

Dishforth Targa – Marshals Information

General

- Signing on is from 08.00hrs until 09.30hrs
- Ideally approach Dishforth Airfield from A168/Boroughbridge Road as we are trying to minimise traffic through the smaller villages like Marton Le Moor.
- The entrance to the general airfield area is at the northern junction of Boroughbridge Road and Green Lane ref 387716 and W3W kiosk.shopping.something
- Do not approach or attempt to enter via the main base watch house entrance – the security level is currently high, and the guns are loaded!
- Signing on will be signposted/arrowed.

Event Format

- 15 tests in total
 - 3 individual tests run in an anticlockwise loop x2
 - 3 individual tests run in a clockwise loop x2
 - 1 overall joined up test run clockwise x 1
 - 2 overall joined up test run anticlockwise x 2
 - Car 0 at 10.30hrs
 - Last test run in darkness so bring adequate personal lighting.

General Information

- Traditional type clocks are being utilised (i.e. like road rallies)
- Cars will start at 30 sec intervals – it will be busy!
- Competitors timecards to be signed at Start/Finish and PC type controls.
- Marshals allocated to a “spotter type post” only need fill in the checksheet if a competitor makes an error...see separate sheet.

- The “spotter type” checksheets will be collected by a travelling marshal at completion of each loop (to help the results team)
- Competitors timecards will be collected at “holding area-in”.
- Upon arrival you will be allocated to one of the three individual tests. You will rendezvous with them at the individual test start control...in most instances there will be space to park your car without leaving a trek to your post. The three test commanders are -
 - Paul Buckel (who will also do the joined-up tests)
 - Gareth Frank
 - David Bamber
- You will all be required for the closing three joined up tests.
- At the test finishes the time recorded will be the time the competitor stops at the coned marker prior to the marshal position. The competitor’s car will then proceed forwards slowly to the marshal to have their time recorded on the navigator’s timecard.
- There will be a standard type of hot food van in the HQ/holding area. Toilets will also be in the central area.
- If you have a clipboard, bring it along if possible – it may be needed!
- If you need to leave prior to the event finishing we will endeavour to facilitate this between runs, as the access road is being used as part of the joined-up tests.

Looking forward to seeing you all on the day

Tony Vart

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The marking and penalties for Special Tests will be as follows:

- a) All tests are timed to an accuracy of less than one minute.
- b) Not attempting a test when instructed, Test Maximum
- c) Not performing a test correctly, (Wrong Test) including failing to complete a test, making a jump start or going beyond test limits, Test maximum
- d) Striking a cone or barrier including those identifying test limits, 10 seconds each
- e) Failing to cross or stop at any line or specified position as required, Test Maximum
- f) Failure to provide proof of passage check or code board, Test Maximum
- h) The maximum penalty that can be applied per test is test maximum.
- i) Failure to follow the instructions of an official, 5 minutes to overall time.
- m) At a merge, priority always given to car furthest into test.

Regarding the 'wrong test' penalty (c) if you make a mistake and pass the wrong side of a cone or marker, you can stop and retrace your steps only if you have not exceeded one car's length.

However, should you exceed 1 car's length of deviation; you will get the penalty for a 'wrong test'. The test limits are defined as going onto the grass areas alongside the airfield or beyond the taped or barriered areas, exceeding these limits will attract a maximum test penalty.