

## Dishforth Targa Rally 2024

## TEST EXAMPLE

On your timecard there will be schedule times for car 0, from this you can calculate your time by adding your car number at 30 second intervals for MTC1.

Please present yourself at MTC1 at that time when you will be released to queue in order for TS1. The start marshal will give you the time to start the test and set you off at that time. At TF1, stop astride the finish line and then pull forward to the marshal who will give your time for the test. You then proceed to queue for TS2 and the cycle repeats. After TF3 return to the holding area stopping at CC1. Here the marshal will collect your first time card and issue you with the actual time you're required at TTC2 o start your second loop.

The above cycle repeats for each loop of the event, TTC2,3,4,5,6,7 being the departures from the holding area, CC2,3,4,5,6 being arrivals back into the holding area. Only exception being after TF15 is MTC8 where your last time card and damage declaration will be collected. If the event is running ate the organisers will issue a delay allowance which your TTC times given by the marshal at the preceding CC will reflect.

To maximise the mileage on the event please note tests 13 onwards run at 1 minute intervals and the maximum lateness at all time controls is 15 minutes.
"PC" - Passage Controls are a manned control where competitors need to stop in a controlled manner, present your timecard to receive a signature. They will be placed just before "MERGES" to ensure safety. PC's may be replaced with a code board competitors will be notified on the day if this happens with an ammendment notice.
"APEX CONES" - these have been put in place on the tests to stop you from cutting corners and to keep cars off the grass. Please respect these otherwise you will receive a cone penalty.
"360 CONE" - in this example, the route goes clockwise around cone A - be aware that some cones will need to be driven in the opposite "anti-clockwise" direction.
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"GATES" are dennoted by this symbol , with the red route line flowing over the joining line. On the test, the two cones making up the gate will have the same number on each cone whereas on the diagram there may only be one number due to lack of space or to avoid unnecessary confusion.


