. For now, remember:

NEVER ASSUME ANYTHING
DON'T GET LOST
READ THREE

Tape these to your dashborad until they are ingrained in your memory.

Article taken from 'Porsche-forus' (Northern New Jersey Region) May, 1978. Permission to reprint granted.

This month, we will go through a few more definitions and rules from our typical GI's. Last month's definitions still apply, and you may wish to refer to them to understand the examples.

ROUTE INSTRUCTIONS:

Route instructions are to be executed in ascending numerical order. Each route instruction must be completed before seeking to execute the next numbered instruction, except that speed changes and pauses may overlap subsequent route instructions.

PAUSE:

To delay a specified time at a named point or during passage of a specified distance. Add the specified time to your calculations.

CAS:

Commence average speed or change average speed to.

SIGNS:

Signs may be quoted in full or in part. Wording from signs will be enclosed in quotation marks and spelled correctly. References not in quotation marks refer to the referenced object.

AT:

"Even with" for speed changes, mileages, etc., "in the vicinity of" for instructions requiring a change of direction.

Now, we'll look at how these definitions and rules apply to course-following.

25. R after "Exxon". CAS 25.

26. R after red house with white shutters, black front door, two TV antennas and a lightning rod on the roof, and a green pump in the front yard.

28. L. CAS 40.

27. L.

29. R to avoid dirt road.
(Helper)

First of all, there is nothing difficult in the lengthy instruction 26. It is simply a detailed description of a particular object. You must be careful, though, that the house you find fits the description exactly. If you should pass a house that fits the description except that it has black shutters, it's not the one you're looking for.

Second, the fact that route instructions 27 and 28 are reversed is a subtle trap that will probably catch 90% of rallyists that have never seen it before, and lot of those who have. Even if you do spot it, you must never assume that it is typographical error. Since you are unlikely to find this trap while you are out on the course, you should always look quickly through the route instructions at the start and mark any out of order.

Third, notice that the reversed instructions will not get you lost in this particular example. The penalty assessed is a time penalty which you will incur by changing speed too soon. If

instructions 27 and 28 are one mile apart, you will buy yourself a 90 point penalty for falling into this trap.

Instruction 29 is an example of a redundant instruction as mentioned previously. It is clearly labeled as such (Helper). A redundant instruction is one that is unnecessary in that it tells you to do something which you would have done without the instruction. Just make sure when you are trying to execute a helper instruction that you consider what action you would take without an instruction and how the "helper" relates to that action.

The next subject we will briefly discuss is the "pause" which is sometimes defined as an "add" or "add time." Probably 75% of pause instructions you will see are included by the rallymaster to help you traverse a dangerous or congested area safely, without having to speed. The remaining 25% are somehow involved in traps, so you should treat a "pause" suspiciously, especially when one appears on the course well away from a congested area. A pause is one of the definitions that does not mean exactly what it says--

RALLY

CONTINUED

you do not have to stop but you must add the pause time to the time required to traverse the specified distance at the given average speed. Suppose you are working on the following route instruction:

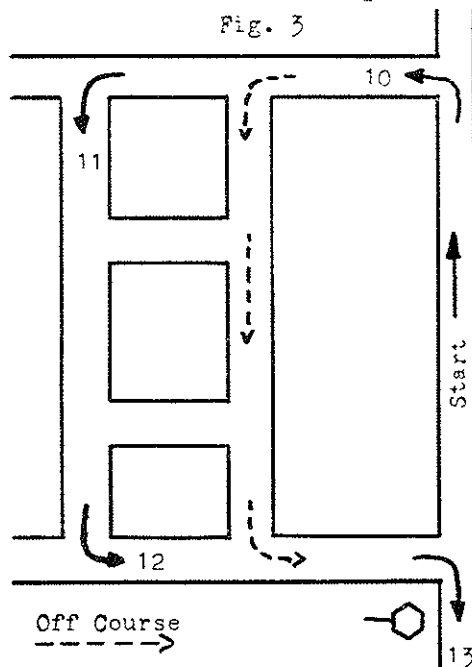
30. CAS 30 at "Stop". Pause 1.00 minute within the next 1.00 mile.

You know that at 30 MPH, it will take 2.00 minutes to travel one mile. Adding the pause time, you must complete this mile in 3.00 minutes, equivalent to running at an average speed of 20 MPH. Experienced rallyists won't bother to stop for this one; they will simply add the minute to their calculations. If you are estimating speeds and running SOP however, you will have to (1) note the time you arrive at "Stop", (2) run out the mile, (3) subtract your running time from 3.00 minutes, and (4) wait the difference, if any.

There are two other important points to be made here. Look back to the "Route Instructions" rule and you will note that a "pause" may overlap subsequent route instructions. This means that you may have to execute one or more numbered route

instructions after #30 and before you have run out the specified mile. If, however, it is provided in the GI's that there is to be no overlap between numbered route instructions, then you will not be able to execute instruction #31 until the specified 1.00 mile distance has been run out. The other point is that you can be sure that there will be no checkpoint within the one mile distance.

Because the subject of overlap is so important, we will give you several more examples:



10. 1st L.
11. 2nd L.
12. 3rd L.
13. R at "Stop".

Each instruction must be treated separately under our typical general instructions. Therefore, after executing instruction #10, you must count two more left turn opportunities before you can execute instruction #11, and three more before executing instruction #12.

The following example is taken from the route instructions of the 1974 Pocono Parade rally:

17. CAS 40 at tenth "No Passing" on right.
18. R after twenty sixth "No Passing" on right. Pause 0.50 minute before the next instruction.

There really were 36 "No Passing" signs, but those rallyists who didn't start counting over after executing instruction #17 found themselves turning right onto an off course loop which cost them a time penalty at the first control.

(Article by Bill Cunningham. Taken from 'PORSCHEFORUS' (Northern New Jersey Region) June, 1978. Permission to reprint granted.)

The "T" intersection has probably been the cause of more grief to rallyists than any other. There are two types of T intersections, which might be defined in our typical GI's as follows:

T: An intersection having the general shape of the letter T approached from the base, requiring a turn to the left or right, both turns being essentially equal.

Lazy T: An intersection having the general shape of a slanted T as approached from the base. It is possible to go straight at a Lazy T.

These definitions are fairly straightforward and as encountered along the rally route, the intersections might look like this:

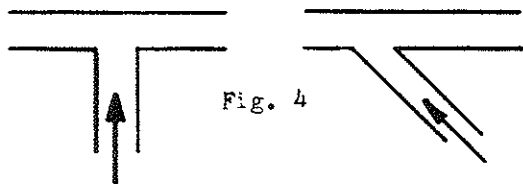


Fig. 4

The difficulty lies with the lazy or slanted T since it is possible to determine a straight as possible route through it. Also, the GI's may define a T intersection in such a way that a T includes a Lazy T. In the Lazy T pictured in Figure 4, a turn to the right would require an instruction, but no instruction would be needed to turn left. To see how this works in practice, assume that a left turn is defined as follows:

L: A turn to the left of approximately 90 degrees.

If you do not read the GI's carefully and arrive at a situation such as Figure 5, you will be in trouble:

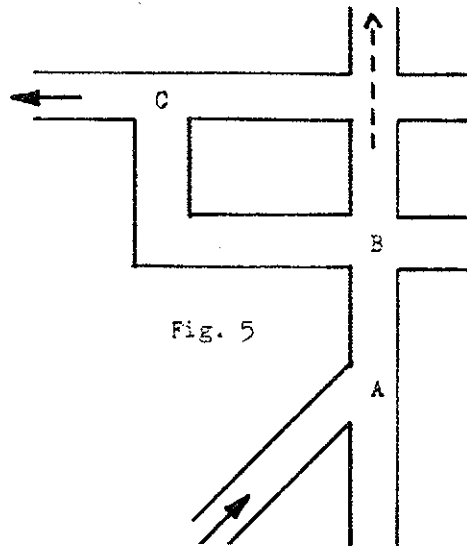


Fig. 5

16. L.
17. L at T.

Instruction 16 can't be executed at point A because it would be redundant and because point A is not an opportunity to turn left, as left is defined. To stay on course, instruction 16 must be executed at point B and instruction 17 at point C. If you attempt to execute instruction 16 at point A, you will get very lost looking for a T intersection to execute instruction 17, as shown by the dashed arrow.

Not all route instructions are written. On many rallies, you will find turning instructions given to you in the form of "tulip" instructions. A tulip instruction is generally defined as a diagrammatic representation of an intersection as seen from the air. Road angles should be shown accurately, but the diagrams will probably not be to scale. Here are some examples:

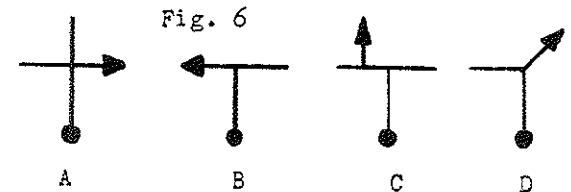
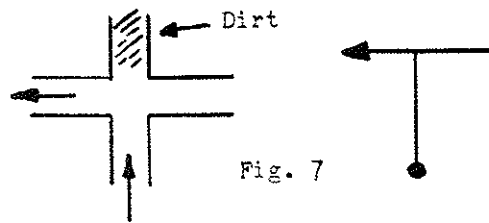


Fig. 6

RALLY

CONTINUED

Tulip intersections are always approached from the "bulb" and the exit direction is shown by the arrowhead. Be careful of roads defined as non-existent which will not be shown in the tulip diagram:



Actual Intersection

Corresponding Tulip Diagram

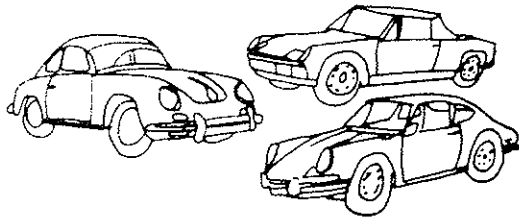
There is also a variation of the tulip instruction known as a "mole tulip" instruction. A mole tulip is usually defined as a diagram of an intersection as would be seen by a mole lying on its back under the intersection. This has the effect of turning right to left and left to right. In other words, if Figure 6B was a mole tulip, it would mean "right at T intersection". Don't bother telling the rallymaster that all moles are blind--he doesn't want to hear it.

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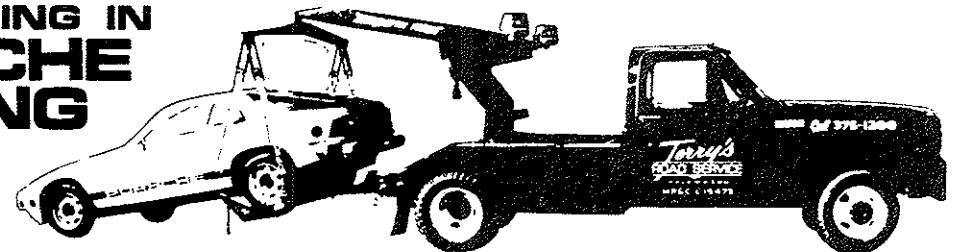
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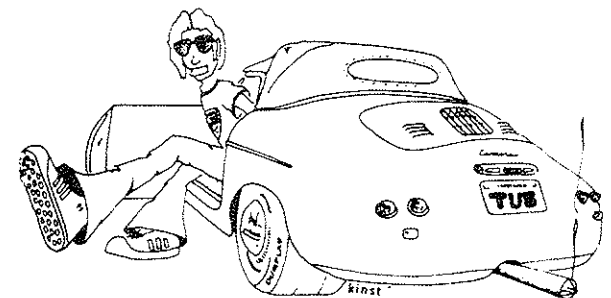
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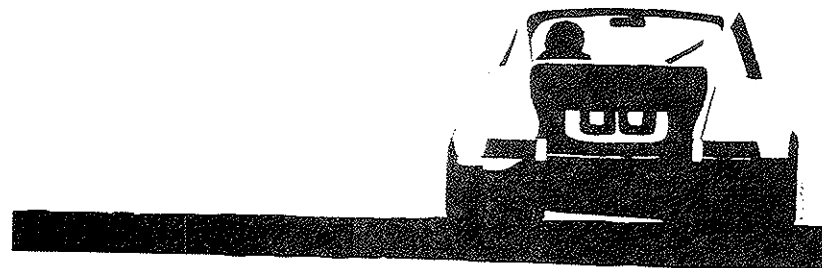
CROC IV

SCHEDULE	9 A.M. - 12 A.M.	REGISTRATION	\$10.50 DRIVER
	10 A.M. - 12 A.M.	TECHNICAL	\$ 2.00 CO-DRIVER
	10 A.M. - 1 P.M.	OPEN PRACTICE	PARTY INCLUDED
	1 P.M. - COMPLETION	TIMED RUNS	

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AUGUST 26

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First car out 2:00 pm

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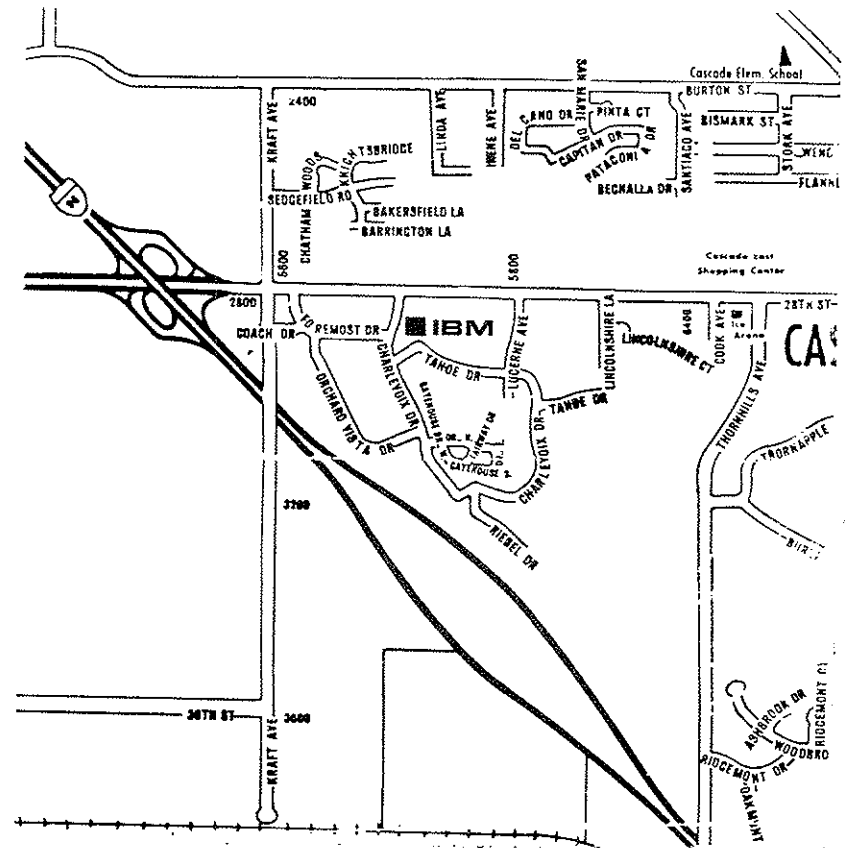
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②	3	4	5	6	7	①
9	10	⑪	12	13	14	8
16	17	18	19	20	21	15
23	24	25	26	27	28	⑲
30	31					29

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PCA

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July 11
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July 8-9
SBR/SCCA Regional/Grattan

July 15-16
Furrin Group Solo II

July 22
Holland Rallye

July 23
Holland Solo II

July 30
Kalamazoo Solo II

UPENCOMMIN

Sonntag Dimanche Sunday	Montag Lundi Monday	Dienstag Mardi Tuesday	Mittwoch Mercredi Wednesday	Donnerstag Jeudi Thursday	Freitag Vendredi Friday	Samstag Samedi Saturday
6	7	①	2	3	4	5
13	14	8	9	10	11	⑫
20	21	15	16	17	18	19
27	28	22	23	24	25	⑳
		29	30	August	August	August

PCA

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August 26
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Midsummer's Night Rallye

August 5-6
SCCA National Race/Grattan

August 13
Furrin Group Solo II

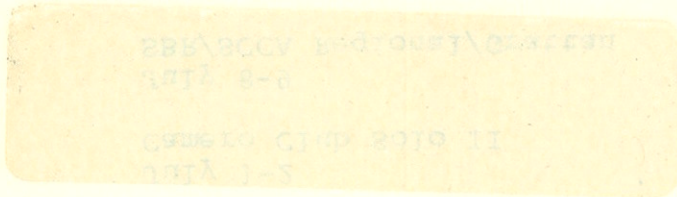
August 20
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August 27
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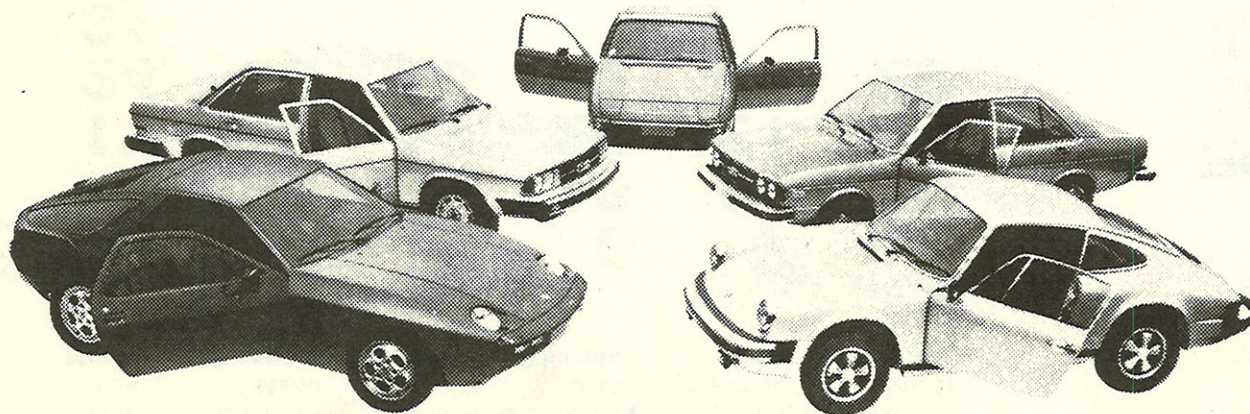
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