# SPECIAL TESTS

Special Tests are only run on private land and require the crew to complete a course as quickly as possible. They are similar to autotests in that the course is typically defined by cones or other obstacles which must be negotiated following a specified route. Tests might involve slaloms around cones or other obstacles and they might require the crew to note down on their timecard - **in ink** - the characters on a code board alongside the route, causing them to slow down to do so; an incorrectly recorded code board will attract penalties. Marshals will observe to make sure that the correct route is followed through the test.

There may be lines marked across the track which competitors have to stop astride, and/or there may be boxes marked out within which competitors have to stop with all four wheels inside said box. In either case, the competitor needs to wait for a signal from the marshal before proceeding. All such requirements will be clearly laid out on the test diagram.

On the GWVCR, tests will not involve any reversing (though cars with a poor steering lock might find they need to reverse to complete a manoeuvre; we will aim to minimise that need). Each test will have a bogey time representing the theoretical fastest time possible; no benefit is obtained by beating the bogey. Penalties are assigned on a "class improvement basis", i.e. relative to the fastest car in the class. On the GWVCR all tests will be on sealed surfaces.

Special Tests have start and finish Controls. Usual practice is for a marshal at the **Test Start (TS)** Control to record the next minute on to your timecard and then count down the seconds as for example "15…..10…..5…4…3…2…1…GO!". Crews will be penalised for jump starts. Each test will have a stop line at the end, marked with cones and/or a line on the road surface, a short distance before the marshal at the **Test Finish (TF)** Control. The competitor must stop astride the stop line, at which instant the finish marshal will stop their stopwatch. Failing to stop astride the stop line will incur a penalty. The competitor then drives slowly forwards and stops beside the marshal to have the time recorded on their timecard. The reason for the short distance between the stop line and the marshal is for marshal safety, but the competitor should move forward promptly in case another car is approaching the Test Finish.

Example test diagram
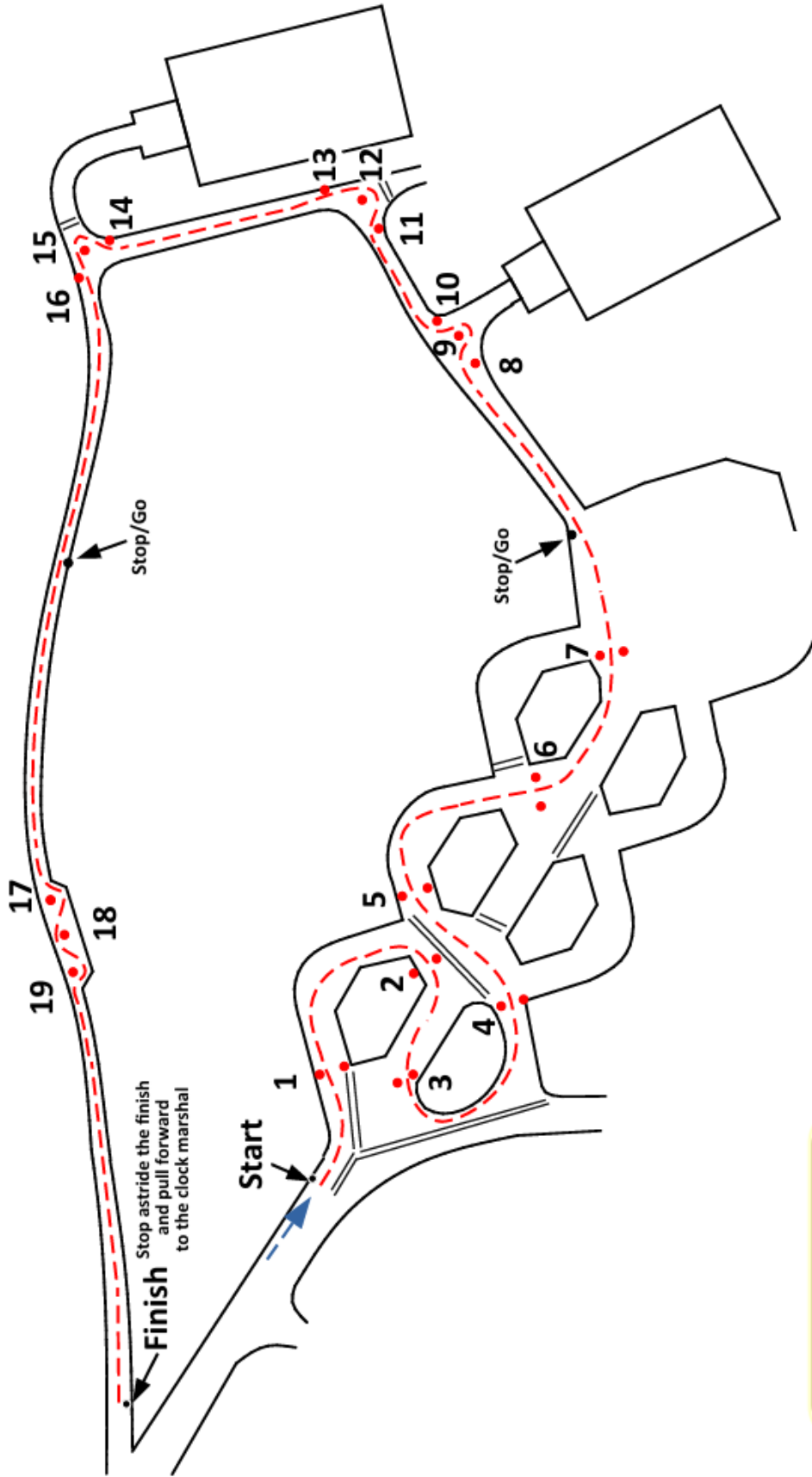
Test 1 & 4 Kemble
Minimum 1 min 34 sec
Maximum 3 min 30 sec
0.78 miles

Not to scale, Indicative only

BATH MOTOR CLUB
GREAT WESTERN
VINTAGE AND CLASSIC RALLY
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