

# HIGH DESERT TRAILS RALLY 2009

## Instructions for working the Finish Control

### Before The Rally Cars Arrive

Your Stage Captain will help you figure out where to put the control signs. Generally they are aligned with marked stakes in the ground or marked ribbons on the trees. The order is:

1. Yellow Checkered Flag (this is a warning to the rally cars that they are approaching the finish line)
2. Red Checkered Flag (the finish line, time cars as they cross this line)
3. Red Stop (where the cars stop to have their time cards written on)

Synchronize your digital wristwatch with the official rally time. This way, if anything happens to the official time clock that you have been given, you'll still have the proper time. If you have to switch time pieces during the day, be sure you note it on your timing log. Fill out the log with your name, the stage name, and the stage number. The Marker should find a good spot parallel with the Red Checkered Flag, and test radio communication with Recorder from there.

### When The Rally Cars Arrive

One person (the "Marker") will be positioned parallel with the Red Checkered Flag sign. Their equipment consists only of a radio. The other person at the Red Stop sign (the "Recorder") is issued a radio, a clock with official rally time, a clipboard, and a log sheet.

#### ***Job of the Marker***

The Marker uses the radio to call in when a rally car's front bumper (or any other official car) crosses the finish line. The most important thing is to use a very consistent pace when delivering the news. The phrase only needs to be "Ready... Set... Mark" You do not need to transmit the number of the car or any other information. Tell the Recorder in advance if there are two cars coming.

#### ***Job of the Recorder***

The Recorder listens via the radio to when the car crosses the line. At that point, note the time\*. Write the time on the log sheet. When the rally car pulls up to you, write down their number on the log sheet. **After** your log sheet is finished, *then* take the time card from the navigator.

On the timecard, use the line marked "Finish", record the hour, minute, and second of the finish. Ignore the gray "tenths" box on the timecard.

Turn the timecard around so the navigator can see it and tell them what you've written. "I've got you at eleven forty-three sixteen. Ok?" Then hand them the time card.

If the navigators watch doesn't agree with yours, or they complain about any other problem, just tell them "I'll make a note in the log, and you need to submit a scoring inquiry when you get back to service." Then write a note in the log. If you have made an obvious mistake on the timecard, like the wrong hour, just scratch it out, fix it, and initial it. In general, just remember that you are collecting data, you don't want to get in the middle of scoring rules and procedures. So just make notes on the log, and the scoring team will sort it all out.

**Be sure to give your logs to the Sweep vehicle when they come through to close the stage.**

#### **How to "Note the Time" using your Digital Wristwatch**

It's easy: you just look at your watch and remember the time.

#### **How to "Note the Time" using the Timewise 650 checkpoint clock**

First of all, leave the dial on the Run position. If it gets turned to another position, turn it back to Run.

Press the Print/Split switch toward Split when the car crosses the line. This stores the time, and freezes the display. The last 50 times are saved within the clock.

Once you have written the time on the log sheet, push the Recall switch up. This returns the live time display.

However, even when the time display is frozen, if you push Print/Split toward Split, it will record another time. (Use if one car is right behind another.)

To view older stored times, push the Recall switch down repeatedly. Then push it up repeatedly to get back to a live time display.