

REGULARITY SECTIONS

Regularity Sections require competitors to maintain specific average speeds along public roads between secret controls. The average speed will be no more than 30 mph and competitors must obey all the usual rules of the road. On the GWVCR, all regularity sections will use public roads only (that might not be the case with other rallies, in which case a significant difference applies but that will not be covered here).

Each Regularity section will have a **Regularity Start (RS)** control and one or more **Intermediate Timing Points (ITPs)**. The RS is usually manned by a marshal who ensures that the interval between cars starting the section is at least one minute. The marshal will countdown 10...5..4..3..2..1..GO, at which point the competitor starts the section. There is no need to tear away from the RS because on public roads there cannot be another control within 2 miles. If marshals are in short supply then the RS might be unmanned in which case the crew waits for the next minute and the navigator records their actual start time - **in ink** - on their timecard; this will be verified by the marshal at the first manned ITP.

Each ITP will be manned by a marshal. An ITP location is not specified in the road book, but indicated by a Control Board at the side of the road and (usually) a line across the road. The crew must stop astride the line or alongside the marshal as the case may be; at the instant they stop, the marshal stops their stopwatch and then records the time – to the second - on the crew’s timecard. Crews will be penalised for stopping or excessively slowing down within sight of the ITP other than for road safety reasons. If there is already a competitor with the marshal when you draw up, just make sure the marshal knows you are there – he/she can log several competitors’ arrival times and will give you the time you stop behind any other competitor(s).

Hints and tips for regularity driving :

- You need some form of stopwatch and some form of trip meter, the latter preferably displaying distances to 2 decimal places; your car’s standard odometer is very unlikely to be either precise enough or accurate enough.
- On the GWVCR (exceptionally), GPS apps on smartphones are allowed, but be aware that they will not be as accurate as a properly calibrated trip meter as used by experienced crews – and you might not be able to set them to run backwards if you need to retrace your route at any time.
- While waiting at the RS Control, reset your trip and zero your stopwatch.
- At the instant the marshal says “Go !”, start your stopwatch and set off.
- The navigator needs to follow the roadbook while also monitoring the elapsed time and distance; note that it is far more important to stay on the right road than to keep precisely to the right time.
- The driver needs to drive as smoothly as possible, maintaining the speed instructed by the roadbook - through bends, up hill and down dale. They need to compensate for delays caused by other road users, Give Way junctions, etc.
- Depending on the style of instruction for any given regularity section, the roadbook will usually include speed changes at certain defined points. Try to be as close as possible to the right time when you get to a speed change point.
- The navigator needs to make sure that he/she tells the driver whenever the required average speed changes.

GWVCR - Regularity Sections

- If there are several speed changes and keeping on top of them seems rather daunting, then make a judgement as to the average speed for the whole regularity and run at that speed. Chances are you won't be far off.
- For your first event(s) you might decide to ignore timing and concentrate on the (far more important) navigation. But if you do that, please take care to note any particularly slow stretches of road; they will probably be specifically because of 20mph speed limits or particularly tricky/sensitive areas. Bear in mind that you should normally be one minute later than the car which started the regularity in front of you, and one minute ahead of the one behind. But of course they might well not have got their timing right !
- If you come to a junction which is not identified in the route instructions, you should stay on the principal road.
- Look out for instructions which are very close to each other in distance – they might well indicate that the route takes the long way round a triangle, or into and out of a layby for example.
- Unless explicitly told to do so, do not pass a No Through Road or No Entry sign.
- When you come to an ITP, come to a halt alongside the marshal who will stop their clock as you stop. Hand them your timecard for them to record your time. The next part of the regularity starts afresh from the instant the marshal stops their clock; as soon as they hand you back your card you should head off as you might by now have 20-30 seconds or so to catch up - but don't worry because the next ITP (on public roads as used by the GWVCR) will not be for at least 2 miles. Incidentally it is always sensible to be pleasant and polite with marshals; if you fluster them, they can easily drop their pen or your timecard, thus causing delay.
- Experienced crews will typically run a few seconds ahead of their ideal time as it is much easier to lose time when you come to an ITP than it is to maintain the speed up to a sudden halt at the line.
- Some crews will use Speed Tables, showing the time taken to cover certain distances at specified speeds. On the GWVCR these could help for longer distances between instructions, but are probably one distraction too many for most newcomers.
- The last ITP in a Regularity Section will normally be some way before the Regularity Finish as shown in the Roadbook.