



WAC/CCC (Anglia Motor Sport Club)

DEBDEN TARGA RALLY

Sunday 31st May 2026

Marshals Information/Instructions

INTRODUCTION

Welcome to the WAC & CCC Single Venue Targa Rally organised by Anglia Motor Sport Club in conjunction with Wickford Auto Club and Cambridge Car Club.

Without the help and support of our volunteer marshalling and officials team it would not be possible to run these events and the organising team offer our grateful appreciation to everyone who is helping us on this event.

You should find all the information you need in these instructions but if you have any queries, please contact one of the organisers. There will be a Test Commander at the Start of each test throughout the day and the Chief Marshal and Clerk of the Course will be circulating through the tests at various times of day.

John Davie, Chief Marshal

TIME SCHEDULE

7:00	Gates open.
7:15 - 8:30	Marshals Arrival.
8:30	Gates close.
8:45	Marshals Briefing.
9:00	Driver & Navigator Briefing in Paddock.
9:00	Marshals on post for pre-event checks.
9:00	Chief Marshal; Course Inspection
9:15	Clerk of the Course, Course check then opens test
9:30	MTC1 and Test 1
10:45	TC2 and Test 4
12:30	Lunch Break. This allows marshals to return to the rest area.
13:30	TC3 and Test 7
15:15	TC4 and Test 10
17:00	MTC2 Last car completes final test.
<i>Competitors and marshals are requested to help clear up please.</i>	
17:30	Awards

This schedule is subject to change during the day dependant on progress of the event.

MARSHALS ARRIVAL

The entrance to the Carver Barracks airfield is at map reference **154/567344**, postcode **CB10 2YA**. The entrance we are using is approx. 100 metres to the west of the barracks entrance and will be arrowed. Do not try to enter the main barracks complex as you will be met by a man with a gun!

The Latitude and Longitude is 51°59'09.5"N 0°16'49.2"E (51.985981, 0.280320).

What3words 'climate.bland.sprouting'.

Print the entry pass attached with these instructions and display at the entrance gate, or display on your phone, and follow the diagram on the following page to the paddock. Officials/Marshals check in will be adjacent to the Rally office where you should check in with the Chief Marshal (or representative) who will check that you have signed on and you will then receive your paperwork pack and food voucher for breakfast or lunch – we have asked that priority is given to marshals at the food outlet so they can get back to post quickly.

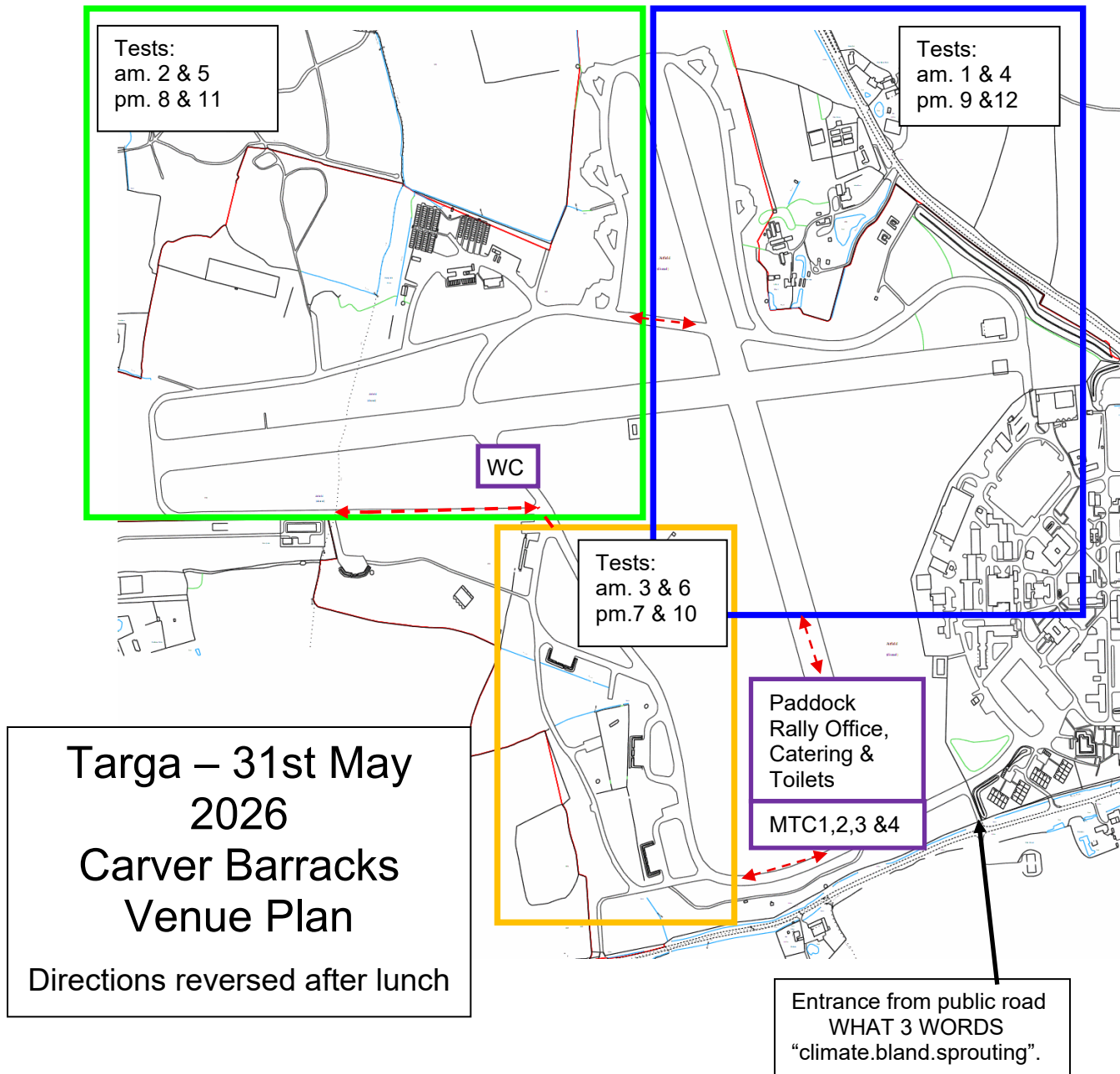
There will be a Marshals briefing at this location at 8:45, from where you should proceed to post to be ready by 9:00 for the course inspections.

SAFETY

Your safety is of paramount importance. Do not put yourself at risk. Cars will start at one-minute intervals so there are gaps which will allow replacement of moved cones etc. However, only do this if and when it is safe to do so, your safety is far more important than replacing cones for a following competitor. I cannot repeat often enough that your safety is the primary concern and replacing test furniture is secondary.

Please bring your hi-viz jacket/tabard with you if you have one. We will have a few spares available.

VENUE OVERALL PLAN



Test Timing

The Tests are timed using the chip-based rally timing system. The competitors' clipboard holds a memory chip and at each control the time is transferred from the clock to that chip. Touching the 'chip' on the clipboard to the button on the clock transfer the time.

Start

The start will be at one-minute intervals. You should touch the chip to the clock to give them their start time which will be the next whole minute. You can do this in the minute preceding their start, but before the 10 second countdown starts. When you chip the clock, it will briefly (for about three seconds) display the (next minute) start time before returning to running mode and you should fill in their timecard with their start time.

The 'running man' will be replaced by a 'stationary man', indicating the start process is under way and you should hold them on the start line.

The clock then performs a countdown; it will beep at 10 seconds to go and then displays 5-4-3-2-1, and finally the LED turns green. You should give the competitor the 10-5-4-3-2-1-GO countdown.

If, for any reason, the start is delayed and the competitor doesn't start you can just repeat the process and the new start time will overwrite the previous one in their chip, and you should also alter their timecard and the check sheet accordingly and initial any alterations.

Finish

The competitor should stop astride the finish line, failure to do so incurs a line fault which should be noted on the checksheet.

The 'Stop' button on the clock should be pressed when the competitor stops. If a second car is close behind, then just pull the first car clear of the stop line to await you recording their time and then the stop button should again be pressed for the second car. Up to 10 consecutive times can be stored in the clock.

If multiple stops have occurred then the clock will display the first stop time, you should record this time on the checksheet and the competitors' timecard and touch the chip to the clocks button to transfer this time. This will erase the time from the clock memory and the next time in the queue will be displayed. Continue until all times have been recorded and the clock will go back to running mode.

If a time has been taken in error, then it can be erased by pressing the 'Reset' button and the clock will return to the first time in the queue.

If, for whatever reason, the 'chipping' process doesn't work and the time isn't automatically recorded and erased from the clock, then the time should still be recorded on the timecard and checksheet but with a 'NC' note to indicate 'Not Chipped'. That time can then be erased from the clock memory by using the reset button.

Passage Check

The competitor is required to stop at a 'stop astride' line (CONTROL BOARD) which is approximately 5-10 metres before the PC's 4 cone box. Having stopped, they should then move forward and stop again within the 4 cone box, once they have come to a complete stop the marshal will display the code board for the competitor to record on their timecard. The competitor can then continue in their own time. If they fail to stop astride or subsequently within the coned 'box' they incur a 'line fault'.

The marshal should enter the car number on their check sheet and also any penalty that they incur.

Each PC will be provided with two code boards by the CoC course opening car prior to the test running, one to be displayed to the first driver group and the single driver group and a different one to be displayed to the second driver group.

For merge Passage Checks, there are two PC's, one on each approach leg to the merge point, The marshals should work together to ensure that two cars **DO NOT** meet at the merge point. If two do arrive at the same time, one at each PC, then the car furthest into the test should be given priority and the other held for a few seconds by not showing them the code board until it is clear to proceed.

Also, the marshal can enter penalties apart from their PC that they are able to see from their post, ie 'C' – Cone penalty for hitting cone, 'WS' – for going wrong side of a cone, 'WT' – total wrong test.

Marshals Posts/Observers

Marshals' posts are in various locations to observe compliance with the correct route and that cars do not strike cones. Penalties are incurred for striking a Cone (C) , going the Wrong Side of a cone (WS) or taking the incorrect route (WT for Wrong Test). A Wrong Test is where a competitor goes totally wrong or misses large sections of the route, otherwise a Wrong Side should be given for simply taking the wrong side of cone(s). A check sheet will be provided for logging these penalties where the cone identity letter should be recorded against any misdemeanour.

Should a competitor overshoot slightly but correct their mistake by then retracing their steps and then going the correct way, then that is OK and no penalty should be given providing they have not gone an excessive distance in the reverse direction on the test other than what is needed to correct a small error.

Test Operation

At each Test start will be a Test Commander who will control the running of the test.

Prior to the first run in the morning, and again in the afternoon, 30 mins before the due start, ie. from 9am for Test 1, the Chief Marshal will travel the test to ensure timing is working, everyone is in a safe place and marshals know where to sign timecards. He will **NOT** necessarily follow the correct route but may shortcut sections.

At approximately 15 minutes before the due start time of the first car, the Clerk of the Course will travel the test and should follow the correct route. When he reaches the finish line, he will open the test allowing competition to start.

As cars may be double driven, the field is divided into three groups:

- 1 - First Driver of double driven entries.
- 2 - Single Driver entries.
- 3 - Second Driver of double driven entries.

Between each of these groups the Start team should allow at least a 3 minute gap, as the first driver in each group may be significantly quicker than the last of the previous group.

At the end of each running of the test, the Chief Marshal will travel through to collect check sheets.

Radios

A Radio system will operate on channel 7. Test commanders at the start and the Finish crew will be issued radios if they do not have their own and there will be other radios at various marshals' posts in test. Radio call signs will be in form 'Test-n, Post-xyz'. Any issues should be reported to 'Control' and also monitored by the Commanders.

The radio will also be used to check progress of when the first car enters/exits each test and when the last car enter/exits the test and which cars may be stopped in test, and how many cars are expected, so that the Start/Finish crews will know how many cars are due.

Notices

There will be notices and other information posted on the SPORTITY app and can be accessed by downloading the SPORTITY app and using the password **WCT26**. It can also be accessed on the internet with the link <https://webapp.sportity.com/channel/WCT26> .

John Davie

Debden Targa Chief Marshal

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