

SELBY AND DISTRICT MOTOR CLUB GLADSTONE TYRES THREE SWANS RALLY 19/20 JAN 1985
NOTES OF POST RALLY MEETING HELD AT THE CLUBHOUSE 19th FEB. 1985

PRESENT C. Barnes. R. Mongan. T. Turbert. D. John. K. Brown. M. Kemp.
APOLOGIES S. Whitaker. H. Macare.

PURPOSE OF MEETING To discuss the rally and suggest any improvements for the future.

NOISE VENUE Venue very good, conducted O.K. Sales of comp. numbers and white squares went O.K. but ran out of white squares. Competitors failed to heed the warning that these would be required to be fitted or would fail scrutineering.

SCRUTINEERING Rather slow considering three bays were used, lights etc. could have been checked over before entering the garage.

START Cramped to say the least. Police did a superb job. D. John has received a letter saying that Police would object to us using that venue again due to the cramped conditions mainly due to spectators. Larger area required for signing on.

OFFICIAL PAPERWORK RAC Authorisation didnt arrive until Monday following event although dated 16th Jan. RAC had difficulty with licence issue resulting in Ralph taking 53 x £8 (this money is in Halifax Account pending refunds). Felt that RAC should have issued letter stating that licences had been applied for.

ROUTE All reports are that the route was very good and all enjoyed the event with no complaints, credit due to D. John on route and the presentation of the route card with its difficult plotting. Shiptonthorpe fuel O.K. Malton fuel O.K. except no clock to record following MTC time. Sector marshalling worked well. Spectators caused some problems and police reported some spec. problems in Barmby Moor. Finish proved very good but Stewards felt a side room should have been made available for officials to discuss any problems.

DOCUMENTATION Stewards were not as well informed prior to the event as they have been on other Three Swans. Info on route was very late to them and they didnt get re route info. in advance. P.R. document should have been presented to Observer before the start. Two letters received by Ralph from the RAC regarding problems on the event these should be answered when the Stewards send in their report and felt that RAC were somewhat out of place sending letters before they get the Report. The Report is rather late going out, due to the late finalisation of the results.

RADIOS Tom felt that communications were fairly good but could be better and may be now that Raynet have experience of road events. Tom agreed that Raynet could not have handled transmission of Results info. Some operators didnt have the correct equipment. Tom envisages a change in their 'rules of debate' to cut down on call sign procedure. Tom felt that in future, radio operators should be in the same car as the sector marshals etc and not expected to follow them. Certain sector marshals could not be found by thier operator.

RESULTS Colin presented two reports on what went wrong with the system and secondly, what could be done in future to help in preventing the same thing happening again. The two reports are printed below.

1. This report is presented due to the poor processing of results and what follows is considered the best method of processing from bitter experience gained over the past few years.

A. Cards processed on site works well, each team on site requires at least 4 staff, 2 with knowledge of marking and 2 to assist in collation, collections etc. Independent radio is essential, Raynet worked well doing the rally but could not handle results as well due to the air time required.

B. Card 1 team should, on completion of their processing go straight to finish and display their slip on display board, in numerical order.

C. Card 2 team as Card 1 attaching their slip to Bottom of card 1.

D. Card 3 team should log cards 1 and 2 on to card 3, attach to Bottom of card 2 and reshuffle in finishing order

E. The use of a computer MUST be considered, not to mark the cards as this is practically impossible but to input the penalties from each card, let the computer add cards totals and sort into finishing/class positions.

Continued.

RESULTS (Continued)

Such a programme would not be difficult to obtain but to assist in this respect, it is suggested that the Fails system be dropped and each fail replaced by say 600 penalty points (equal to 10 minutes penalty). An analysis of this on this rally would have the effect of placing 12th the highest competitor with 1 Fail rather than 24th. It appears to be fairer to the competitor who has had a good event but made 1 small error.

2. This report highlights where the problems arose in the results processing.

A. The 2nd card team were understaffed, Card 1 team went to assist when they should have gone to the finish to help there.

B. Course Closser didn't call at MTC following Malton petrol to deliver check sheets (this was due to a change in the results team location), thus causing a delay in the results team leaving that site.

C. Display line was inadequate and badly sited.

D. Slips were put up in any order rather than in finishing order making it very difficult for competitors to find their position.

E. Cancellation of controls on card 3 came after most cards had been marked causing much delay in them having to be remarked.

F. Help could have been requested from others that had finished their duties. The Results team had been on duty equally as long as others who left for home and assistance should be sought from such persons, this problem may be overcome if a fresh team be utilised solely for the purpose of doing the display.

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Ralph to write to all venues, police etc expressing our thanks.

The Stewards will report again when their report has gone to the RAC to see what, if any, action they (the RAC) wish to take.

The Chairman of the Organisers wishes to thank all those that took part in the 1985 Gladstone Tyres Three Swans Rally, that, despite the results problems, was enjoyed by all competitors.