South Jersey Region
Sports Car Club of America

How to Participate Well in TSD Road Rallies

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Chapter 2: Starting the Rally and Things to Bring Your Team into Trophy Contention

I. Starting the Rally: Most TSD rallies give out the RIs 15 minutes prior to each cars starting time. This equalizes the amount of time that all teams have to prepare for the rally. Starting times for the 2006 SJR rallies is 11:00 plus your car number in minutes. i.e. car 1 starts at 11:01, car 2 at 11:02 etc. RIs can be picked up at 10:45 am plus your car number in minutes (i.e. 10:46, 10:47…. etc.). The first part of the rally will be an Odometer Check. There also may be a tire warm up leg preceding the Odometer Check. You can begin the Odometer Check as soon as you get your RIs The Odo Check permits the contestants to compare how close their odometer is to the official rally odometer. This is very important to teams that are calculating. At the end of the Odo Check the RIs will tell you when to begin the timed portion of the rally in the form of "Begin Leg 1 at 11:35 am plus your car number in minutes" (i.e.11:36, 11:37…etc)

II. Stay on Course: The more experienced teams divide the responsibilities of staying on course and being on-time. The driver reads the RIs from a clipboard mounted on the dashboard. The navigator brakes out a calculator and uses it to keep the rally car on-time. **Until a team has mastered staying on course, no calculating should be done while on course.** This will permit both members of the team to concentrate on following the course correctly. 999 out of 1000 rally teams use a mounted clipboard. 1 out of 1000 let the navigator hold the clipboard. I'm the 1 that prefers the lapboard approach. As a driver I never want to take my eyes of the road. If a navigational aide is located close to the previous turn and both team members are reading the mounted clipboard, who sees the navigational aide? Bring several highlighters with you and use them to mark "after" instructions and CASTs. Also read the RIs before starting the rally so that you can find and discuss RIs that may be confusing. Read two RIs at a time, the current RI and the next RI. Talk to each other all the time reminding each other of the RI you are seeking and the current speed. Don't fight with each other. Stay calm at all times.

III. Stay on Time:

A. Purchase a **digital** watch so that you can have accurate time. Set your watch to the official rally time at the rally registration. A watch costing $15 to $40 will do. The speeds the rally car must average are given in miles per hour after CAST. CAST means Commence, Continue or Change Average To. As mentioned in the above paragraph, the navigator on experienced crews will keep the car on-time with calculations. If official mileages are on all instructions, the navigator on an inexperienced team can use the time from getting the RIs until your time to begin Leg 1 to do some

calculations. Chapters 3 and 4 deal with how to calculate times. If you do calculate some of the times before starting, record those times on your RIs next to the proper instruction so that all info is in one place.

B. Staying on-time without calculating is easier that it sounds. When I first started rallying there was a **Seat of Pants (SOP)** class. Your odometer was covered to prevent calculating. With practice, SOP drivers can drive legs of 10 mile length and average 6 seconds of error. The driver has to allow for is the perfect time being calculated without any consideration for slowing to turn the car or stopping for most stop signs. If the driver drives all the CASTs precisely at speed except for slowing to turn and stopping at stop signs the car will be late at all controls. The system I used with much success was to drive 10% more that the given CAST. Examples: CAST 30 drive 33, CAST 35 drive 38.5 (38-39). The higher rate of speed compensates for the lower rate while turning and/or stopping. Also you must really concentrate on slow speeds. It takes 1 minute 30 seconds to drive 1 mile at 40 mph and 1 minute 20 seconds for that same mile at 45 mph. Only a 10 second difference for a 5 mph mistake! However, it takes 3 minutes 0 seconds to drive 1 mile at 20 mph and 4 minutes 0 seconds to drive that same mile at 15 mph. A full 1 minute difference for a 5 mph mistake!!!! **Inexperienced teams should drive SOP without any consideration about doing calculations until they can maintain the proper course without mistakes.**

C. Proper execution of time pauses while driving SOP in important. Most rallies have some intersections that have the rally car at a stop sign with some cross traffic. The RI should give a pause time to get the rallists through that intersection. A pause time is the amount of time that has been added to the perfect time at that instruction. Complicating the situation is the fact that the rally car drops below the CAST prior to reaching the intersection, stops at the stop signs, crosses the intersection after the traffic clears, stops again to finish the pause on the other side of the intersection and then the car is traveling less than the CAST while accelerating up to speed. Most navigators make the error of noting the time when the car stops. The navigator should note the time when the driver begins to slow for the stop sign. The driver should stop then proceed to the other side of the intersection when it is safe and stop on the other side of the intersection. The Navigator should tell the driver to start when the amount of the pause time has past. The car is actually a little early because of the distance from where the navigator noted the time and the place the car is now. That small early time will compensate for the time it takes to the car to accelerate to the CAST + 10%.

D. Time Allowances (TAs) permit teams to not get a penalty for going off course or any other reason. TAs are explained well in the GIs and reprinted here.
“If you are late for a checkpoint, you may take a Time Allowance (TA) to adjust your Leg time. You may take a TA for any reason, including getting lost. Prior to reaching the checkpoint, enter your TA on your Official Score Card, in the TA row, for the checkpoint that it applies. Have the checkpoint workers initial the TA on your score card before leaving the scoring car. There is no penalty for using a TA. TAs on each leg should be in .50 minute intervals from 0.50 to19.50 (0.50, 1.50,….19.50). If you take more than one TA on a Leg, combine the TAs into one TA still using the .50 minute intervals for your total TA. Maximum sum of all TAs for each car on the rally is 20.00 minutes”.

E. Learning how to score your self is a very important process in becoming a winning team for two reasons. It is much more fun when you know immediately that you did well on a leg. Finding out

after the rally how you did isn't nearly as much fun. Having fun is the essential in all hobbies! The second reason is that knowing the score will let the driver know if he were late and early. I hope you know the next sentence! If the driver is a minute late at a control and doesn't adjust on the next leg…Get a new driver! Just kidding. Adjusting during a rally by knowing your score is the quickest way for a driver to improve. Timing and scoring is in .01 (hundredths) of a minute. The scorecard used on all 2006 SJR rallies contains a tutorial on "How to Score Your Self" Printed below is the portion of the scorecard that has that tutorial.

How to Score: Step 1: Car 5 has left the restart at 12:05 and written in 12:21.73 at DIYC 1.They took 16.73 minutes to complete Leg 1. They started Leg 2 at 12:23.73 and wrote that time onto the scorecard on the time out for leg 2. On Leg 2 the Navigator wrote 3.50 minutes TA on the correct line. Open control 2 timed them in at 12:45.51**.**
Step 2: They then scored themselves by recording the Official time of 16.41 from Control 1 slip. Subtracting they found out they were .32 late and a score of 32.
Step 3: They then subtracted to find out that they took 22.78 minutes for Leg 2.They recorded the Official Time of 19.01 and found out they were 3.77 minutes late. Subtracting their TA lowered their difference to .27 minutes. Their score is 27 points.

Step 1

	1	2
Time-in	12.21.73	12.45.51
Time-out	12.05.00	12.23.73
Elapsed	16.73	
Official Ti		
Difference		
TA		3.50
Difference		
Score		

Step 2

	1	2
Time-in	12.21.73	12.45.51
Time-out	12.05.00	12.23.73
Elapsed	16.73	
Official Ti	16.41	
Difference	0.32	
TA		3.50
Difference	0.32	
Score	32	

Step 3

	1	2
Time-in	12.21.73	12.45.51
Time-out	12.05.00	12.23.73
Elapsed	16.73	22.78
Official Ti	16.41	19.01
Difference	0.32	3.77
TA		3.5
Difference	0.32	0.27
Score	32	27

F. Convert seconds to hundredths of a minute for entering DIYC times. Convert hundredths of minute to seconds for pauses. Every 3 seconds equals .05 minutes. Use the chart below.

3 seconds = .05 min.	21 seconds = .35 min.	39 seconds = .65 min.	57 seconds = .95 min.
6 seconds = .10 min.	24 seconds = .40 min	42 seconds = .70 min.	
9 seconds = .15 min.	27 seconds = .45 min.	45 seconds = .75 min.	
12 seconds = .20 min.	30 seconds = .50 min.	48 seconds = .80 min	
15 seconds = .25 min	33 seconds = .55 min	51 seconds = .85 min.	
18 seconds = .30 min	36 seconds = .60 min.	54 seconds = .90 min.	

Ex. 1. You reach a DIYC at 1:12 and 33 seconds: enter 1:12.55
Ex. 2. You reach a DIYC at 1:45 and 22 seconds. OPPS, 22 seconds isn't on the chart. Enter .02 from the closest second to your time that is on the chart. i.e. 1:45.37 (if it had been 23 seconds, enter 1:45.38)

Ex. 3. Pause 1.25 minutes. Find the .25 min., read from left to right, and pause 1 minute and 15 seconds. More than likely you will not ever be given a pause time that doesn't end either on a zero or a 5. If you do, pick a number of seconds between the proper two places on the chart.