

Tips for TSD rally navigators - by Gary Starr

1) Stay on course first!

- a) It is meaningless to keep time on the wrong road.
- b) Help your driver with course following. Four eyes are always better than two and it is to your advantage to stay on course also - if you don't believe this just think of the mess you will have with an off course timing exercise.
- c) Take as much time as necessary to figure out an intersection even if you must go down 2 minutes - that is how you will learn and you will be amazed at how much faster you can figure out those types of intersections next time. Remember this also (while you are stopped using up time to figure out the course): The only place you must be on time is at the control.

2) Keep a log:

- a) Write on the log only information needed to reconstruct the leg (i.e. speed change mileage's, pauses, gains). Do not write on the log calculations for periodic time checks or mileage turns.
- b) Keep the log simple and neat. Use scratch paper (or a special area on the log sheet) for miscellaneous calculations that do not belong on the log (e.g. periodic time checks, corrected mileage for turns, etc.).

3) Make periodic time checks easy on yourself:

- a) Use a hundredth's reading splitable leg watch which you can start from zero at your out time to save additions until your first speed change (many times you won't even have a speed change on a leg). Note you can use your wrist watch for TOD out times (and start the leg watch from it) as these watches are highly accurate. Another option is to use the EZ Rally Timing method which eliminates additions.
- b) Select an easy increment of mileage to do periodic time checks at (e.g. an integer number of miles or tenths of miles from the last speed change or control).
- c) When you're not trying to run exactly on time (i.e. you're not running a tour or coming in to a control), round off or ignore hundredths on time checks to make it easier on yourself. Your driver doesn't care if he's up 57 or 63 - just say up 60. When driving where controls are imminent then you need to be exact.

4) Control procedures:

- a) Give your driver the TOD in-time before he gets out to go to the control car for the timing slip. In-times are often misread (or mixed up with another's) and this will save valuable time if there is a discrepancy. Even if you don't have to leave the car, the in-time should be the first thing you check on the timing slip.
- b) Immediately start preparations for the next leg: resetting odo's, watches, log, etc. You may not have much time when your driver gets back or when you arrive at the outmarker.