

ROAD RALLY
Minutes 3 Swans Committee meeting 23rd January
2003

Present: David Coggins, Alastair Crosby, Ralph Jackson, John Thornton, John Roberts

1. Route:

AC, DC, JT

To use similar format as Rally 2002,

Increase length to 110-125 miles

Map 105

Use mostly new roads:

a. to maintain competitors interest

b. reduce PR problems as only 6/12 since last event

Some new roads reccied

DC

Provisional route to be done ASAP, for submission to MSA

JT

Substantial petrol halt

Suggested start:

Scrutineering – Auto serve

Start at -----Rally Repaints

RJ

Suggested finish:

Club house, if large enough for expected numbers,

Ferrybridge services,

Pubs in Selby area

RJ

AS

JR

Preparation application re submission of tracings to MSA

RJ

2. Appointment of officials:

Clerk of Course

Assistant Clerk of course

Secretary

Chief Marshall

Entry Secretary

Public Relations co-ordinator

David Coggins

John Thornton

Ralph Jackson

Alastair Crosby

John Roberts

TBA

3. Sponsors:

Gavin

Jason Turner

Confirmed

TBC

② 23/1/2003
4. To ascertain if any other event clashes and to read 2003 blue Book to see if 6/52 rule applies

DC

5. Apply for permission to use footpaths etc. as soon as provisional route submitted

DC

6. To check increased fee and permit fee in sections timed to the second

RJ

7. Confirm insurance per capita and DOT authorisation

RJ

8. Contact stewards (Graham Harper), scrutineering, noise check and results personnel

RJ

9. Adapt PR master letter when route ready.

PR to start as early as possible

10. Photographer to be contacted

AS

11. Meetings to be held at club house and club night moved to Thursday nights to encourage more help from members

Next meeting:

30th January 2003. Club house. 8.00pm

SELBY AND DISTRICT MOTOR CLUB

**3 SWANS ROAD RALLY
23/24th AUGUST 2003**

**RALLY MEETING – THURSDAY 7th AUGUST 2003
AT THE CLUBHOUSE, BRIGHTON, COMMENCING AT 20.30**

AGENDA

- 1. Welcome / Apologies**
- 2. Notes From Last Meeting**
- 3. MSA Issues – Ralph**
 - a) E-mail from John Richardson**
 - b) Letter from MSA dated 29th July 2003**
 - c) Stewards for the meeting**
- 4. PR Issues – Jason**
 - a) Non competitive section through Selby**
 - b) Letter from Craig Dykes**
- 5. Marshals – Alastair**
 - a) Update on recruitment**
 - b) Goody Bags or Breakfast**
 - c) Marshals Instructions**
- 6. Entries – John R**
 - a) Update on number of entries**
 - b) Regulations to John Richardson**
 - c) Seeding**
- 7. Route – David & John T**
 - a) Time Schedule**
 - b) Unofficial location of controls**
 - c) Control Location Plans for Alastair**
 - d) Route Instructions**
 - e) Location of PC's, RC's, GT's**
 - f) Final Instructions**
 - g) Competitor Packs**
 - h) Time Cards, Collection Points for Time cards.**
 - i) Competitor Numbers**
 - j) Clocks / Watches**
 - k) Quantify boards required.**
 - l) Photographer**
 - m) Send Remittance to MSA to arrive 3 days before the event.**
- 8. Official Cars**
 - a) Set Up Crew, Van?**
 - b) Course Car 1 & 2**
 - c) Course Closing Car**
 - d) Clear Up Crew**
 - e) 5 Sets of Maps**

9. **Noise Check.**
 - a) **Marshal to herd cars.**
10. **Scrutineering**
 - a) **Paperwork**
 - b) **Marshal to book in etc.**
11. **Start**
 - a) **Marshal for parking**
 - b) **Signing On for Competitors**
 - c) **Signing On for Marshals**
 - d) **Drivers Briefing**
12. **Finish**
 - a) **Final Control**
 - b) **Results Team**
 - c) **Awards**
 - d) **Last years awards to reclaim**
 - e) **Presentation**
13. **Results**
 - a) **Competitors**
 - b) **Motor Sports News**

Minutes 3 Swans 2003 Debrief meeting

28th August 2003

Present: D Coggins, R Jackson, A Crosby, J turner, J Roberts, J Neill, A Stapleton

Apologies: J Thornton

1. Control Boards

It was felt that there were some boards in need of repair. However there was a general opinion that reflective boards were not needed.

2. The navigation was considered to be a success for experts, John will look at where "novices" went wrong

3. The problems with paperwork were discussed.

- a. Wrong locations for marshals. This arose because there were two sets of locations, one for MSA and the "real" ones. It was decided to avoid problems in future to not distribute MSA locations to everyone but to keep with Clerk of Course and Assistant Clerk of course only. The problem was rectified because marshals were asked to check everything before leaving signing on

The spraying of white paint to identify control points was thought to be a success

- b. The wrong name of controls was also found before start of rally and rectified in time

4. There was no problem at Rally Repaints with regards to the moving of the car in reception to allow more room. A gift had been taken to Rally Repaints in appreciation.

5. Signing on for marshals and competitors went OK

6. Set up crew had requested that they have a map earlier in future. This is problematic in producing too early because of possible late changes.

7. Some code boards were apparently placed in long grass and had to be moved by course car. Set up crew will be advised of this.

8. Course closer and equipment collection is thought to be difficult for one crew.

9. Results:

②

28/8/2003

- a. There was praise for Ralph and Neill for speed of results. Competitors were impressed that they received results from Time card 1 at TC 28

10. TBM cutters were happy with event

11. Charlie Gabb has donated £50.00 to present to newcomers/beginners. A trophy will be bought and decision to be made how this be presented at 2004 rally.

12. The "deliberate mistake!!" We did not have a permit! Simon Fowler has agreed to issue one retrospectively as we did have a letter of authorisation

13. PR issues. A letter has been sent to the farmer at to apologise for car 1 using the road past his farm this was a mistake. Jason suggested that if we pass in future we inform him we will put a "NO" board at the entrance to his property.

14. Macdonalds said we could go back there as a finish venue in the future

14. HELP NEEDED

If the rally is to run another year, more help is needed. Help is needed in the weeks approaching the rally, not just on the night. The mistakes made were probably due to the pressure placed on the few involved.

It was thought that if club members would PR the route when asked then that would leave rest of the committee time to do their allotted tasks. This is a very important area and needs to be completed as soon as route is drawn up

No criticism was made to Jason and Alastair for their absence. It just shows that with so few that when work pressures take people away there is not enough people left.

It was suggested that maybe the next rally could be a "half night" rally.

A meeting is suggested in a few weeks time to discuss logistics of running a rally next year.

Date suggested

25th September 8.00pm

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Three Swans Rally 2003

I enjoyed Selby DMC's event last year and I was determined to do it again, but this year's postponement had moved it to the Bank Holiday weekend which meant that my regular driver, Russ, was away. However, Dave Chapman of Ilkley DMC was short of a navigator because his regular partner David Taylor also had holiday commitments, so we teamed up. Despite the Bank Holiday, the 27 starters who gathered, not at the usual venue of the clubhouse at Brighton but on an industrial estate in Selby, included the main contenders from the ANCC and ANEMMC Championships.

A short run south out of the town took us to a roundabout on the new bypass where we received the first handout of gridlines. Just a few hundred yards further south I spotted the narrow yellow leading to Barlow Grange and directed Dave down there, along the river bank and round the loop north of Barlow to PC1. After just clipping the edge of the village we went to the main road and straight across into the very dusty white where we found that we had dropped two minutes although we had not been hanging around. The competitive section continued past Chestercourt Hall Farm, north-west to the level crossing and on to the A19 to finish at the new bypass.

A transport section through Selby led to the next competitive which used spotheights with directions of approach and depart to take us north from Lund and east along the A163 and then tulips to lead south on the zigzag road to Brackenholme where we were warned about the partygoer attending a serious bash at Craig Dykes' house. The handout at TC9 east of Wressle was a herringbone which went through Brind and Spaldington to Foggathorpe followed by map traces in squares leading across Aughton Common, past East Cottingham and Park House Farm, a narrow Storwood Grange yellow and on to the B1228. From there a transport section went to halt on the A1079; so far we had dropped only those two minutes in the first section.

Tulips then took us along the Steer Inn white and through the layby before crossing the main road and using the yellows up to Full Sutton. A list of only four grid squares tricked me into overshooting the turn to Bugthorpe but we still cleaned the section. However the next, along the narrow yellow past Pasture Farm and including a grass triangle at 737597, was tighter and we dropped 1m22s.

Beyond Buttercrambe a long piece of text with all the numbers written in words took us on to Map 100, through Bossall and onto the narrow yellow towards Harton, then north towards Crambe before crossing the A64 to STC21, a long section which we managed to clean. The next handout was the most interesting of the event: we had to follow instructions identified by the names of car manufacturers in alphabetical order while being distracted by irrelevant instructions identified by fruits. The route went towards Castle Howard, through Ganthorpe and back to the main Castle Howard drive north to Slingsby and included several not-as-map triangles but we cleaned it with a minute to spare.

After a transport section on the B1257 a handout of mainly spotheights led south to Dalby where I made a mess of finding the short white which avoids the chapel; it cost us two minutes although one of these was caused by marshal error. The next section across Yearsley Moor and through Newburgh to the edge of Hushwaite must have been very testing because every crew but one dropped time; our penalty of three minutes was about average.

The next section took in two laybys on the A19 before turning towards Easingwold but with one of the controls unmanned no penalty was incurred. A herringbone then used the lanes between Easingwold and Crayke and I made my worst mistake of the night failing to spot a PC between two junctions and deciding not to go back for it, but our hesitation cost us two minutes. (It has to be said that a number of the PCs were not easy to see but on the other hand we knew almost exactly where to look for them.) Still competitive, gridlines took us along the lanes west of Stillington, south on the B1363 and the long way round the triangle of roads on Brown Moor; although we were moving quite briskly we still managed to drop another minute here.

A relaxed run to the finish at Clifton Moor was followed by a Macdonalds breakfast, one of the less substantial available on night events. The results showed that the five minute penalty for missing the PC had dropped us from 9th to 12th place. However this event was once again very enjoyable with a good variety of navigation and some fantastic roads.

David Wilson