REGULARITY
TRAINING

INTRODUCTION

What is a Regularity Section?

What Equipment Do I Need?

How Do I Approach It?

What to do at Controls

How to Cope with Changes of Speed

What to Do if you go wrong

Role of Driver

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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

N.B. Timing starts again at intermediate timing points (in UK)

Route usually known beforehand - but not always!

There may also be Code Boards or Manned Passage Controls

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What Equipment Do I Need?

- Mileage Measuring Device (Trip Meter)
  - Brantz, Terratrip or RalliTrip

- Time Measuring Device
  - Brantz Timer or RalliTrip Timer
  - Stopwatch(es)

- Speed Tables

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How Do I Approach It?

Ensure Trip is calibrated for event (Organiser's miles vary!!)

Make sure you follow the correct route

Penalties for going wrong way are **MUCH** greater than being a bit late or early

Calibration Method for Trip

Basic Method varies a little between different trips but essentially you run for 1.0 miles and set trip to appropriate value.

If there is a longer calibrated distance available you can get a more accurate calibration by running the whole distance and then comparing your reading to the organiser's one. You can then correct as follows:

If you calibration setting is 2400 and you run a 5.0 mile section after which your trip shows 5.2 miles you need to correct your trip as follows

Corrected setting is Current Setting x Distance Measured / Actual Distance

i.e. New Setting is 2400 x 5.2 ÷ 5.0 = 2496

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Procedure At Regularity Start Control (RSC)

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

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

If the marshal has given you paperwork check it as you move off
Remember there will not be a control within 2 miles if on a public road
(Maybe shorter if section starts or finishes on a private road)

Get up to speed and, once you don't have to navigate, check progress against speed table.

e.g. 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.

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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. (N.B. You can't stop in sight of the control)

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

If you are using two watches start the other at the same time

With a Brantz timer or similar in Regularity mode it will freeze the time and start timing the next section in the background

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.

Procedure At Intermediate Time Control (ITC) cont.

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

Changes of Speed can be specified :

- At an ITC
- At a Landmark
- At a Defined Distance from start
- At a Defined Distance from an unknown point (e.g. ITC or Landmark)
- At a Defined Time (Very unusual!)

The Easy One is at an ITC!!

You just need to follow the normal procedure for an ITC and then make sure you start again at the correct speed.

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Examples of Speed Change Instructions

Speed Changes

Start at 26 mph.

At 1.26 miles change to 29 mph

At a cumulative 4 miles change to 26 mph

At IRTC F1 change to 23 mph for 2 miles and then change to 26 mph

After a further 2 miles change to 22 mph

After a further mile change to 24 mph

SPEED CHANGES

18mph:	From Regularity Start
Change to **25mph:**	at first T junction
Change to **18mph:**	at Galphay Sign
Change to **27mph:**	at Hairpin T Junction left
Change to **22mph:**	at IRTC17
Change to **18mph:**	at next 30 mph sign
Change to **25mph:**	at National Speed Limit Sign
Change to **30mph:**	at IRTC18
Change to **22mph:**	at IRTC19
Change to **30mph:**	at Next T Junction

Speed Change at a Defined Distance from a point

This is still fairly straightfoward.

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

Speed Change at a Landmark

This is much more tricky

If you are running a few seconds ahead it can be easier.

When you get to the landmark zero the trip and note the mileage
Check against the speed tables what time you should have taken and zero the clock when you get to that time.

If you are late it makes things more awkward.

As you reach the landmark note the distance and the time
zero the trip and the clock
Read the due time for that distance from your speed table and compare with the time you actually took.
You can then add (or subtract) the difference to your times for the next section to compensate.

Example of Speed Change at a Landmark

There is a section where you are travelling at 24 mph and the speed change happens at a railway crossing at which you increase to 30 mph.

You note from your trip as you arrive at the railway crossing that is 1.4 miles from where you started timing so you should have taken 3m 30s to get there. In fact according to your stop watch you actually took 3m 50s so you were 20 seconds late.

When you look up your 30mph tables for the next section you should subtract that 20 second value from the value for the particular distance in the table. e.g. for 0.5 miles you should take 40s rather than 1m as shown in the tables for 30mph.

Obviously if you were early you would add the error instead.

Example of Speed Change at a Landmark (Continued)

It may be easier to pick a point say 0.5 miles past the change of speed and using the time and distance information at the speed change calculate what time you are due at this point.

i.e. Assuming you were 20s late at the speed change you will be due to reach the point 0.5 miles after the speed change in 40s (1m – lateness).

When you see 40s on your timer zero it and also zero the trip when you come to the 0.5 mile mark.

You’re now back on track again and can continue to the next thing.

What if I make a mistake?

If you take a wrong turn:

Turn round and retrace your steps

Set your 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.

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.

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 helps enormously

The driver can keep an eye out for junctions

The driver can look for control boards or passage controls

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A Few miscellaneous tips

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.

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A Final Thought

Just how good you can get was demonstrated on a recent event I did in Yorkshire where the winner was, on average, only 1s out per timing point on an event that had in excess of 30 timing points with probably twice that many speed changes! I'm generally happy to stay within 5s per control on average but that is on events where there is also a lot of difficult navigation and all sorts of tricks in where the controls are placed.

Only way to get better is PRACTICE!!

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QUESTIONS?