



Introduction

Targa 63CC will feature 3 regularity sections ranging between 6 – 15 miles. These are road sections where a set average speed is to be maintained. During the sections you will change speed, on this event the speeds used are 20,25,30 mph. You start at a RSC and will be checked by visiting an ITC these are secret checks. You are penalised 1 second per second early or late, the same applies at the finish control. On this event penalties are capped at 1 minute per section (Start to ITC = 1 section) The information below is designed to help but not be exhaustive. There is also many methods so practise and work out what suits you. Most of all don't panic, work as a team and go the correct route!

What is a Regularity Section?

- A section over which you need to average an exact speed or set of speeds
- Usually timed to the second (Penalties for Early or Late Arrival)
- Known start and finish point
- Location of Intermediate timing points are unknown
- Penalties starts again at intermediate timing points
- There may also be Code Boards
- TARGA 63CC will have 3 regularity sections between 6 – 13 miles
- On TARGA 63CC penalties at each control point are capped at 60 seconds

What Equipment Do I Need?

Mileage Measuring Device (Trip Meter)

- Tripmeter
- App tripmeter is permitted but must not have average speed function (be aware free App have limit miles so download 2 or remember to stop after each section!)

Time Measuring Device

- Rally Timer or Stopwatch (some prefer to use two stopwatches)

Speed Tables (Event will supply)

How Do I Approach It?

Ensure Trip is calibrated for event – Measured Mile details in finals

Make sure you follow the correct route (Route pre-plotted on Map)
Penalties for going wrong way are MUCH greater than being a bit late or early
If you take a wrong turn: Turn round and retrace your steps Set you trip to run backwards until you get back to the point at which you went wrong and then set it to continue forwards. Leave the clock running of course
Drive as quickly as you safely can to try to catch up again.

Procedure At Regularity Start Control (RSC)

Zero your timer(s) and Trip when you get to the start line

Know your first target speed and tell driver

Start the watch as you leave (Normally at a whole minute)

Remember there will not be a control within 2 miles if on a public road (Targa 63 will have no controls in 2 miles)

Get up to speed and, once you don't have to navigate, check progress against speed table. i.e. at each tenth of a mile on your trip, find in the tables the time due at the next tenth: e.g. at 30 mph, as you pass 1.10 miles, you note the time due at 1.20 miles (0:02:24). As you get to 1.20 miles check time and advise driver whether he is early or late.

Procedure At Intermediate Time Control (ITC)

Try to check your time against the speed tables as you approach the control

to arrive at the correct time. (You can't stop in sight of the control)

Stop your watch as you stop (Try to watch marshal's finger and do it at the same time as them)

If you are using two watches start the other at the same time Before you set off again Zero the intermediate trip (Not the Total as that could be needed)

If possible take a note of the mileage and the time before you zero them.

When marshal has filled in your card or advised you of your time set off again

You will have been stationary for at least 15 seconds, perhaps more, so you need to catch that time up again.

If there is a change of speed at the ITC make sure your driver knows that

Speed Changes (SC) Changes of Speed can be specified :

- After a set distance
- At an ITC
- At a Defined Distance from start

You just need to follow the procedure for an ITC (except you won't be stopping or have a marshal) and then make sure you start again at the correct speed.

Examples of Speed Change Instructions

2.7 miles @ 25mph

1.3 miles @30 mph

2 miles @ 20 mph

2.1 miles @30 mph

To RFC 2 @ 25mph

Speed Change at a Defined Distance from a point Read the time from your speed tables for that distance at the required speed.

When you get to the distance zero the trip (and the timer if you are exactly on time)

If you are early, zero the distance as you reach the correct point then wait until you reach the correct time before you zero the clock If you are late zero the clock as you get to the right time even though you haven't travelled the correct distance and then zero the trip as you reach the change point

Role of Driver

- Regularity is NOT just about the Navigator
- The driver does in fact have a very important role.
- A driver who can accurately maintain a set speed with minimal checking from the
- navigator does help enormously
- The driver can keep an eye out for junctions
- The driver can look for control boards

Tips

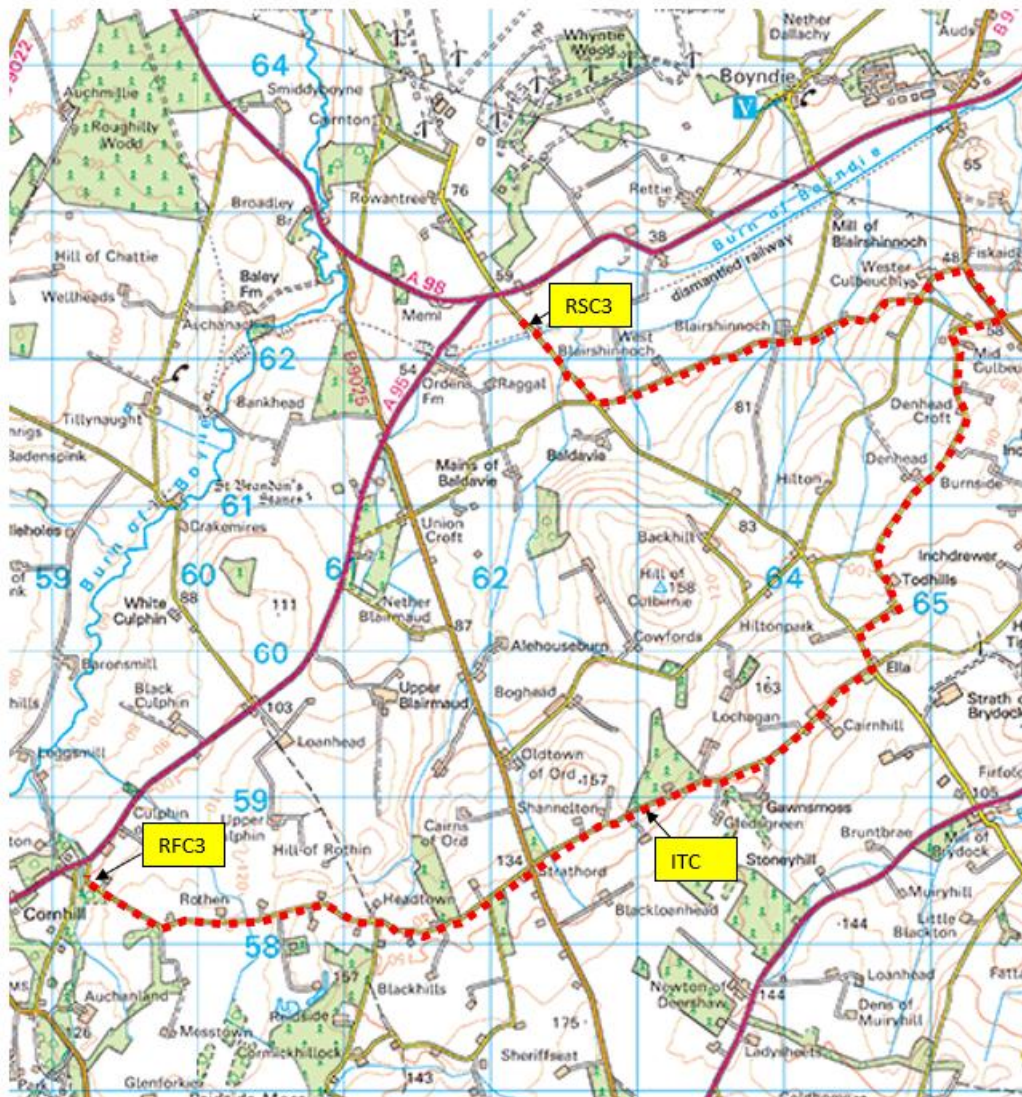
If you miss a speed change point see if you can catch it a minute later or at a fixed distance later.

If you forgot to restart your watch at an ITC you can work from the time on your time card. e.g. Start the watch a minute later and compensate accordingly.

Using the rev counter to maintain an even speed is usually much more accurate than using the speedo, especially in older cars.

It may be worth going out beforehand and timing sections at different speeds to work out how many rpm in a particular gear equates to a particular speed.

Example



Regularity 3

Calculation

Control	Map Ref	Location	Distance			Time	
			Inter	Section	Total	Inter	Section
RSC3			0	0	0		
SC			2	2	2	04:00	04:00
SC			3	5	5	07:12	11:12
ITC3.1			0.68	5.68	5.68	01:22	12:34
SC			1.82	1.82	7.5	03:38	03:38
RFC3			0.81	2.63	8.31	01:56	05:34

Competitor Instruction

18:08

RSC3 Start at 30mph for 2 miles then reduce to 25mph

After 3 miles at 25mph increase to 30mph until 7.5 miles from

RSC3

Reduce to 25mph until RFC3

Speed Tables

20			25			30	
0.1	00:00:18		0.1	00:14:00		0.1	00:00:12
0.2	00:00:36		0.2	00:28:00		0.2	00:00:24
0.3	00:00:54		0.3	00:43:00		0.3	00:00:36
0.4	00:01:12		0.4	00:58:00		0.4	00:00:48
0.5	00:01:30		0.5	01:12:00		0.5	00:01:00
0.6	00:01:48		0.6	01:26:00		0.6	00:01:12
0.7	00:02:06		0.7	01:41:00		0.7	00:01:24
0.8	00:02:24		0.8	01:55:00		0.8	00:01:36
0.9	00:02:42		0.9	02:10:00		0.9	00:01:48
1	00:03:00		1	02:24:00		1	00:02:00
1.1	00:03:18		1.1	02:38:00		1.1	00:02:12
1.2	00:03:36		1.2	02:53:00		1.2	00:02:24
1.3	00:03:54		1.3	03:07:00		1.3	00:02:36
1.4	00:04:12		1.4	03:22:00		1.4	00:02:48
1.5	00:04:30		1.5	03:36:00		1.5	00:03:00
1.6	00:04:48		1.6	03:50:00		1.6	00:03:12
1.7	00:05:06		1.7	04:05:00		1.7	00:03:24
1.8	00:05:24		1.8	04:19:00		1.8	00:03:36
1.9	00:05:42		1.9	04:34:00		1.9	00:03:48
2	00:06:00		2	04:48:00		2	00:04:00
2.1	00:06:18		2.1	05:02:00		2.1	00:04:12
2.2	00:06:36		2.2	05:17:00		2.2	00:04:24
2.3	00:06:54		2.3	05:31:00		2.3	00:04:36
2.4	00:07:12		2.4	05:46:00		2.4	00:04:48
2.5	00:07:30		2.5	06:00:00		2.5	00:05:00
2.6	00:07:48		2.6	06:14:00		2.6	00:05:12
2.7	00:08:06		2.7	06:29:00		2.7	00:05:24
2.8	00:08:24		2.8	06:43:00		2.8	00:05:36
2.9	00:08:42		2.9	06:58:00		2.9	00:05:48
3	00:09:00		3	07:12:00		3	00:06:00
3.1	00:09:18		3.1	07:26:00		3.1	00:06:12
3.2	00:09:36		3.2	07:41:00		3.2	00:06:24
3.3	00:09:54		3.3	07:55:00		3.3	00:06:36
3.4	00:10:12		3.4	08:10:00		3.4	00:06:48
3.5	00:10:30		3.5	08:24:00		3.5	00:07:00
3.6	00:10:48		3.6	08:38:00		3.6	00:07:12
3.7	00:11:06		3.7	08:53:00		3.7	00:07:24
3.8	00:11:24		3.8	09:07:00		3.8	00:07:36
3.9	00:11:42		3.9	09:22:00		3.9	00:07:48
4	00:12:00		4	09:36:00		4	00:08:00
4.1	00:12:18		4.1	09:50:00		4.1	00:08:12
4.2	00:12:36		4.2	10:05:00		4.2	00:08:24
4.3	00:12:54		4.3	10:19:00		4.3	00:08:36
4.4	00:13:12		4.4	10:34:00		4.4	00:08:48
4.5	00:13:30		4.5	10:48:00		4.5	00:09:00