

What to do before the rally starts

step 1: set your watch according to the clock at registration.

step 2: read the general instructions.

step 3: read the route instructions.

step 4: highlight all the pauses, speed changes, and transit zones in the route instructions, preferably using different colors for each.

step 5: anywhere that the distance between two consecutive route instructions can be calculated, do so.

step 6: for each route instruction for which you have a distance from the previous instruction, calculate a leg time using the following method:

6a. enter the distance from the previous instruction to this one.

6b. multiply by **6000**. (6000 is the time it takes to go a mile at 1 mph.)

6c. divide by the speed in effect at the end of the previous instruction.

6d. add any pause specified in the instruction you are working on (not the previous instruction).

This will give you a time in hundredths of a minute.

step 7: calculate the time that you should leave the end of the odo check by adding the start time of the rally, the length of the odo check, and your car number in minutes. Write this time next to the instruction that ends the odo check.

step 8: if you can calculate the leg time for the first instruction after the odo check, add it to the time for the end of the odo check, and write the result next to that instruction, in pencil. This is the time you should arrive at that instruction. It's called a "perfect time".

You are now ready to begin the rally. Drive to the end of the odometer check, ignoring timing and concentrating on following the course. If you leave the start location at the start time plus your car number in minutes, you should have plenty of time to get to the end of the odometer check. Don't block the landmark for the end of the odo check by stopping right next to it. Apart from that, don't worry too hard about exactly where you stop at the end of the odo check. Usually the end of the odo check is located so that the safest place to pull over is shortly after the landmark, but not always.

Depart the end of the odo check at the time you have written down. If you stopped shortly after the landmark, then you should leave right on time. If you stopped before the landmark, you should leave a little early so as to pass the landmark right on time.

What to do as you are driving the course

OK, you are on the road. Drive along the route at a little faster (1-2 mph) than the specified speeds, and stop for a little less time (0.10 minutes, or 6 seconds) than the specified pauses. This will make up for the time you lose slowing down for turns.

Several things can happen now. The most common ones are:

- 1)** you get to an instruction for which you don't have a perfect time calculated.
 - 1a.** If there is no pause at the instruction, write down the time you got to the instruction, in pencil. Pretty much everything you write down on the road should be in pencil.
 - 1b.** If there is a pause at the instruction, add it to the time you got there and write that down.
 - 1c.** If you have a leg time for the next instruction, add it to the time you wrote down for this instruction to get the perfect time for the next instruction,
- 2)** you get to an instruction for which you have a perfect time calculated.
 - 2a.** As you approach the time for the instruction, count down to it if you can. The "perfect time" is the departure time for the instruction. If you get to the instruction early, you can pull a little forward -- to the other side of the intersection, if there's a stoplight -- to wait for the perfect time.
 - 2b.** If you don't get to the instruction before the perfect time, or if the instructions are happening too quickly to keep up with the countdowns, just note down the time that you got to the instruction.
 - 2c.** If you didn't leave the instruction on time, compare the time you got there to the perfect time. If you were early, subtract 0.10 minutes (6 seconds) from the amount you were early and stop for that long. If you were late, multiply the amount you were late by 10 and drive 10% faster than the given speed for that long. If you were late by more than half a minute, follow the instructions on the "what to do if you get lost" page.
 - 2d.** If you have a leg time for the next instruction, add it to the perfect time for this instruction to get the perfect time for the next instruction.

What to do if you get lost

Don't worry, this happens to everyone.

- step 1:** Drive back to an instruction where you think you weren't lost, and where you have a time, either a perfect time or an actual time.
- step 2:** Erase or cross out any perfect times or time allowances you might have calculated for instructions after you got lost (but don't erase the one for the instruction you returned to!)
- step 3:** Look to see how much time has passed since the first time you did this instruction. Round up to the nearest half minute (ie, 0.5, 1.5, 2.5, etc). This is your "time allowance". Write it down in great big letters, next to the instruction you returned to. Add it to the time for the instruction you're at, and leave at that time.
- step 4:** If you have a leg time for the next instruction, add it to the time you just calculated to leave this instruction to get the perfect time for the next instruction.
- step 5:** If you get lost again before getting to the next checkpoint, and in step 2 you erased all of the time allowances you had written down since the last checkpoint, then follow all the same steps as if it was the first time you got lost.
- step 6:** If you get lost again before getting to the next checkpoint, and in step 2 you do not erase all of the time allowances you have written down since the last checkpoint, change step 3 by rounding up to the nearest even minute (ie, 1.0, 2.0, 3.0, etc), but otherwise follow all the same steps as if it was the first time you got lost.
- step 7:** If your total time allowance since the previous control exceeds 19.5 minutes, forget about waiting for the right time to leave the instruction, and just drive as fast as you reasonably can to the next checkpoint.

What to do when you get to a control

step 1: Drive past the checkpoint in a controlled manner. If you are still trying to make up time from being late, this is your last chance -- but don't go so fast that you might hit someone walking around the checkpoint area. Pull to the right after the checkpoint.

step 2: Add up all the time allowance you have taken since the last control. Write down the result in the Time Allowance section of your scorecard and take it back to the control car. Usually the driver takes the card back, so the navigator can do the rest of the steps in these instructions.

step 3: Erase the perfect time for the next instruction, if you calculated one.

step 4: Wait for the driver to get back with the checkpoint slip. Now would be a good time to have a drink of water or a little snack.

step 5: Make sure the driver got an out time when they come back with the scorecard.

step 6: Check the checkpoint slip to see if there is an outmarker. This is a location to resume running the rally. If there is, drive to it and pull over a little past the marker to wait for your out time.

step 7: Check the checkpoint slip to see what the next instruction is. Draw a line across the instructions before the next instruction.

step 8: Check the checkpoint slip to see what the official speed is. If the speed isn't what you expect, write down and hilite the new speed.

step 9: If you have a mileage for the next instruction, check the official mileage from the checkpoint slip. You want the outmarker mileage if there is one, and the checkpoint line mileage otherwise. Subtract this mileage from the mileage for the next instruction to get the distance to the next instruction. Multiply by **6000** and divide by the speed given on the checkpoint slip. Add any pause specified in the next instruction. This will give you a leg time in hundredths of a minute. Add it to the out time from your scorecard to get a new perfect time for the next instruction.

step 10: Leave the checkpoint or outmarker at your assigned "out" time.