

Beverley & District Motor Club

Wheels

March 2005



Best ANCC Road Rally Club 2004

Web site www.bdmc.org.uk

Editorial March 2005

Well, the new 12 Car season didn't quite start the way me 'n' Petchy anticipated. From our high at the end of 2004, we plumbed the depths when an 'equipment malfunction' brought us in dead last on the 20 January event. Apparently the brand new Christmas Poti, which magnifies so much better than the previous one, coupled with a worn Romer led Petchy to misplot a 'Black Spot' on the first section throwing the whole route into confusion. After trulling around for a while we happened across organiser Roger Stoneley, who was having his own mini crisis. By the time we got back into the event, we'd missed the first two sections, suffering 9 fails. Oh how the mighty fall!

Petchy then bought a new Romer, turned the Poti round the other way so I didn't get blinded by the light every time he tipped the thing up and BINGO! We won the next event. What a turnaround. Mind you we didn't fare too well on Matt Blood's event on 17 February. Fifth overall is not where we're used to finishing. It was quite a fraught night really. A 90° left into a 'T' junction almost caught me napping. This incident, along with being stuck behind a local for some miles, then getting caught by the gritter, (which Deg Burton just sneaked out in front of) accounts for quite a lot of the 25 minutes we dropped during the night. That apart, it could've been quite a successful event – but nowhere near as interesting!

Congratulations to Danny & Gibby for winning the above event. I thought the Primera was fairly swift over the lanes, but the sight of Danny's car disappearing into the distance made me feel quite inadequate.

Unfortunately I have to get this issue out a week early due to my first BTRDA Autotest event on 6 March. It's a fairly long haul down to Curborough near Lichfield so I'm staying at the daughter's in Nottingham over the Saturday night and travelling the

last bit on Sunday morning. That wipes out the weekend I should be doing the Mag. Potts will be proud of me though! Might even get a pat on the head – mind you, looks like he's had a few himself. Must've been a really good boy in the past!

The Annual Presentation Dinner on 28 January seemed to go down well. Good food, good company and no music to drown out the plethora of "Quotes" for this issue. You'd think by now people would've learned (I think Jenny Edwards has, she was very quiet sat next to me at the table). Brenda Gardner, on the other hand, seemed blissfully unaware of the potential danger she was in.

There seemed to be some people missing at the dinner this year. Our apologies if you weren't informed about it. One of the problems may be due to members who hadn't rejoined by the date of the dinner, although I'm sure we send out the January magazine to all last year's members.

Congratulations to all the award winners, but especially to Jo Briggs who finally wrested the Overall Competitors trophy from my grip. Up until this year it only had my name on it so the new scoring system seems to be working. Be warned, I want it back!

Thanks to Tim Rodgers for his 2004 Beaver Rally and BTRDA Stage Rally Championship reports. Maybe I should've badgered him sooner (is that legal with another man?). When you've read them you might wonder how one gets a job like his at Silverstone – nice work! It probably explains why he's given up the 12 Car scene. Mind you, there's a very competent navigator now going spare. Any budding driver could do a lot worse than approach Matthew Atkinson to guide you through the lanes.

Talking of whom, pulling faces at him during a photo shoot at the annual dinner, doesn't seem such a good idea now. The 'new faces' on the committee page show some very pleasant smiling people

'til you get to the end. Still, it'll stop the *Beverly Advertiser* from using it in their next motor sport feature – or will it? However, I'm sure Matthew will be changing the photo very soon when he rewrites the biographies. They do tell us we now have two Chairmen, Petchy's rallying a white XR3i, Caroline Gibbins is still 12 years old, Danny navigates for Andy Beaumont and works at Cottingham MOT Centre.

ANCC Awards

As a club we did very well at the presentation on 4 February. In the Northern Road Rally Championship Danny Robinson was 2nd overall driver, James Everard finished 4th overall and took the 1st Novice award too. Andy Beaumont finished 5th overall driver and he wasn't supposed to be doing the championship. On the navigator's side, Ian Gibbins collected the award for 2nd overall with Dave Jobling taking 2nd novice. Seems strange referring to Dave as a novice when he was competing on events back in the days when Heepy was a rally car and navigation was all pre-plot. Ah! Halcyon days. Someone called Howard Everingham from BDMC took the Class 4 ANCC Autotest Championship award and 6th overall. Not a good year for me, two DNF's spoiling my attempt at the top spot. But congratulations to Dave Goodlad for taking the overall championship win in his 1098 Mini and commiserations to Jon Graves with an equal score to Dave, but losing out on the count back. And to top the night off, Beverley got the 'Best Road Rally Club' award for the second year running. Well done to all our crews.

Despite being instructed to get the Mag out, whether there's anything to report or not (that Potts can be very assertive at times), people have come up with a surprising amount of good material. My thanks to contributors Roger Stoneley, Matt Blood and Graham Gardner, who

may be writing something more abrasive after he's read this issue. If you took part in Graham's Table-Top, the solution is in this issue. Potts' Chunterings can also be found within.

Well, enough ranting from for now.

Read on.

Howie.

Chairman's Chunterings March 2005

By Graeme Potter

Quite a lot has happened since the last magazine. We now have a full calendar of events for Thursday nights and for the first time, a schedule of when the magazine will be issued (really? – *Ed.*). The calendar will be somewhere in the magazine so you can keep up with the events on a Thursday night. The next three months events will also be published in subsequent issues. Again if you are organising an event, please make sure that it is arranged well in advance. Mike Petch will be contacting you before your event to make sure that you have started to organise it (Ve haff vays – *Ed.*).

The annual presentation was held at the Ferguson Fawsitt Arms and many a pint was quaffed to celebrate the trophies awarded. Congratulations to all those who won an award. Pictures of the event are on the website for you to peruse. Many thanks to Andrea and Matthew for organising the event and to Mark Edwards for flogging loads of raffle tickets. Maybe we have a successor to Ian Gibbins.

The 12-Car season is now underway with 3 events already completed. The last event will be on the 17th March. Currently the positions are as follows. 1st Driver Gav Smith; 1st Navigator Graham Gardner. In the expert class Howard Everingham is the current leading driver whilst Mike Petch heads the navigators (shouldn't that be censured? – *Ed.*).

Bruce Robinson Rally
Matt Blood and I competed on the Bruce for the first time. I did the event with John Ross last year and managed 7th overall. So with the 10th place Matt and I achieved on the 3 Swans, we were seeded at number 12 for this event. We met up with other crews from Beverley including Andy Beaumont, Danny Robinson and Mike Petch who were all marshalling for the night. We passed noise check with flying colours and waited for the Scrutineer. They seemed to take ages getting to us, but speeded up when it was our turn. Maybe the queue of 15 or so cars had an effect on them.

Documentation over we plotted the few blackspots and waited for our turn to leave MTC1. A few map references took us to the first section south west of Lincoln near Swinderby airfield. A section of spot heights were next, taking us to the east of Norton Disney via STC3 to NTC4. This section was cleaned by all crews and gently broke us into the event.

Route card 3 gave us a series of map references presented in the form of a crossword grid followed by a set of tulips to be plotted in reverse alphabetical order. For some reason we dropped three minutes on this section as I struggled to plot the tulips. Maybe I could've looked at the map and guessed the route by trying to match some of the tulips up. By comparison the route to STC7 and NTC8 caused no problems.

At NTC8 I cautioned Matt not to drive quickly from the start as the map showed a number of triangles very near to the control. Sure enough the herringbone confirmed we would be visiting the triangles despite Matt overshooting the first one. We reversed up and entered the triangle to one of the many manned passage checks. We then crossed the 'B' road collecting a route check into the second triangle only to be met by the local constabulary blocking the route. After a few minutes he decided to turn on his blue lights right in front of us. Frantic phone calls to the organisers saw the Dimbleby's quickly returning to sort out the problem. After 20 minutes the

constable decided that he had made his point and let the rally proceed. This meant that some crews were getting close to OTL so we all headed off to NTC15 to restart on our due time. Any penalties at NTC15 would be disregarded from the results.

A section of spot heights, grid lines and map references took us on a bumpy yellow road towards Bardney. We dropped 50 seconds on the regularity section due to a combination of factors. Matt was convinced that he wasn't driving fast enough and I was convinced I plotted the route slower than I should have. In hindsight I should've been able to plot the route faster as the clues were in the area the RTC travelled through. However I had to be careful not to miss the small loop through a white that hid the usual route check.

The next two controls were found using a herringbone that resembled the roads on the map. This proved relatively easy to plot and no further time was dropped.

Back onto a regularity section, the route was defined by map references and a further 4 minutes and 14 seconds were lost. This was comparable with a lot of other crews. A transport section then took us through Horncastle to the last section of route before the halfway halt.

A grid of 33 out-of-order tulips navigated us through sections STC22 to STC25. I managed to plot them and get to STC25 without us dropping any further time. The final bit before the rest halt was a section of map features and we managed to clean this one as well. Results to half way showed that we had dropped 8 minutes 4 seconds.

After filling up with enough fuel to get us home we proceeded to MTC2. The route for the first section was easy to plot as a black square defined the route to be taken. Route card 15 was grid squares in numerical order that took us to NTC31 south west of Scamblesby. Next was a regularity section that consisted of grid lines, PC's and give ways to be passed in numerical order. The first four instructions were in numerical order but then the remainder were

out of order. We dropped a further 1 minute 23 seconds on the intermediate control. Then a further 4 minutes were dropped over the next 3 controls. The plotting wasn't particularly difficult but many crews still dropped time. From STC35 we hit the Biscathorpe fords. We'd been warned that they were deep and fast flowing so Matt slowed down for them, but still managed to stall the car right in front of the official photographer.

By now the plotting was relatively straightforward with a mixture of grid squares and a herringbone. No further time was dropped as we headed off to STC46 manned by Andy Beaumont and Mike Petch. The last section was a thrash round the old airfield at Wickenby, which was shortened due to the earlier police activity. This proved to be an absolute nightmare for us. The organisers had spent a lot of time making sure that no one should come a cropper due to accident damage. However the arrowing left something to be desired as sometimes the turn was before the arrow and others after the arrow. We managed to wrong slot a couple of times and this was reflected in the slowest time of the field.

The results showed that we had picked up a 5-minute penalty for a code board that we couldn't find on the first junction after the petrol halt. The final results showed us 33rd overall and 10th in class.

Other notable results:

1st Overall Adrian Green/Ian Gibbins
12th Stan Featherstone/Mike Ogram
21st James Everard/Dave Jobling
30th Chris Dunn/Mark Edwards
39th Andy Stewart/Roger Stoneley
40th Alastair Crosby/Clair Wilson

Congratulations to Ian Gibbins for a well deserved win on the event and to the rest of you for competing and getting points for the various championships. Next event is the Ryemoor Rally on 19/20 March.

Beaver Rally 2004

By Tim Rodgers

My Victory on the 2003 Beaver was becoming a distant memory as the year was passing. I hadn't seen Oggy since the event, only speaking to him once to see if we were going to team up again to run as Car 1 in 2004. He asked what car I was going to do it in. At that point I only had my Astra Rally car and my Vectra Estate chase car, neither of which would have been suitable for The Beaver. My mind started wandering...

I then bumped into Oggy at the start of the Danum later in the year and the Beaver was mentioned again. He'd been doing the full ANCC Road Rally Championship with Stan Featherstone so had commitments to him over a one off run with me. He asked again what car I would be using if I did do it!! Maybe plans were being made?!

Everyone at the club asked if I was doing the event, my answer being no, as I was only going to do it if I could have Oggy as my Navigator. Sounds petty I know but why go out after winning the previous year only to come someway down the field. You're best retiring on top in my mind! The entries opened and as far as I knew Oggy was tied up with Stan for the event.

Around the same time my BTRDA forest championship had finished and I was selling my Vectra and on the hunt for new wheels. Subaru STi and Mitsubishi Evo8 were top of the list.

Then one day, out of the blue, Oggy called me and asked if I was still interested in doing the Beaver. "Yes definitely." I replied. He and Stan couldn't improve or drop down from their current position in the championship so Oggy was available. "What car are we doing it in?" Was the next question from Oggy. "Well, don't say a word to anyone, but I think an Evo8." Was my reply, "I'll put an entry in now and get a car ordered!"

A week later I had a brand new, bright yellow Evo8 sat on the drive, needing some running in before the night of 27 November. I had a couple of Silverstone trips

and a weekend away planned so I knew I'd get at least 1500 miles on it before the flag dropped!

Saturday the 27th was going to be a long day. I had been out with Ash (a lad from Maple Garage) the night before in Hornsea and was up at 5am on the Saturday as I was working down at Silverstone all day (working part-time teaching at Silverstone Rally School). I start work at 8.30am and usually finish around 4.30pm, this would give me enough time to get home and get an hours sleep before I was due at noise check I -hoped! I can get from the main gate at Silverstone to my front door in about 2 hours on a clear day in the Mitsubishi. Unfortunately I was in my van that day as I had dropped some parts off at Leicester Forest Services for a lad on the way down. The poor Vito aint got the same bhp as the Evo so struggled a little on the way home!

I got into bed at 6.45pm and set my alarm for an hour later. I didn't sleep at all!! I got up when the alarm sounded, got showered and sorted and made my way down to Maple for all the pre-event formalities.

Gav Smith, Oggy, Jonny Piss, Thomas, Mark Edwards and myself then all wandered off to the Constable Arms so Oggy could have his usual pre-rally cocktails!!

We got back in time for the drivers briefing, then settled ourselves into the car and made our way to MTC1. We knew, after seeing Andy leave in the Course Opening car, that we were turning right from the start, Oggy reminding me that we were going to be leading for at least 1 minute. We both laughed nervously.

Setting off at 12.01am, I made a speedy exit from the control in front of all the spectators and other competitors, but then soon slowed the pace as we approached the grass triangle at the first junction, waiting for Oggy's orders. "Long way round." He shouted. "And head towards Burton Constable." "Yes m'lady." I replied! Soon after having the rest of the section plotted Oggy started calling the bends. The Evo was easy to drive and we didn't have to push hard. We were making good time with its

aggressive acceleration out of the corners and away from controls. Once up to a good pace it was easy to keep it there and we were having a trouble free run.

The first half went well and we arrived at petrol having set some good times. A rogue time for Car 4 had slipped through the net on a regularity section so we were in 2nd place behind them with Danny in 3rd. Danny and I had been giving each other some grief and banter in the weeks leading up to the event and were looking forward to a good battle. Danny, however, was in a really good position for a win in the ANCC Championship and was keeping that in his mind. He didn't want to jeopardize that by throwing it all away on silly rivalry. He drove very well and sensibly too (you don't see that written about Danny too often!!!) and was pushing us hard.

The second half was run on lots of unfamiliar roads to me. We had a couple of wrong slots but only by 50 – 100yds or so, missing junctions as we approached at a higher rate of knots than usual! A couple of fastest times on the next 2 regularity sections put us back in the lead and even a last minute charge by Danny luckily didn't knock us off our perch! The most worrying moment all night was when the petrol light came on. There were about another 5 miles to the end of the section and then a neutral to the finish venue. We'd tanked up at the petrol halt and had zeroed the trip, so only 70 miles had been done on a tank of fuel!!

After a somewhat small breakfast we waited for the presentation, had a lovely conversation with the Eastwood lot and collected our winner's trophy and home to bed!

My only criticism of the event was that the timing on some of the neutral sections was very slack. I know they have to be, but we had about 16 minutes to wait at one. When you're up all night concentrating hard it's not the best thing to suddenly have a lull, we both almost fell asleep!! The other point, which became a big issue on this event are regularity sections. These are becoming the decider of nearly every road rally now so why

do we only ever put one marshal at the end of them with one clock? It's okay until you start getting cars arriving thick and fast then it becomes a guessing game. The marshals need to be aware of how significant these controls are and understand fully how the timing works. There should be at least 2 clocks and 4 marshals. I saw more marshals at neutrals than at regularity controls! These are just my personal views.

Thanks to all who marshalled and the organising team for a great event. See you next year maybe!

Annual Presentation "Quotes"

"If Graham holds it, you can read it."

Mark Edwards, kicking off the Annual Presentation Dinner with a fairly innocuous remark. It gets better – much better!

"Did you lick it off the computer?"

Lorraine Petch getting down and dirty early on in the evening.

"I'm quite well equipped."

The carvery Chef to Howie (who wasn't *that* impressed).

"We decided to swap husbands for the morning."

The loose talking Brenda Gardner, who will now know better.

"It's the best contraceptive we've ever had."

Brenda Gardner again (who was so quiet when she first arrived).

"You're not stood there with your tips crossed."

At least I think that's what Mark Edwards said about the lovely Jenny.

"Reader's Wives."

The current Mrs Everingham's suggestion for a new addition to our *Wheels* magazine.

"It's about time we had a bit of talent up there."

Derrick Briggs, heckling Potts, as Sheron Gibbins collected her award. Can anyone report if he got a slap from Ann Briggs? Or from Potts for that matter.

"If there's no de-icer left, get Howard's wine, it's no different."

Andy Beaumont, to a raffle prize-winner. He might just get a bottle of it in his fuel tank one dark night. Mind you Petchy reckons he uses it in the diesel van. That's why the bloody thing's so quick!

"You don't have to get undressed to get a raffle prize."

Potts, foolishly turning down the best offer he'd had all week.

"He'll do anything for a fiver."

Lorraine Petch referring to Mike who was past caring by then.

Ordinary "Quotes"

"I haven't any events for the next few weeks, shall I fit a new bathroom suite?"

Howie, to the current Mrs Everingham (stupid boy!).

Off Cambrian corners!

By Tim Rodgers

The 2004 Championships have long gone I know but here's my final report of the 2004 BTRDA forest Championship.

I'd spent a few long days and nights at the Peart Workshops sorting my car ready for the Cambrian Rally in North Wales. It was the final round of the BTRDA Championship and a lot was resting on it for me. I was lying in 2nd position and had a mathematical chance of winning the N3 Championship if I won the class and Sheppard (the current leader) failed to finish. He informed me that he was just going to plod round to get a finish, but I know from past experience that some of my 'best' accidents have happened when I've not been going at 100%! Mr Hope, who was in 3rd, could steal my 2nd place if I failed to finish. So there was a lot to lose.

My car had suffered a heavy impact on the Trackrod, which had seen Co-Driver Jo Briggs needing a visit to hospital the following day. Thankfully she is fully recovered now. I had to replace a lot of the n/s front suspension and running gear but the chassis had taken a good thumping and was twisted too. This luckily was in front of the strut so twisted it would stay! I replaced all the discs and pads and gave it a good going over, helped by the ever efficient Mr Blyth (Cheers mate!)

The Thursday night before the event Carl had somehow ended up without a service van, something to do with car boot sales I think!! So a mad rush ringing round hire companies and calling in favours sorted a "Millies ice cream" van. Sadly it was just a delivery van and didn't have freezers full of lollies and a crappy tune to boot!

I set off with Shaun and Rich on the Friday morning letting Jo and Carl sort their van and play catch up, I was using Dai Roberts again to navigate me on this event as Paul was away sunning himself. The weather was looking pretty grim for the event and got worse as I travelled down. I met up with Dai and his mate, I'm not even going to try and spell his name as it was even more welsh than David's. We

got the car through all the usual checks and paperwork and then met up at the B&B in Llandudno.

We hit the town for some beers and a lovely 'ruby' which I regretted at about 6am. It was raining steadily with no sign of stopping as we emerged from our beds on the Saturday morning. I had a panic about tyre choice over breakfast, but was assured by Mr Carter I would be okay on slicks for SS1, The Great Orm. I'd heard many stories about 'The Orm' all of which are mixed so I was just going to take it steady as I didn't want to throw it all away in the first 3 miles!

We lined up on the promenade for the start ramp trying our best to keep the windows mist free, a hard job in a rally car that lets water in like a sieve! We crossed the ramp and drove the 800yds to SS1 arrival only to be informed there would be an hour delay! Car 13 Phil Collins had spun his Mk2 and punched a hole in the wall. For those of you unfamiliar with the Great Orm it's a cliff edge road that runs around the peninsula. During daylight hours it normally runs as a one-way system and is closed at night. It has a cliff edge rising up 100 metres or so on one side and drops 100 metres or so down to the sea and beach below on the other. Not the sort of place you want to do anything silly!!

Whilst we waited for the restart Mr Shepperd wandered up to my car, he was about 20 cars behind us in the start numbers. He promptly noticed my o/s/f tyre was looking rather soft. I leapt out of the car to check it and found I had parked on some glass. The tyre was hissing away so I'd have to change it. The problem was I only had a forest spare! I had to jack the car up and swap the rear wheel with the forest spare and then put the rear wheel onto the front. I didn't need this just before attempting The Orm for the first time in the wet!

We had an entertaining run through the stage with a very odd handling car, but kept it clean and tidy and in one piece. The lads swapped us on to forest tyres, then we were on our way. The road section out to the forests was about 1hr 30mins. Nearing the stages I noticed the steering was getting

heavier and the pump was groaning. I stopped to check and found the power steering fluid had started leaking at the rack. In their rush to get going the lads had neglected to put any spare fluid in the chase car. I asked around but nobody had any. I had to go into the stage and do my best! It was very wet and the rain was thrashing down. We slipped our way through SS1 struggling with the steering locking and getting heavier by the minute. The lads at the end still had no fluid, so engine oil was used to keep us mobile.

The next few stages before service were just as slippery and the car was weaving around on the long straights giving cause for some 'O.F.' moments and Dai teaching me a few new welsh words!! At service we found the leak but it was impossible to stop it, a new rack was needed. The lads did what they could whilst I fitted the spotlights.

During the next couple of stages we started to settle down a little after checking the results and finding we were well over 2 minutes in the class lead. Sadly for us Mr Sheppard was still plodding on and was looking good for a finish.

The 2nd to last stage was going to need the spotlights as dusk was falling. It was the last forest stage before the long haul back up to Llandudno and the final stage round Great Orm. We set off from the start into a narrow section, which came to a slight uphill hairpin onto a more open and flowing track, the type I like. After travelling about a mile into the stage and gathered speed on the flowing bends, we came to a slight left into a 4 right. It was over a slight crest with a negative camber right hand bend, we drifted wide and found ourselves slightly off the road in the undergrowth. I just buried the throttle hoping the diff would drag us out. The car kept moving but we were bogging down and finally came to rest with the front bumper against a bush. I tried reverse and first but the car was bellied out on the mud. We were going nowhere! There were a couple of spectators stood on the inside of the bend but even with their help it was useless. I ran down the stage to seek help as Dai slowed the following cars but the stage was deserted, dark, cold and wet. This

was where my Championship drifted away. I watched as my fellow N3 contenders passed by on their way to the finish. Dai told me the spectators had informed him that most of the top cars had done the same, but their 4-wheel-drive got them out, hence the churned up mud! I was gutted and had to walk away from the car so as not to inflict damage on it.

The Course Closing Car came through and connected the rope we'd already attached to the rear of the car, it took just one pull and the undamaged car emerged from its resting place. We drove out through the stage and met up with Rich and Shaun and drove back to the trailer park. Carl and Jo had just arrived and had another class award under their belts. They've had a cracking year together and if their funding had been the same as the bigger lads, they would have walked away with the Class win.

We loaded the cars and all the service lads set off for home, as did Dai and his mate. Dai had been hoping to do a Road event in south Wales that night but had to cancel due to our time consuming off roading!

Carl, Jo and myself went to the presentation so they could collect their silverware and I could dream of what could have been! Thanks to the following who helped me over the season:

Navigators: Paul Train, Dai Roberts and Jo Briggs.

Chase and Service: Andy Beaumont, Danny Robinson, Shaun Hazel, Rich, Jean-Louis Auriol, Simon, Carl Briggs and Steve (results).

And finally, none of this season would have been possible without the great help of Chris Peart and Gordon Blyth. Thanks lads.

My car has now been sold and Rallying put on hold for a while, but watch this space! (We will. Hurry back – *Ed.*)

Who Said Road Rallying Was Fun???

By Matt Blood

Well it was my idea to build a road rally car and get into the drivers seat, so I only have myself to blame. 'She' was going to be a quick build and ready for The Beaver Rally 2003.

Hmmmm - July 2004 she had her first outing on the Three Swans Rally with Graeme Potter in the navigators seat.

What a night – I drove like an old Flat Cap Sunday Driver. God knows why, (could it be something to do with the headwear? – *Ed.*) because the car went like a gem. A few brake imbalance problems, but other than that, she went really well. I was just happy to get to the finish, so 10th overall was the icing on the cake (should've been 11th shouldn't it Danny?).

Next up – The Danum Rally.

I was all fired up for this one – ready for those whites, with the newly fitted sump guard. Things went great - until the misfire started. With the Humber Bridge in view, we set off for home. Then the misfire cleared and we carried on. We got through to the petrol halt and were going strong until we missed a couple of letterboards. Then the misfire started again. Just outside of Kirmington we gave up, handed in our time cards and started the slow drive home. Nursing the misfire we were ready for an early bed – we turned round and off she went like a little rocket. The misfire never appeared again. Worse than that – we missed breakfast!

The next event was Graham Gardner's 12 Car as a shakedown for the Beaver Rally, with Ian Tullie in the passenger seat. The win on this event was just what was needed to get me ready for the event.

The Beaver Rally had Paul Rhodes in the navigators seat. I had eventually got the rear height right after 6 attempts at setting the torsion bars. So with a pair of Danny Robinson cast off Yokohama's on the front, the car was flying. I must have been driving it a bit quicker if the

number of "moments" were anything to go by, including the one, to quote Paul's Words "All I could see was *****ing tarmac."

It was a cracking night, so where the 20th place came from, I have no idea. The IRTC's seem to be the culprit – for some reason we just dropped loads of time on them. Did we stop and plot? Was it just that I wasn't going quick enough? Who knows – lesson learnt – it won't happen again.

I then took the car off the road for two months, planning a pre-championship fettling session. The car was back on the road, the week before the Bruce Robinson Rally, having done virtually nothing at all to it.

So Graeme Potter and I set off to do the Bruce Robinson - how did it go? Well, on the way to the finish we guessed how the night had gone, probably top 15 or 20. Not a fantastic night, but not bad. I managed to stall it going into the ford, got totally lost on the airfield and we were the second car to be greeted by the local constabulary (I'm sure Graeme's report will explain this in more detail). Other than that, it was okay. Result? Bloody 33rd !!!!! That's my worst result ever! We dropped about 22 minutes, but no fails. It was a very quiet drive home. Looking at the results a couple of days later, it appeared that again, the IRTC's were the cause. Hmmmm – what did I say about lesson learnt?

So what's next? Rhymoor Rally on March 19th. This time I'll get a few things done to the car beforehand. I'll take even more Pro-plus to keep me awake and this time the IRTC's will *not* get the better of us.

The Pete Anable Rally An Organisers View

By Roger Stoneley

It all started back in October when I decided to put a route on the map. I didn't like the first or the second one and eventually settled on one I did like – or thought I did.

When I went out to check on Not-As-Map's, controls and mileage, I soon found out I not only had enough for a 12 Car, but an all nighter! Back at the 'drawing board' I started to chop great chunks off and finally had a rally of just over 60 miles.

Setting the navigational instructions for the Novices was relatively straightforward whilst the Semi-Expert route needed a few changes. But by far the most difficult to set was the Expert route. In trying to make it hard, but not impossible I only managed the latter on the first section. I failed to define the route accurately enough and missed blocking some roads with Blackspots. I think the problem lay with the fact that I knew where the route went and assumed the Experts would too. What a mistake! (Lesson learnt).

I got the tracing sent to the Rally Liaison Officer, albeit late, but there were no comebacks so it was all systems go.

When the day arrived it was a bit windy, but the weather was clear so at 4.00 p.m. I set off to put out the letterboards. After about a dozen of them had been set up I encountered my first problem. The boot lid jammed shut! Something had worked loose in the mechanism and I was reduced to crawling in through the back seat! Then, the hammer head flew off whilst putting a board up halfway down Arras Hill. By this time it was getting dark and I didn't have a torch, but fortunately I found it, as it hadn't gone too far. After replacing it the thing came off once more before a few choice words made it decide not to do it again (it's the Basil Fawlty syndrome – *Ed.*).

Then it was back home for a quick tea before heading back to the start. This was getting hectic, I need to be more prepared next time. Eventually all the Marshals received their instructions and were on their way (I won't mention the one hiccup for fear of embarrassing him). Graeme Potter kindly sorted out the competitors signing on for me. We had 8 starters, which was quite good for the first event of the 2005 Championship. It started from the lay-by near Bentley on the A164

and conveniently finished back at the Dog & Duck.

I hope everyone enjoyed themselves. These events are put on for the competitors and not for the organiser's glory, but positive feedback is always welcome as long as there's not too much criticism.

Many thanks to all who marshalled, we had every control manned and even the secret checks. Thanks as well to the competitors, in the end I had a great night, I hope you did too.

A strange start

By Graham Gardener

Gav was negotiating the purchase of a Proton Satria to use on 12 Car events, when it wasn't needed by Cott MOT customers. He'd sold the Clio that was the previous courtesy car (10th o/a Beaver 2004). There can't be that many courtesy cars with big lights and a full cage, but there aren't many Cott MOT's either.

The first 12 Car event of the year duly arrived, but there was no Proton. The Porsche was brought out of hibernation and a run round the lanes on the eastern quarter of sheet 106 followed. Despite frequent complaints about the lack of light from the standard headlamps, we managed to make some sort of fist of the event and enjoyed ourselves. Happily Roger Stoneley had chosen a route that did not include any white roads, so I was not instructed to get out and carry the car over any unmade surfaces. As a precaution I adopted the brace position for the assault on the straight but bumpy roads around Etton Wold and was happy that I wasn't obliged to bend over any further and kiss my ass goodbye. Gav enjoyed himself despite the repeated complaints about lack of vision, and we were delighted to finish third overall and first in class. The event had the added bonus of finishing at the Dog and Duck, so no long ride home for driver or navigator. The other abiding memory was of Matthew bleating about the expert navigation at the end of the event, but more of this topic later.

Gunner was available for a scatter put on by Lindholme MC the following week, and this used some fantastic moorland roads to the west of Sheffield. We wasted about 10 minutes looking for a misplotted (by me) route check so we had to cut and run for the finish. This was a shame as we were doing pretty well otherwise and would've pushed the winners a lot closer if we'd been able to visit the last two route checks on our planned route. As it was, we finished second, and the traditional prize of sweeties was gratefully received. I'm trying to lose weight this year (target 11b per week or 52lb over the year). My doctor approves of this plan and tells me that if I make the target I'll stop being obese and become merely overweight. This is not the most motivational comment I have ever heard, but I'm going for it and am on target so far. In the spirit of self-sacrifice I was pleased to offer my sweeties to Gunner for the benefit of his junior members or Janie if she got there first.

Next item on the menu was Matthew's 12 Car and the Proton was now available. Gav collected me from home for the start at Leavening and we had company in the form of Patrick, a colleague who has recently joined the ranks of motorists and is already looking for ways to improve the performance of his Clio. My belief is that the biggest improvement usually comes by tuning the driver and Patrick was keen to see whether there was any evidence to support this from the crews contesting the 12 Car. Patrick proved to be a real asset on the event, partly in the form of ballast, but more specifically because unlike Gav he does not come over all dyslexic when repeating the letters on a route check taken without stopping. Matthew's normally slick organisation was hampered a bit by a marshal being directed to the wrong location. I managed to get Gav to the subsequent control too early, beating the marshal who eventually arrived on time, but not before we had departed. My fault for not making a good enough guess of the route for the section with the missing marshal and then

not reading the due time at the next control carefully enough.

We managed to work out the next section of route, and were only penalised for the marshal whose signature we missed through early departure, although Matthew did penalise us twice for this. More of this later. The event finished with a run along the very bumpy and twisty lane from Birdsall towards Wharram Percy, then back down to North Grimston. Gav knows this road and instructed Patrick to wedge himself in tightly. As usual I was left to fend for myself.

Despite our error at the manned control we were delighted to find that we had finished second overall and first in class. Patrick enjoyed the event, as did we. My warped sense of humour was tickled by an organiser who had been complaining loudly two weeks earlier when he thought he'd been wronged, suddenly becoming deaf to all and any queries as to why we were being penalised twice for the same mistake. It made no difference to the outcome of the event, so I didn't push the matter. It will be my turn to organise an event later in the year...

The last event to date was Matt Blood's 12 Car, over on the badlands of sheet 107. This necessitated a mid afternoon rendezvous with Gav and a run through some of the grottier parts of Hull to the start at Keyingham. This event is still fresh in my mind so the narrative can be a bit fuller. Matthew features again, as he lent me a pencil at the start, which turned out to be broken as soon as I started to use it for plotting. I'm glad I didn't have a spare map board now.

This event was advertised as using the classic roads on sheet 107 and certainly lived up to the hype, although I'm not sure the white at Stony Creek is suitable for standard cars (Hear, hear - *Ed.*). The route took in Sunk Island, which scares Gav because he has had accidents there in the past. It went from there out towards Battys Corner, Tunstall and Roos, before heading north and west past Garston, Fitling and Jacky Lane, finishing with Wawne Common and the twisty lane to Routh. To end the night in style the pub laid

on chip butties (sod the diet) and we were again pleased with a top three result, although this time we had to concede the class win to James and Dave who were on top form and had the benefit of a sump guard.

Patrick was planning to join us for this event, but he was called upon to work. He has what he claims is a part time photographer job. From what I can make out, it involves hanging around in nightclubs taking pictures of women. I can't see Gav or myself getting away with that one, either professionally or domestically.

We were overtaken emphatically just after Roos by Danny and Ian. It shows the advantage gained by a fat turbo/skinny crew combination over a none-turbo/fat crew. I'm not sure how we came to be in front of them, unless Ian had stopped for chips.

We have enjoyed four very different events and been reasonably successful on all of them. Roll on (I wish people wouldn't use that word - *Ed.*) Gunner's event on 5th March.

12/13 February 2005 Bruce Robinson Rally

By Roger Stoneley

When Andy Stewart and I spoke about doing the Bruce Robinson Rally, it was only a week before the event. He had already placed an entry so I took myself to W H Smiths and bought the maps, then spent some time highlighting the spot heights. As I was a replacement navigator, all the final instructions went to Andy so I had to get them from the Internet. We were seeded at 43. A phone call to Ian Gibbins secured me a lift to the start as Andy lives in west Yorkshire (thanks Ian, much appreciated).

I arrived at the start, which was a fitness centre, at 20.15 and waited for Andy. Scrutineering passed off with no problems and we were soon back at the start for signing on, then the

long wait for our start time at 00.43. With 10 minutes to go we were given our instructions to NTC2, which took us along the A64 to Bassingham via Witham St Hughs.

Two short STC's were followed by a Neutral, then 3 more competitive sections took us to Coleby. The A607 took us to Harmston and NTC8. It was here that we were informed about the Police activity, which caused the cancellation of the next 7 sections. Instructions were given to proceed to the rejoin point at Noctum where competitive motoring recommenced. A Selective took us through a place called Wasp's Nest, then along a very bumpy yellow to finish just to the west of Bardney. A 'Quiet' through Bardney led us to RTC17, then a series of 4 controls using yellows to the west of Horncastle. The A158 through Horncastle took us to MTC2-In, using Tulips and visiting 5 controls finishing just to the west of Ulceby Cross. The petrol halt was in Alford, which gave us about 25 minutes to catch our breath as we were not running too late.

The restart at MTC2-Out, just northwest of Alford, saw us regroup into our original starting positions. Four competitive sections took us via Claythorpe and Mucklin to finish just before Burwell. It was near Mucklin we came across the Police again. Unfortunately they decided to block the road this time. Beverley pairing Chris Dunn/Mark Edwards were the first to encounter them, we arrived about 6 cars later. Some of us turned around and found a detour, which was straight on at a previous crossroad, then on to a Passage Control at a triangle and eventually onto STC30 at Burwell. TC's 29 to 30 were later cancelled.

After a Neutral through Burwell, the next selective took us past Maidenwell finishing on the yellow just west of Cadwell Park. The A153 then took us onto the yellow at Woodgate Lodge, followed by 3 controls looping around Stenigot. After a short white we headed north along Bluestone Ridge via a Not-As-Map lay-by up to the A157. The route then went through the fords at Biscathorpe, along the brown,

looping past Ranby, Great Sturton, Sotby Wood before the finishing east of Wragby. The next section took us through Apley, Bullington, Rand and on to Wickenby for a thrash over the disused airfield. It was very muddy with lots of potholes, the car was sliding all over the place. Our fun was curtailed, however as this section was cut short due to some problem or other.

The finish at Langworth provided us with a substantial breakfast whilst we waited for the results. They took a considerable time with provisional results appearing 3 times before being declared final. Ian Gibbins, navigating for Matlocks Adrian Green, took top honours with Mike Ogram guiding Stan Featherstone into 12th place. In 21st were James Everard/Dave Jobling with Chris Dunn/Mark Edwards in 30th. Matt Blood/Graeme Potter ended up 33rd and we finished 39th just ahead of Alastair Crosby/Claire Wilson.

With 46 starters and 42 finishers, we weren't last! We also didn't get any fails, that's a result in itself for an old sod like me!

Potentially and Realistically

Supplied by Matt Blood

A young boy went up to his father and asked, "What's the difference between potentially and realistically?" The father ponders for a moment and then answered "Go ask your mother if she would sleep with Robert Redford for a million quid and also ask your sister if she would sleep with Brad Pitt for a million quid, then come back and tell me what you learned."

So the boy went to his mother and asked "Mum would you sleep with Robert Redford for a million quid?" The mother replied, "Definitely, I wouldn't pass an opportunity like that." The boy then went to his older sister and asked "Would you sleep with Brad Pitt for a million quid?" The girl replied "Oh gosh, I would just love to do that, I would be nuts to pass up that opportunity."

The boy then thought about it for a few days, and went back to his father. His father asked him "Did you find the difference between potentially and realistically?" The boy replied, "Yes, potentially we're sitting on 2 million quid, but realistically we're living with two slappers." The father replied, "That's my boy."

Press release

International Rallye des Alpes 2005 A GOLDEN FIFTY BECKONS

This year will see the 49th running of the oldest rally in the motor sport calendar, the International Rallye des Alpes. Since it was first run in Austria back in 1910, one year before the Monte Carlo Rally started, it has had a colourful history and been run by the Austrians, the French, the Italians, the Germans and the Swiss. For the last 13 years, since its revival as a modern regularity rally for classic cars, it has been organised and run from Geneva and its reputation is once again firmly established. It is one of the select group of such events which qualify to be a Category A rally on the international calendar of FIVA, the Fédération Internationale des Véhicules Anciens, the body responsible for regulating classic rallies and Concours d'Elegance throughout the world.

The event will start in Geneva and will run through the Alps for six days, from July 3rd to July 9th. It passes over most of the major cols in the Alpine regions of Switzerland, Italy and Austria, some of whose names - Stelvio, St Bernard, Vivione, Silvretta and Gavia - leap from the pages of old rally reports. If the scenery is first class, it is matched by the accommodation, which is distinctly five star throughout.

Unlike many of its 20th Century ancestors, today's Rallye des Alpes is not a high-speed dice. Most lateness at time controls is unpenalised and the prizes are given out for matching as closely as possible the modest average speeds

set by the organisers, a task which is not quite as easy as its sounds, when one is in a car more than 40 years old on some of the most challenging mountain roads in Europe.

A unique feature of the Rallye des Alpes is its positive discrimination in favour of cars built before the Second World War. They have a greater tolerance allowed and consequently their overall performance often outstrips that of their younger rivals; indeed, last year, a pre-war BMW 328 won the rally outright. The consequence is that the rally attracts a considerable number of pre-war sports cars and tourers.

The Rallye des Alpes is coming to Britain towards the end of February - but only with a stand at the International Historic Motorsport Show at Stoneleigh Park between February 25th and 27th. As the main feature on the stand, there will be two of the pre-war cars, which competed on the rally last year. One is an exceptional 1924 3/4.5 litre Bentley provided by Richard Cresswell of VBE Restorations, the Vintage Bentley Specialists. They found this 3-litre car in almost derelict condition in 1995 and rebuilt it to a slightly later 4.5 Litre Le Mans specification.

Likewise, the striking 1933 Talbot 105 Brooklands Speed Model 3-Litre owned by Mr & Mrs Roger Hadlee was originally a 105 saloon. It plied its trade shortly before the Second World War as a taxi and was then abandoned in a barn, until being rebuilt in 1999 by Ian Polson with a Brooklands Speed body using his own ex-Alpine Rally team car of 1934 as a template.

Preserving cars and enjoying them in their proper surroundings is what the Rallye des Alpes of the 21st Century is all about. Come along to the Stoneleigh Show in February, visit our stand in Hall 1 and see if you can be part of the legend.

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