

SELBY AND DISTRICT MOTOR CLUB
GLADSTONE STAGES RALLY
16TH AUGUST 1987

FINAL MEETING HELD 25TH AUGUST 1987

PRESENT: Ann/Jim Kilmartin, Gina Hain, Ralph Jackson, Andy Grindrod, Jon Riley, Colin Barnes, Tom Turbert, Neil Botham.

PURPOSE: The purpose of the meeting was to analyse the event, noting anything which could be done better another time.

GENERAL: The event was a total success, and credit is due to a good organising team, although the stages were very rough, and a better venue may be sought for future events of a similar nature.

There were a good number of club members helping out on the day, but this was small and disappointing when related to the size of the club membership. It is not known whether the event will be upgraded to Restricted status.

OFFICIALS: It was generally agreed that the jobs of COC and Assistant COC should be split into a COC who should remain in and around the paddock area, and a Stage Commander who would look after the stage itself.

The Chief Marshals duties were far more onerous than envisaged and would be better handled by someone with stage rally experience.

REGULATIONS: These should include QH4.1.1. that we put out in the Finals. Distribution of regs should be say 6 to each club, holding plenty in reserve for telephone requests that are likely to bring genuine competitors.

Entry form 'Status' should be more explicit stating N. R. C.

Regs should include 2 applications for joining S & DMC.

Regs should include how ties will be decided. (fastest on stage 1, then 2 etc.

SCRUTINEERING: This and the noise check went OK.

MARSHALLING: Marshals request forms should ask if they will have their own 86 radios with them.

More Marshals instructions should be produced (we had 30 sets, would be better with say 100).

A Marshals meeting should be held for those involved with changeovers so they are better briefed.

Marshals instructions to include use on 86 radio. (see also Radios).

Marshals instructions should state that they should watch every arrow and replace if displaced.

A number of spare arrows should be sited around the stages.

Gate marshals should be briefed not to allow anyone in without their pass attached to the windscreen. Also should not allow anyone on the site after the event start (09.00 in our case).

There was evidence of groups of marshals that needed splitting to provide better coverage of the stage.

Marshals instructions should include a diagram of the stage and informed where to position themselves on that diagram.

Any way of finding out which club the marshals were from would help, perhaps at marshals signing on. This will enable us to send letters of thanks.

A well briefed marshal with radio is required at the stage split to log the passage of every car on every lap to ensure that all cars do in fact complete all of a lapped stage. This was in fact done by one Raynet member although not at our request and proved that one competitor did not do two laps of a lapped stage.

TIMEKEEPERS: The A & P crews at the stage finish did a fine job.
Timekeepers check sheets should include numbers such that they are able to instantly inform how many cars have passed through their control.
The Beverley start crew were disappointed at not starting both stages (confusion between Jim and Colin!)

JUDGES: The signing on for Judges of Fact to be better organised.

RADIO: Proved that Raynet did do a good job. The 86 radio requires to be controlled in a similar fashion to the Raynet system to prevent a lot of unnecessary chat. It was suggested that call signs be issued for the event and that only persons that are given a call sign may transmit on the stage. Marshals instructions should include information on the use of the 86 radios. A radio is essential in the documentation/paddock/results area.

EQUIPMENT: We were lacking a good deal of stage equipment. Neil Botham to assess what we have and what we need so we can obtain a good set for the future. We could do with another coil of decent quality 2 core cable (about 250 yards) as one wire broke due to being too fine.

DIAGRAMS: The stage diagrams were excellent although the one showing the documentation/service/MTC area was not quite correct.

RESULTS: The score board concept worked well. The computer system should be where the results are processed so they are able to provide a better service.
Final results should have included class and O/A positions.

OTHER MATTERS: 2 competitors have not returned damage dec. forms yet, Gina to threaten them with appropriate action.

Gina to send to RAC, cheque, SR's, entry list, results, Stewards reports and Scrutineers report.

Letters of thanks to go to Raynet (also £15 donation), Mr Morten A&P, John Seaton, Martin Kemp, Ian Dobson, Rally Repaints, Abbeyside, Motofoto, Major Dobson-Youngman, Farmer Mr. Hopper, Mr Gibbens (start crew) Bev. & DMC, Lloyd Walker and Graham, Steve Hodgson, Dr. Bowring, Humber Rescue.

Letter to go to Mr. Brown of Four winds, who will reply with his thanks for our concern.

FINALLY..... A big thankyou to all Officials and to the Kilmartins for their hospitality.

SCRUTINEERS REPORT

Event GLADSTONE STAGES Club SELBY & D.M.C
Venue DRIFFIELD Date 16-8-87

All entries and competitors have been examined and approved except as noted:

The following cars were NOT presented for examination:-

54 NEW STARTER
.....
.....
.....

The following cars were rejected:-

22 LOOSE SEAT & DANGEROUS PARTS
53 REAR BULKHEAD NOT FIREPROOF
BOTH CARS RECTIFIED AND RE
SCRUTINEERED.
.....

4. The Drivers who have not produced Current Medical Certificates and Competition Licences.

5. Items impounded (helmets, goggles or vehicle parts)

NONE
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.....
.....

6. Cars involved in accidents and examined:-

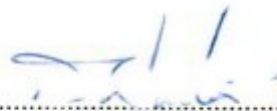
24 ROLLED REPLACED SCREEN CONTINUED
39 HIT STRAW BALE MINOR DAMAGE
.....

7. Notes and Comments

50% ENTRANTS RETIRED WITH
MECHANICAL FAILURE

59 STARTERS VERY GOOD
TURN OUT OF CARS.

Signed



GRADE 3.
.....

RAC Scrutineer(s)

09302

copy

M. S. Kemp,
62, Whinmoor Court,
Leeds LS14 1NX

R.A.C.M.S.A.
31, Belgrave Square,
London SW1X 8QH

Dear Sir,

Stewards Report

Selby & District M.C. Gladstone Stages Rally 16th August 1987 Per No 5919

1) Scrutineering/Noise Check

Noise Check efficiently carried out using the 0.5metre check. There were no failures.

Scrutineering was quick and thorough again with no failures. Most cars were prepared to a high standard.

2) Documentation/Signing on.

Documentation was very good and well presented. Signing on was quick and completed with the minimum of inconvenience to competitors.

3) Start Area

There was ample room for all competing cars and service crews. No problems at all.

4) Stages

In all 9 stages were completed by the competitors. Reasonable care had been taken to lay them out to the required standard and only a small number of minor adjustments were required mainly to increase the safety aspects. Some of the stages were a little rough but everyone seemed ready to accept this without comment.

5) P.R.

Although an airfield site some P.R. was necessary and this was carried out to the required standard with no problems encountered.

6) Marshalling

Satisfactory. All junctions manned and line of sight marshals in position where needed.

7) Results

Done by both manual and computer methods.

Results were announced provisional at 1840hrs and declared final at 1910hrs. No protests were received. Prizes were presented by 1945hrs.

There were 59 starters and 37 finishers.

The organisers worked very hard to make this event, there first, a success and to our mind they performed very well. An enjoyable day was had by all concerned.

Martin Kemp Ian Davidson
Stewards of the Meeting