



Eden Valley Motor Club



<http://www.edenvalleymotorclub.org.uk>

December Newsletter

Alex's Crack

Hello all and welcome to the December newsletter. I do apologise for such a gap in newsletters! It's been a busy few months! We have had a good couple of events since the last newsletter, we have had the pendragon stages, the Greystoke stages, I have had a trip to Anglesey to help minion motorsport with their WRC training, we have had the Motorclub AGM and a fantastic ride out organised by the flawless man and flawless jnr! And finally we have had the 12 car season start!

Motor club Events

Thursday December 21st- 12 car, Contact Mike Dunning for more information.

Sunday 17th December- Festive Autotest

Monday 8th January- Monthly motorclub meeting.

Saturday 17th February- Annual Awards Night

Memberships are now due.

Either print and complete the attached form and return or come along to our next club night at the Crown, Eamont Bridge

AGM discussions.

We had a good turnout for the third attempt at an AGM! The following positions were elected and filled;

President: Richard Rigg

Chairman: Mike Dunning

Vice Chair: Paul Schatz

Secretary: Brian Hodgson

Treasurer: Richard Glendinning

Chief Marshall: Martin Dentice

Social Secretaries: Joe Walker, Chris Walker, Joe Glendinning

Editor: Alex

Trophies/ Results Master: Andrew Brass

Discussions to increase club membership took place, Integration of a higher volume of different events was discussed and hopefully we will have more events in the calendar!

Check out our new website

www.edenvalleymotorclub.org.uk/



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Trackrod rally Yorkshire 2017.

There were three EVMC vehicles on this years event, Richard Rigg and I in the Toyota doing sweeper car duties, Henry Lowthian in his Mitsubishi doing 000 car with John Binns and Gordon Roper in his Ford doing timekeeper duties.

We (Richard, Henry and I) travelled over on Friday afternoon and the first stop was the scrutineering area just outside Filey where we were to collect and install our management radios and present our vehicles for scrutineering if required.

We then had to find rally headquarters in the civic centre in the middle of town, finding it was not too bad but parking was a nightmare, we had been sent a number of emails with maps and instructions with some hugely complicated parking arrangements that made very little sense to any of us so we just opted for the side of the road where we could find a park and walk to the centre where we collected our paperwork and vehicle stickers and got final verbal instructions for PC clock and mobile phone collections.

Next, to find our accommodation, we were booked in to Athol House bed and breakfast for the night, all nice and clean although the beds could have been a bit bigger, the possibility of falling out of them was quite high.

Once we were stickered up and had tested the quality of the local chippy we were ready to go.

Only the 40 Historic cars ran on Friday night, and would do one stage in Dalby in the dark, the event start was right on the sea front, they had closed the road and spectators were able to get a good look at the cars and talk to the crews and there was a good turnout of people there.

We tagged on at the back and had a quiet run up to Dalby, the stage was very very slippery so we were lucky to only have a couple of cars off, unfortunately one of them, a nice tidy Mk1 was upside down in a gutter, thankfully both the crew were unhurt. The end of this leg was at the fire tower in the forest so our duties for the night finished there, back to the B and B for some kip.

The Saturday morning event started from the Scrutineering area and, because there were 130 cars starting our job would be a lot harder as we needed to track them all and keep a log of retirements etc.

The first stage of the day was 13.4 miles of Langdale, there were no retirements on this stage and we only lost one on the next road section, however, when we reached the Tc for Staindale the totals on the paperwork did not match so we had to spend 10 minutes auditing the check sheets to find out who was missing, turns out it was a clerical error!!

Staindale was 5.81 miles long and again the check sheets did not tally, another time consuming audit required. The competitors had started to get excited by now, this resulted in 8 retirements in stage, some mechanical and some visiting the scenery, we were now down to 121 cars.



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We lost another 3 cars on the road section to service at Adderstone field. 118 now.

Next up was a 6.1 mile Gale Rigg and we were down to 116 cars as 2 retired in service, another retired after the refuel point so now down to 115, we then lost another 2 on the run out to the stage so down to 113. Once again the stage arrival check sheets did not tally so ANOTHER bloody audit was required.

At the stage finish we were to find, yet again, the total car numbers were not as expected, we lost 4 in the stage but were missing another two. The problem we have in these forests is there are so many ways out of the stages, if crews have problems in stage and decide to short cut out we are not necessarily aware of this and it causes us loads of issues as we can't move on until we account for everyone. The two missing cars had done this and luckily for us a marshal had seen them both drive by on the road. Now down to 107 cars.

Cropton was next with a 7.92 mile stage, where another car retired bringing the tally down to 106 into service, or so we thought, only 105 booked into service so another had disappeared on the road section.

We actually got time for a brew and a sarnie in service, the first chance to eat since breakfast.

The last stage of the event was Dalby 2, a re-run of the Friday night 11.58 mile stage. It had started raining by now and that made the stage very slippery again and we lost a further 4 cars in here.

MTC 6 was on the sea front in Filed and as we had lost some cars in service and on the last road section a total of 98 made the finish. Not bad considering how rough and slippery some of the stages were we can lose more cars than that on the Pendragon.

The last priority of the day was to stop for Fish and Chips at the best chippy in Pickering on the way home. It had been a long day.

Still to come.

EVMC sweeper crew are out again doing closing duties on the Devils Own Classic where unfortunately I might have to read a map or two.

We are also closing the entire RAC event in November, this is a full 4 days of competition reminiscent of the old Lombard RAC days with lots of stage and road mileage and will be a huge challenge for everyone involved. I might even do a report.

Cheers

Schatzy.



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FINAL EVMC FESTIVE AUTOTEST AT PENRITH AUCTION MART

Eden Valley Motor Club Festive Production Car Autotest
Sunday 17th December

Welcome to this annual event. For those of you who are not familiar with PCA it consists of all forward tests on hard surface. 1 Passenger is allowed in the front of the vehicle the tests are not a memory contest, as letters and arrows help you find your way round. Cars are to be road legal and driven to the event. Competitors are divided into two groups. Whilst one group competes, the second marshal. This should result in an action packed day for all.

No practicing please e.g. hand brake turns off test; it's a recipe for disaster and will dig up the Gravel.

The main thing is to enjoy your days sport. We are grateful to P F K for there help.

The event is open to all fully elected members of Eden Valley Motor Club.
Membership is available on the day, £10.

All competitors must produce a valid Club Membership Card. The entry fee is £20 for fully paid up members.

The Program of the event will be scruteneering and signing on at 10am. Please attend scruteneering first. Any competitor not signed on by 10.30 may be excluded. First test starts at 10.30am.



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12 Car Guide

This small four page magazine has all the 12 car clue's we will be using this year, we have explained them all so hopefully you will understand more about a 12 cars. Below is a few symbols and abbreviations used on a 12 car.

Map 89 will always be used unless stated otherwise, but some organisers will use Two Maps, the others being Map 85, 90, 96. To make sure you have the right issue map there is a code put onto them and this can be found at the bottom of the map on the Right hand side of the Technical page, on this page you will also find all the symbols you need to know, but below is some of the more commonly used ones.

ETL'S - Electric Transmission Lines

<, > - These are gradient Arrows



This is the sign of a church
Many more can be found on the back of the Map.

Clue Type Abbreviations

CRO means, Coloured Roads Only(no white roads)

CAR means, Consider all Roads(including dead ends, drives and white roads)

QZ, not used a lot but means Quit Zone

CB means Code Board(these will be placed along the route you will be travelling, you have to write them down in the right order, missing one means 1 Fail)

PC means Passage Control, this is a manned type of Code Board, you need to stop and get the signature of the official.

What you need

The tools you will need to take part in a 12 car are, Map, Pencil, Rubber, Pencil Sharpener, Roamer, Potty(a light), a Digital watch and something to lean your map on, but NOT a clipboard, or anything rigid, remember this is going on your lap and if the car stops suddenly you want the board to fold up not cut into you.

SH (Spot Heights)

23, 124, 53,

These are numbers that are on the road you are supposed to travel on, but be careful as they don't always touch the road so look closely, some organisers will ask to pass in order some may not. To make these easier to see highlight them with an highlighter marker pen, just like the Grid Lines

Tulips(Balls and Arrows)



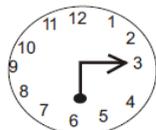
These are junctions and you are coming from the ball and going the direction of the arrow, just like the first two, but as you get more confident some organisers may leave a ball or arrow off and like the fourth one just put on the junction making you try and plot the route, without any Balls or Arrows, again this is more for the Expert among us.

Crossword



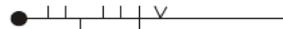
This type of clue just takes a long time to plot, the letters in the box are junction directions and the drawings are where they are in the box, so these two types of directions are TR, turn Right, and TL, Turn Left, the X means a crossroads, O mean ON, and the S is Straight.

Clock Times



With these type of clues you will be asked to leave a junction at a time, i.e 6.15, 10.05, 12.30, so the road you are on is the hour and you leave on the minute, so the first time you would go Right. Then Left and finally straight on.

Herringbones



How you work these out the road you are on is the straight line, the junctions you leave, or pass, are the vertical lines on it. In this case, leave 2 junctions on the left, 1 on the right, another 2 on the left, the next herringbone is a cross roads where you would go straight over, the final one being a cross roads where you would turn right, passing 2 on your left.

This type of clue can be formed into a circle, sometimes showing the start and finish point but sometimes, for the Experts, not showing the start/finish points.

Grid Lines

If you look at any OS map they have horizontal and vertical lines on them, these are called Grid Lines and have numbers attached to them. If you get grid lines as clues the organiser wants you to pass through them in the order given.

This type of instruction can be made harder by saying if A=1, B=2 etc. you then convert the letters to numbers first and then plot on your map. It may be useful to highlight the grid line numbers with a marker pen.

Map/Grid References

Example of a 6 figure map reference 235283, example of an 8 figure map reference 23552835.

These are the points on a map that you have to travel through. To plot a grid or map reference look for grid line 23 running across your map and look for grid line 28 running up your map. You have now found the grid square where these two meet, using a roamer(a navigational aid) the square will be divided into tenths, so for the 6 figure reference you would be looking for 23 and 5 tenths across and 28 and 3 tenths up. Where these points meet there will usually be a road junction through which you have to pass. Sometime the organiser will want you to be more accurate in your plotting and give you a more precise 8 figure reference that you would plot in the same way.

The organiser may also sometimes give you directions of approach and departure, which will look like NW235283SW. This means you will approach from the north west and depart to the south west.

Points on the Map

For example nt, he, me, <, >

These could be anything from a place name to a village, that crosses the road you are supposed to go along. But, only the part you will see in the organisers instructions will be actually on the road, they may also use gradient arrows and church symbols, all of which can be found at the back of the map in a guide.

Road Colours

Not used a lot but by some organisers. The instructions you get will look something like RRY, YGB, GGR.

The 1st of these instructions mean you should approach a junction on a red road, pass a red road and depart on a yellow road. The 2nd, approach on a yellow, pass a green and depart on a brown. Again be prepared for the organiser who will also include white roads(W) in these type on instructions.

Alphabet Clue. 20211814 - 125620

Again not used a lot but can be thrown in. These can take time to plot, the clue above actually spells out Turn Left, the numbers represent the letter in the Alphabet, 20(t), 21(u), 18(r) etc

Directions, TL, TR, SO, XSO

These are simple directions at Road Junctions, Turn Left, Turn right, etc, but can be slightly changed by using numbers instead.

Approach/Depart

The organiser may give you approach a junction SSW and Depart NNE, these are easier worked out if you have a roamer at hand.

ETL's

Some organiser will asked you to pass under a certain amount of these to find the next control, by only passing under that amount will the route work.

Mixed Instructions

Some organisers may give you a mixture of these methods for a single section. So, you could find spot heights, map references and tulips all used over one road section.



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Some More Rambling...

Thought I might share some thoughts from Trackrod Rally Yorkshire

It becomes apparent the more events we are involved in that there are some serious navigator skill shortages around.

We regularly come across navigators who have not read the regs/finals so consequently have no idea where the noise test, scrutineering, signing on is, have no clue as to maximum lateness allowed, have no idea how to read a road book, what work is allowed on a car in the arrival control, even what the different types of controls are for.

The rule for an arrival control is, you must present at the control ready to start the stage, helmet and Hans device on, belts fastened etc. the ONLY work allowed to be carried out in an arrival control, with the permission of a marshal, is to clean the windscreen! If the car has a problem i.e. a puncture you must start the stage and then carry out repairs. A competitor on Saturday booked into the arrival control then proceeded to dismantle his car to carry out repairs, he was very upset when he was given a penalty for not being able to take the start when instructed to.

On this years event we lost (temporarily) 2 competitors on the road to stage one, had they taken much longer to find the control they would have been OTL before they even started, exclusion and lost entry fee, not funny!!

A competitor who broke down 50 yards into his first stage of the event and was well OTL could not understand why he could not fix his car once we has passed (stage closed) and then finish the stage, or get towed to service then re-join the event later, we did explain there was no "super rally" on the event but I don't think he understood that concept either.

Competitors can just "disappear" from the event without contacting anyone or informing a marshal or official of their retirement, they seem to be oblivious to the hassle they cause, they could be upside down in a ravine somewhere badly injured but would never think of using the Rallytrack radios they are given.

We spoke to 1 driver who had not bothered to visit the passage control after the re-fuel point (he was not the only one) he thought that as he didn't need fuel he didn't need to visit the control, even though it was on his time cards and in the road book!

A navigator who has the damage declaration filled in after they have retired and are waiting for recovery is a very rare animal, a good proportion don't even know where it is in their paperwork.

It seems to us (Richard and I), navigators who were brought up doing road events and 12 cars etc. generally have a far better understanding of what is actually going on while those with no experience of these type of event can be a bit clueless.

While I am having this little moan.



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Marshalls, Please be aware that the stage is still LIVE until the sweeper has actually passed your post, it does not matter if you think that the last car has passed, even if the helpful radio marshal tells you it has, we understand you want to be going home or to another post but you should not dismantle your junction until the sweeper has passed.

A large number of junctions were completely taken down before we got to them on the Trackrod, we arrived at one stage finish on Saturday to find the flying finish crew (car and all) the stop control marshals and even the stop line radio car had all gone home, only one marshal was left, not very helpful when we needed to ask about a missing car and there was no radio crew to speak to.

Moan over!

Thanks for Marshalling

Schatzy

ANNUAL AWARDS CELEBRATION

17TH FEBRUARY

APPLEBY GOLF CLUB

2 COURSE CARVERY AND A COUPLE OF BEVERAGES

TICKETS AVAILABLE SHORTLY

PLEASE MESSAGE ALEX ON 07469197512 TO EXPRESS INTEREST

CURRENTLY LOOKING INTO POSSIBILITY OF MINIBUS FROM/ BACK TO PENRITH ON NIGHT PLEASE CONTACT IF INTERESTED.



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MOTORCLUB RIDE OUT.

On the 1st of October we had a fantastic ride out organised by The walker duo (see Chris walking his horse >>)

It was the first event we had held as a motorclub for some time and we had a great turnout despite the weather. Starting at Brough club we set off in staggered pairs with some well laid out tulips, the instructions were great, the route was amazing, taking us straight over Middleton along the wear valley, up over the top past some fantastic scenery and disused mines along some hairy interesting roads into Alston and after a quick stopover at the café a trip down Hartside for some well needed food and some quality Motor Craic. We would love to see more events similar to this in 2018 if anyone is interested in hosting a ride out please shout up at the next motor club meeting!



2017 12 CAR RESULTS-

October- 1st Rob & Jacqui, 2nd Andrew & Kat, 3rd Paul & Andrew, 4th Tom & Joe, 5th Evan & Alex, 6th Tony & Simon

November- 1st Evan & Alex, 2nd Andy & Kat, 3rd Tony & Simon, 4th Chris & Joe, 5th Paul & Andy, 6th Chris & Brad, 7th Kyle & Josh, 8th James & Liam

NEXT 12 CAR 21st DECEMBER KEEP AN EYE OUT ON FACEBOOK FOR UPDATES



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Eden Valley Motor Club Ltd Application Form

Please accept my application for membership.

If elected I agree to abide by the rules.

Please note; Any information given may be stored on computer but will not be released to any other persons/organisations.

Name:.....

Address:.....

.....Postcode.....

Tel. no.:

Home..... Mobile.....

Email..... To assist with event planning please state your interest in the following, Rally, Autotests, Marshalling etc. as a competitor, non-competitor or both.....

I enclose the subscription fee of £10.00 single £15.00 family

Please return completed form to; Richard Glendinning, 14 Parklands Crescent, Penrith, Cumbria, CA11 8SL Or come along to our club night, 1st Monday of the month at The Crown Hotel, Eamont Bridge at 8.00pm



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