



Rallye du Mont Col

PROVISIONAL RESULTS

24 May 2014



CAR	Driver	Navigator		TOTAL	OR	Cat		Class		SCC
1	Graham Wallis	Ray Garrad	Peugeot 205	27	4	A/C	3	PM	1	
2	John Rawson	Dave Smith	Stanza	38	=6	A/A	4	H81	=3	
3	Kim Harper	Steuart Snooks	Ford Escort	17	1	A/A	1	H81	1	
4	Alan Upton	Mark Laidlay	Datsun 1600	19	2	A/A	2	H68	1	
5	Stephen Ashton	Ro Nixon	Galant	80	15	A/B	7	P81	3	
6	Joel Wald	Steve Young	Stanza	40	=9	A/C	=5	H81	5	
7	David McKenzie	Terry Brain	Galant	40	=9	A/C	=5	P81	1	
8	Tony Ahearne	Laurie Garth	Peugeot 404	DNF						
9	Keith Winter	Peter Maurer	Volvo	41	11	B/B	5	H81	6	
10	John Ellis	Adrian Sietsma	Fiat 1500	35	5	B/B	2	H68	2	
11	Geoff Hale	Alan Baker	Golf	38	=6	B/B	3	H81	=3	
12	Robert Cranston	Jenny Newsom	Celica	39	8	B/C	4	SCC	1	1
13	Doug Norman	Tim Shepherd	Peugeot 504	4M/40	18	B/C	6	P81	6	
14	Andrew Paice	Chris Ellis	Stanza	25	3	B/C	1	H81	2	
15	A Richard Denvil		Skyline	DNS		C/-				
16	Joel Perkins	Ted Perkins	Excel	DNF		C/B		PM		
17	Ian Gilhome	Martin Forbes	Gemini	3M/127	17	C/C	5	P81	4	
18	Nick Wright	Mitch Garrad	Peugeot 505 GTi	45	13	C/C	2	SCC	3	3
19	Peter Parry	Brian Knights	Skyline	43	12	C/C	1	SCC	2	2
20	Darcy O'Connor	Stuart Lawless	Golf	4M/119	19	C/C	6	P81	5	
21	Luke Hunter	Bill Hunter	Stanza	81	16	C/C	4	CRC	1	
22	Sam Quick	Gavin Porthouse	Gemini Van	79	14	C/C	3	P81	2	

These results have been published on Sunday 1st of June 2014 and become final at 22:00 on Friday 6th June 2014 if no protests have been received by then.

Trophy presentation is scheduled for the di-monthly (yes it's a word meaning every 2 months; just like bi-monthly can be used for twice a month or for every 2 months ☺) meeting of the Historic Rally Association on Wednesday 13 August 2014, with the meeting commencing at 20:00. The address is the RSL Club, Stanley Grose Drive MALVERN EAST. We meet in the far left upstairs room (when you face the building from the front).

George Davidson

Road Director, Event Secretary, etc
2014 Rallye du Mont Col.

From the Road Director:

DID THE EVENT ACHIEVE ITS STATED AIMS?

- | | |
|--|--|
| <p>This event will attempt to re-create that VTS style; but with everyone having the same physical starting point; marked up maps for every stage [the political level playing field; ah hem].</p> | <p>✓</p> |
| <ul style="list-style-type: none"> ◆ We are providing pre-plotted maps, with useful intermediate distances, as a minimum along the intended route that complies with the pre-plotted and labelled VIAS. The maps will generally only show roads and tracks, with no key provided for how trafficable they are. There are NO contours, watercourses or most of the other features of topographic maps. [a bit like M.U.M. © of a bygone era]. Most sections will have the intended route shown in black (not grey) and slightly wider than other roads of equivalent standard. | <p>✓</p> |
| <ul style="list-style-type: none"> ◆ On the road distances will reach outwards from the intended route, just in case. | <p>In part – there was a limit but all possible road/track names were shown.</p> |
| <ul style="list-style-type: none"> ◆ Arrows ON THE ROUTE will be used to ensure you don't stray at junctions where a wrong choice of direction could get messy. | <p>✓</p> |
| <ul style="list-style-type: none"> ◆ You will not need much plotting time, unless an unexpected re-route becomes necessary, but you'll have 30 minutes to sort yourself out | <p>✓</p> |
| <ul style="list-style-type: none"> ◆ Transports are route-charted and sometimes there are tulips to help. | <p>✓</p> |
| <ul style="list-style-type: none"> ◆ Competitives are all map reading, using trip-meter and compass (and helpful arrows) | <p>✓</p> |
| <ul style="list-style-type: none"> ◆ Not every metre length of the course is smooth – it is not a tarmac event. There are short pieces with rocky bits; but these will be adequately cautioned. They didn't upset my standard WRX during surveying. (No sump guard.) | <p>✓</p> |

I guess I am moderately relieved by the times being close to cleanable, 1 was best on three competitives and a 2, 3 and 4 on the rest. Close enough; maybe Dyer Tr was a little too rock strewn.

Most of the field got all Passages and Informations, so that is great.

Did anyone bring AND use their own maps? You were allowed to.

Will I write another one of these events?

Depends on many things – especially that all I believe I am capable of is road director – i.e. write the route instructions only, or lesser tasks.

It took 3 goes to get this event up. Last year was looking like an impossibility because of the very late start due to the depth into autumn of the extreme fire danger; and the pin was pulled.

This year, the late finishing summer caused DEPI to ask us to postpone; so that added some work; but also more time.

It will cost me, out of pocket, the writing off, probably, of my WRX road car due to a hidden stump being smote on the day before the event. Insured; but excess, inconvenience and disappointment.

The Thank Yous

Firstly, my wife Donnie, for putting up with me with my single-minded approach and efforts for the event.

Secondly, the competitors prepared to try an event of the old style with an attempt at the level playing field.

Thanks to Mike Novak for his checking of the Rally du Mont Col over a period of about 13 hours plus drive here and home again. The check flowed well.

Ian Crook, as original Clerk of Course for his support and guidance, before his crash the week before.

Stuart Lister, and helpers for filling the void at the last minute, including Rick Hartmann and Owen Polanski.

Setters Peter Fraser driving Simon Brown, George, Katie and Lily Davidson, Angie Ruyg/Darren Wythe, Gary Gibbons (who also drove me around when I killed the WRX) and the couple of experts who self-set.

Course cars 00 Stephen Richards/Rick Hartmann (substituting for Peter Ellis who had minor surgery after the biggun with Ian last week), 999 Bruce Shepherd and daughter, and Garry Doyle in the Recovery Car.

Then there are the special thanks for all Control and Passage officials, spectator marshals, service park manager, the scrutineers and other helpers.

“Rally Royalty” Dan and Rosie White for Start Control and Scoring, amongst other helpers.

Owen, as Safety Officer at the very last minute.

Peter Fraser for his post event pasta dish, etc – went down a treat with the competitors.

DEPI regional staff with whom we deal – many thanks to Rob in particular.

Raglan Rural Fire Brigade for their protection services and portable lighting at the Service Area

Last but not least, Arron Harry Secombe who took on the role of officials’ wrangler and sweep car with his girls. Best sweeping job I’ve ever seen – not a sign left in the bush except the warning signs just off route he did not know about. And enough officials, too. He is running the Tunbridge Novice Trail and is intending to use much of the route I used.

Awards

	FIRST	SECOND	THIRD
Outright	Kim Harper/Steuart Snooks	Alan Upton/Mark Laidlay	Andrew Paice/Chris Ellis
Grade A	Kim Harper/Steuart Snooks*	Alan Upton/Mark Laidlay*	Graham Wallis/Ray Garrad
Grade B	Andrew Paice/Chris Ellis*	John Ellis/Adrian Sietsma	Geoff Hale/Alan Baker
Grade C	Peter Parry/Brian Knights	Nick Wright/Mitch Garrad	Sam Quick/Gavin Porthouse
H68	Alan Upton/Mark Laidlay*	John Ellis/Adrian Sietsma	
H81	Kim Harper/Steuart Snooks*	Andrew Paice/Chris Ellis*	= John Rawson/Dave Smith = Geoff Hale/Alan Baker*
P81	David McKenzie/Terry Brain	Sam Quick/Gavin Porthouse*	Stephen Ashton/Ro Nixon
PM	Graham Wallis/Ray Garrad*		
CRC	Luke Hunter/Bill Hunter		
SCC	Robert Cranston/Jenny Newsom	Peter Parry/Brian Knights	Nick Wright/Mitch Garrad*

Greyed out indicates insufficient starters for additional placings trophies other than the class/grade winner.

An * indicates that the option to combine trophies where more than one is to be awarded to the team, at the organiser’s discretion

V → C						4 and 5	6.1	6.2a	6.2b	6.3a	6.4	6	7	8.1	8.2	8.3	8.4	8	9	10.1	10.2	10.3	10	11	12.1	12.2	12.4	12.5A	12.5B	12	13	14.1	14.2	14.2a	14	15	TOTALS		
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