

## Editorial May 2005

THE HOOFTS PRIMERA IS DEAD. LONG LIVE THE PRIMERA!

Insurance company - 1, Howie - Nil. After almost 4 weeks deliberation the repair company rang and told me they'd written off my pride and joy. "Oh and by the way, can we have our Corsa back please?" I was suddenly carless (no, I didn't miss out the 'e') and sharing a Saxo VTR with the current Mrs Everingham.

On the Sunday following the accident I was due to compete on my first BTRDA Autotest at Curborough. The long haul was to be broken by travelling down on the Saturday and staying with our daughter and the outlaw in Nottingham. This opened up two other opportunities, taking a door, which I've been promising to fit to our son's house for ages, strapped to the car trailer 'cos it won't fit in the Primera. There was also another chance for the current Mrs E to spend even more time with our granddaughter while I was at the Autotest. That lot went up the Swanney.

Six weeks later found me stood at a bus stop outside Tesco's on Beverley Road at 09.00 on a wet Monday waiting for the first of two busses, which would eventually take me to Ripon to collect my replacement Primera (finding a 2 litre model proved very difficult locally). Three bloody hours it took to get there! Not surprising mind you, bus routes visit more villages than one of Potts's 12 Cars! Then I had to wait in the pitting rain whilst the driver of the connecting bus in York ended a very heated argument with someone on his mobile phone. Much arm waving and effing and blinding took place. The slightly camp driver was mad as hell - and I had to get on his bus! A cheery "Good morning," from me didn't improve his temper, nor got a response and we eventually lurched off to try and claw back the lost minutes starting the journey. It's the only time I can remember wanting a seat belt on a bus!

The new Primera has already been introduced to 'Eau Rouge' and coped well, despite the huge 215 section tyres being made by Dunlop!

As you read this, a Beverley contingent is heading for the sunny shores of Barbados. Andy Carter, with Co-Driver Carl Briggs will be competing on the Barbados Rally Carnival during May. The omnipresent Kirky and Co will be joining them to carry out service duties. It's a crap job, but someone has to do it! And Jo Briggs said she'd be sunbathing on the beach trying out the local rum. Hopefully remaining sober enough to write me a report for the next issue.

The Yorkshire League isn't going too well at the moment. We're currently lying 12<sup>th</sup> after 2 events with only 5 points, which came from Neil Holland/Mike Read (275 and 285) on Trackrod's Lookout Stages Rally. Unfortunately they retired from the event, but got far enough round to score our only points to date. Many thanks to them for their support. We lost our regular Sprint competitor, Jon Meacock, who was unable to do the Curborough event this year. Mark Edwards got kitted up to do it instead, but circumstances precluded him from taking part. Next event is NHMC's Stage Rally on 15 May, but with our stage crews heading for Barbados, we're going to struggle. Hopefully we can catch up on the PCT's and autotests later in the year.

So what have we got for you in this issue? Potts brings us up to date with his usual 'Chunterings plus a report on his latest ANCC escapade with Matt Blood. Despite going down with the 'dreaded lergy' Petchy's come up with the goods again. An excellent pairing with Adrian Green produced a cracking result on the V K Derbyshire. Read all about it in this issue. I eventually made it to my first BTRDA event - and finished. Other than that, it's a bit slack this issue, but that's what you

get for having more of them per year!

Read on.

Howie.

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## Chairman's Chunterings May 2005

By Graeme Potter

Well here we are again for yet another edition of *Wheels*. Our defence of the ANCC Road Rally Club Championship continues. Matt Blood and I did the Ryemoor Trophy Rally organised by Malton Motor Club and the usual report as requested by our illustrious editor is appears below. Our club marshalled the Cropton stage of the North Humberside Forest Rally on a pleasant day in April.

26 of you endured fun and games on the Westwood for the Easter Extravaganza organised by Ian Gibbins. This must be one of the best turnouts we've had for a long time on a Thursday. Let's keep this up.

What must be a first for the club, 7 crews went over to marshal on the historic rally organised by Ilkley Motor Club. In the end they had sufficient marshals so a days spectating was enjoyed by all.

### VK Rally

Three crews ventured into deepest Derbyshire to tackle the VK Rally organised by Matlock Motor Club. A quality entry for this popular event meant that anyone in the top 20 had a chance of winning. Our current top crew of Danny Robinson and Ian Gibbins were pushed all the way to 9<sup>th</sup> overall. Coming out of semi retirement, navigator Mike Petch teamed up with Adrian Green who, you may recall, took a win with Ian Gibbins on the Bruce Robinson earlier this year. Adrian and Mike

managed a creditable 6<sup>th</sup> overall, just one place behind Stan Featherstone and Mike Ogram who finished 5<sup>th</sup>. Andy Stewart and Claire Wilson completed the event coming in 48<sup>th</sup> overall. Congratulations to all who took part in what is generally a tough event.

### Ryemoor Trophy Rally

After a 33<sup>rd</sup> place on the Bruce Robinson, the Ryemoor Trophy Rally was tackled next and hoping for a better result. The finals showed that Matt Blood and I were seeded at number 21 with Mike Ogram navigating for Stan Featherstone at 2. Two cars behind Mike were Dan Robinson and Ian Gibbins whilst the fourth crew from Beverley of Andy Stewart and Claire Wilson were seeded at number 44.

Noise and scrutineering were completed without problems, then on to the village hall in Raskelf for documentation and a cup of coffee. Pre plot information gave us the location of 5 TTC rejoin points, which gave us a bit of an idea where the route was heading. With 26 quiet zones giving further clues.

At our appointed time we left the village hall for a short run to NTC2 just north of Easingwold. A section of grid lines took us north towards Oulston via STC3 to TTC4. The first regularity of the night saw us heading towards Ampleforth via a herringbone. We flew along this section dropping 1 minute and 7 seconds whilst entertaining the spectators at the junction in square 5476. The short section through Ampleforth gave us the next section as the location of TTC 8 had been given at the start and I'd done this before on previous Ryemoor rallies. However, to be certain of taking the correct route, I plotted the 7 tulips, which confirmed the route up to the A170 and around the junctions at Tom Smiths Cross before heading down to Wass. We dropped a further minute here, as did a lot of other crews.

We'd been given the location of TTC10 in the car park at Sutton Bank so it was just a case of finding out if we were using the white up Sutton Bank or the yellow road. Plotting the list of grid lines

and map features soon told us that the yellow was to be used and we set off up the hill as fast as we could.

From TTC10 a list of out of order map features took us north and then east to take on the ravages of Caydale Mill ford. This was negotiated without drowning out, although Matt went through at such a speed the water came over the bonnet. Exiting the ford we heard a scraping noise, but carried on to the next control so as not to drop any time. At the control the marshal told us that the number plate was hanging off. This was ripped off and put in the car to avoid losing it. The section to STC12 caused a lot of crews to drop time as a number of out of order map features took us via the white around Riveaux Abbey. We missed the junction onto the white and drove about a mile down the road before I realised my mistake. We dropped 5 minutes on this section against the 3 minutes for a lot of the crews.

A short trip through Helmsley took us to TTC13. The next regularity control caused me some confusion at the instructions only gave the location of give ways before a spot height that was conveniently located on the other side of the map. Once found, we were on our way via Wombledon airfield and Nunnington to finish north of Hovingham, dropping a further 3 minutes. STC16 was reached via a backwards herringbone that finished north east of Brandsby.

The next regularity consisted of a map of a farm track that was not shown on the map. This was very slippery, but was good fun as we slid our way to the IRTC north east of Crayke. After the IRTC we set off for the RTC. Matt stopped at a junction and I confirmed that we should be turning right. Another competitor went ahead of us so I told him to follow. After about half a mile we all turned round when I realised that we'd gone down the wrong road. By the time we arrived at the control, a further minute had been dropped.

We were now in Stan Featherstone's 'backyard' and had a fair idea where the route was going. A series of out of order

tulips took us south to Stillington without losing further time. The final section before halfway gave us a list of grid lines to be crossed. It finally finished short of where the control was meant to be, courtesy of a Romany Gypsy, camping just before the B road.

Before the halfway halt we handed in our time card and passed the noise check without any problems. Petrol was taken at a filling station on the York ring road before we headed to the halfway halt on the A64. NTC23 was located north east of Stockton on the Forest. A herringbone then took us towards Upper Helmsley before we tackled the first regularity on the second time card. As usual the organisers gave a long list of 36 tulips that would take us to the IRTC. I had a fair idea where the route would go, but as usual checked it to make sure. There were enough clues in the handout to avoid plotting every tulip. That would've just cost us more time. Typical of the organisers, the section involved using two maps just to make more work for the navigator. After a short trip through Bugthorpe, we reached RTC27 and were ready for the next section. This was a list of grid lines that took us towards Thixendale, again using two maps. We dropped a minute on this section due to the fog as we ascended from the valley to the top of the wold. A quiet section through the village took us to TTC29 then an obvious route to the IRTC to those with local knowledge. The list of spot heights and give way locations took us through Birdsall and towards North Grimston before heading for Langton, which was deemed a quiet zone. The IRTC was located west of North Grimston before the RTC near the entrance to Grimston Field farm. Following that was a transport section through the village to start the last section of the night.

This took us via Menethorpe and Kirkham finishing at the junction of the A64. We picked up our final one-minute penalty at the last competitive control. After a short drive to the finish we were greeted with a hearty breakfast and the wait for the results. This confirmed our 21<sup>st</sup>

overall and 11<sup>th</sup> expert with a time penalty of 28 minutes 7 seconds.

Danny and Ian finished 14<sup>th</sup> overall and 8<sup>th</sup> Master. They would've been third had it not been for the 2 punctures during the first half. Mike Ogram navigated Stan Featherstone to a creditable 2<sup>nd</sup> overall with Andy and Claire classified as none finishers.

### North Humberside Forest Rally

I know Matthew sent an email to all who helped on the day, but to those without email, many thanks for turning up to assist on the Cropton Stage of the North Humberside Forest Rally on the 2<sup>nd</sup> April. A fantastic 96 marshals signed on for what turned out to be a very long day with many delays, finishing at 6:30pm.

That's all for this edition folks

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### **VK DERBYSHIRE RALLY**

9/10 April 2005

By Mike Petch

I received an invitation from Adrian Green of Matlock Motor Club to sit alongside him in his Seat Ibiza Gti for a chase around Map 119, Derbyshire, or at least part of it. I'd only done this event once before, last year with John Ross in his then straight, unrolled Impreza. Drivers beware! It's very easy to fall asleep on the long run home after a road event. The result last year was a distant 11<sup>th</sup>. Adrian was hoping to improve on that, this being his home event. Was he? You can always hope. Looking down the entry list, just getting into the top 20 was going to be a good result.

Anyway we arrived at the start, seeded at 12 just ahead of young Dan and the not so young Ian at 13. Ian won the Bruce Robinson Rally with Adrian earlier in the year, so the challenge was on to do well. Oggy was also competing, navigating for Stan in car 5. Andy Stewart and Claire Wilson were flying the Beverley flag for the novices at 53 from a full field of 60.

The event was to be a mix of pre-plot and plot-and-bash sections mixed up throughout the night. The pre-plot was issued at intervals from the signing on venue, the Masters, Experts and Novices all having different amounts of time to plot. As Ian and Adrian had won just one event, we all got seeded as Experts, giving us 30 minutes to plot instead of the Masters 15, Great!! I chose to sit inside to plot, rather than in the car outside where it was cold and horrible. The route found it's way onto the map aided by Adrian reading the information to me. All we had to do now was go outside, get strapped in and wait for our due time to go.

With Adrian living locally to the start, the first few sections were familiar to him. The navigation was simple enough, but the nature of the roads meant I could only just keep the route plotted ahead of Adrian. We soon got into a rhythm and things were going well, setting good times in the regularity sections and not dropping time in the others. Concern crept in at the end of one section when I realised I was a code board short. Convinced I hadn't plotted the route wrong, I had to believe the code board was missing so we waited at the end of the section to see if Dan and Ian had got it. They hadn't, nor the following crew close behind. We pressed on. Thinking about it afterwards, if I'd spent the time more wisely and re-plotted the section rather than waiting for Dan and Ian to arrive, I might have found any potential mistakes. That would've then given us time in the following Neutral Section to go round that bit of the route again and get the code board, thereby avoiding a 5-minute penalty.

Other than that, everything was still going great. A demanding, but simple enough route, plenty of pre-plotted sections to give me a break and a chance to go for it!! It was turning into a damn good event. Great fun and we were still not finished yet!

Heading north, a regularity section took us through Tissington Ford and up over High Rake. This is usually fairly smooth and Adrian didn't want to drop too much time here, as it was all going

to count. There was suddenly a huge bang as we grounded out, splitting the silencer at the seam. Fortunately this only slowed us a bit towards the end of the section where we, or more accurately Adrian, was able to get under the car and close the split with the aid of a hammer.

Back on Adrian's home turf again we were now nearing the end of the event and really flying. The final regularity was through Steve Perez's farm. We headed straight towards the house, past the highly polished helicopter in his drive followed by a full anti-clockwise circle round the roundabout in front of his house complete with manned secret check to make sure we went all the way round, then off through the back of the farm. At this point Adrian had the car totally sideways with full lock on and heading for a gateway. At the last minute he pulled it straight just in time to nip through the narrow gap. Well held! Down a loose track and we were out onto the main road again.

The route was plotted all the way to the end now and I just had to read the road from the map. Adrian seemed to know the map wasn't absolutely correct, so I just sat back and enjoyed the ride to the finish. Unfortunately he got too carried away and turned down a wrong road following another car. This required a final input from me prior to breakfast at the finish which, after a great night, was a bit poor to say the least!!

As results came in and were briefly juggled about, we finished 6<sup>th</sup> overall just behind Stan and Oggy in 5<sup>th</sup> with Dan and Ian 9<sup>th</sup>. Andy and Claire enjoyed the night, finishing 48<sup>th</sup>.

As a final comment, the 'Endurance Rally' style loop round the Steve Perez roundabout was similarly performed earlier that evening in the form of a slot left into a grass triangle, handbrake hairpin right to a manned check in the middle of the triangle, then back round the same hairpin right, stop and give way and back down the road we'd just turned out of. Not really allowed on road rallies, but adding interest to the future of road-style Endurance Rallies. Should we be looking at getting ahead of the game and promoting

an Armstrong Massey Endurance Rally for 2006 if a stage venue proves difficult to obtain?

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Sunday 24 April 2005  
Bolton Autotest  
Bolton – le - Moors  
Car Club

BTRDA, ANCC ANWCC  
& 2005 British Autotest  
Championships

Silly Fuel

By Howard Everingham

This event has never been a good one for me in the 4 or 5 years I've been doing it. So the last thing I wanted to see as I headed for the M61 Services venue was a matrix sign telling me the M62 was closed between junctions 34 and 33. Isn't it strange how you can kid yourself that it must be a mistake? At 7.30 my fears were confirmed as I was herded of the motorway and onto the A19 north. The detour took me through lots of villages with 30 or 40 MPH speed limits. It seemed to take ages getting back onto the M62 at junction 33 and prompted a more hurried journey from that point on. Poor Ken Sturdy was making the same trip, but some way behind me. He got back on at junction 33 after taking the same detour just as the motorway reopened. Travelling down the slip road he could see traffic coming from behind him!

Happily I was only 10 minutes later than my ETA, my panic being due to Bolton's fairly long and complicated tests, which required quite a bit of walking to memorise. I'd looked at them the night before, but they're never quite the same as the diagram.

A good turnout of 44 entries meant it would be a long day getting through the tests. Paul Swift, with father Russ in tow, brought along his Mini Special ready to do battle with Duncan Wild' ABS and Malcolm Livingstone's Lotus Seven. Mike Biss had taken an angle grinder to

his Nova since I last saw him and was now minus roof and a lot of other panels. It wasn't the prettiest Special I've seen, but fairly useful nonetheless. Ken Sturdy was sharing his Nova with Dave Mosey whilst Adele Mosey tackled the day in their Mini Special, her first outing since the birth of Nicole. My pal Jon Graves would've been happier to see Dave Mosey in the Special and out of his class. Star larker Roger Holder was there with his Mini Saloon so I knew I wouldn't be walking off with first in class. There were 7 other Mini's in my class, none of whom I knew. I was getting concerned just where I would end up. Still, there were plenty of other Sunday regulars there and the sun was shining to boot!

Rusty wasn't the word for me! With only two local events under my belt this year, I was in at the deep end. Only 12<sup>th</sup> fastest on test 1, my world fell apart on the second. With lots of high-speed changes of direction I chucked Heepy astride a line at the far end and hit the throttle only to be met with an awful chugging sound. The engine wouldn't pick up for ages and when it did it would die again a few manoeuvres later. It then cut out completely on a 360° and took ages to fire up again. Disaster! I managed to finish the test, but the misfire cost me about 13 seconds. I took Heepy back to the paddock for a checkover and left the engine running. As I was releasing the front cover the engine just stopped. Sounded like fuel starvation so I looked at everything and eventually removed the fuel filter. It ran perfectly for the rest of the day! I felt very foolish explaining to people what the problem was.

The same test also saw a longstanding problem rear its ugly head again, jumping out of reverse gear. I had a Metro 'box built over the winter and Craig discovered that the reason for it previously jumping out was due to a groove in the new reverse gear being 3 thou too high. We had it milled down and hoped it would do the trick. Me 'n' Roy Heath have had that gearbox out at least 6 times in the past year trying to solve this problem. I decided to live with the problem and just hold the gearlever whilst reversing. It does

restrict turning round to see where you're going, but it's a small price to pay. The bugger's not coming out again!

It took about 1½ hours to get everyone through the first three tests and we all had another run at them before lunch. By this time Paul Swift was leading Malcolm Livingstone by just over 13 seconds with Duncan Wild only another 5.5 behind in 3<sup>rd</sup>. Roger was well ahead in our class and not far behind Duncan. Ken and Dave were having a ding-dong battle in the shared Nova with Dave only 4.5 seconds in front. They were holding 5<sup>th</sup> and 7<sup>th</sup> overall respectively. The spluttering Heepy left me languishing way down in 19<sup>th</sup> and well off the pace in Class B with a lot to do after lunch.

During lunch Roger Holder was chatting to Dave Mosey and Ken. The conversation got on to power steering. Roger stating he wouldn't fit it, as it wasn't in the spirit of the sport. "Well Howard's got it on," Dave blurted out. Next thing I know, Roger's peering through Heepy's window, asking how to wire up the ECU! A full tour followed and Mike Holder (Roger's dad, I think) also seemed quite keen to get some power assistance fitted. They both admitted to struggling on some grippy surfaces with their Mini. I think we might see a flurry of activity in the Holder garage soon.

Along with a couple of other competitors, I began learning the afternoon's tests, but was quickly informed by Ken that the organisers had posted a notice up telling us we were continuing with the morning's tests for the rest of the day. This is because it takes around 30 to 40 minutes to learn a new set of tests and that would restrict us to only a couple of runs in the afternoon – 12 tests not really being representative of a full days competition. Whilst that makes the job a lot easier, it does have a down side. When you know the tests, complacency creeps in, resulting in mistakes and slower times. I decided this could save my day if I remained focussed for the next three runs.

During lunch I investigated a squeaking noise from the gearlever and discovered that the bolts holding it to the floor had pulled through the metal and the whole shebang was moving around a bit. It looked like it would last the day though. I said this event was a bad one for me!

The staying focussed thing seemed to work as other competitors made mistakes and I started to knock some serious chunks off the morning's times. I was still struggling a bit with the gearlever and had to reselect reverse on a couple of tests, but after two more runs I'd hauled myself up to 12<sup>th</sup> overall. I was happy to discover that 2<sup>nd</sup> in Class B was safe too. Ken had had a blinder, hauling himself past Dave by 0.8 of a second to put himself in 4<sup>th</sup> overall. This was at the expense of Duncan Wild who managed to hit the only kerb on a test (the kerb was almost as high as the diminutive ABS Freestyle!) and destroy the front left suspension. Everyone move up a place bar Paul and Malcolm, Paul seemingly in a safe FTD. It was interesting to see Russ giving Paul a pep talk after some of the tests. Serious stuff! Roger was lying 3<sup>rd</sup> overall, almost a minute ahead of me – senile was quickly taking the place of rusty! Mind you, from the marshal's comments I received on the third test, which had some nice chuckable bits, I was at least entertaining.

Everyone prepared for the last three runs. I managed my best times on two of them, but was 0.5 of a second slower on the last. I put it down to the rubber and oil being laid down. Some parts of this one being seriously slippery.

Paul Swift, Malcolm Livingstone and Roger Holder all held station for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall with class wins for Malcolm and Roger. With Paul removed from the class due his FTD, Mike Biss took the Class F win and 7<sup>th</sup> overall in his Nova Special. Steve Johnson had a fairly easy run to his Class A win in the rather smoky 1100 Mini and Adele 'Mother' Mosey walked off with the Best Lady award. The Ken and Dave battle ended in favour of the latter when Ken dropped some serious time on all three tests,

allowing John Wilson's Westfield through into 5<sup>th</sup> by one second. Dave took the Class C win with Ken 2<sup>nd</sup>. That'll serve him right for lending Dave his car! I was very happy with my eventual 2<sup>nd</sup> in Class B albeit a long way behind Roger, but still a bit peeved by the fuel problem on test 2. It cost me 3 places and 10<sup>th</sup> overall, which would've been a reasonable finish on my first BTRDA event. But, considering the problems, not such a bad day for me after all.

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### FOR SALE

#### Vauxhall Nova 1.6 Rally car

Ian Jemison prepared shell, doorbars, front strut mounts. 1.6 engine on twin 40 Webers, Holbay solid lifter kit REM h.d bottom end bolts. Flowed head. Steel doors, hatch & bonnet. Perspex windows. Gp A suspension. Gp A Brakes & Hydraulic Handbrake Pedal box, with propo valve rear discs. 60% LSD. Internal gear linkage. Sparco Pro 2000 driver's seat and steering wheel. Sparco Rev Nav seat. Int 2 Trip with digi speedo. Electric extinguisher system. 3" Sabelt 6 point harnesses. 10mm alloy sumpguard.

#### ALSO FOR SALE

1 set twin 45 Webers.  
1 Bilstein Quicklift jack (the classic one).  
1 pair Rallye 2000 Driving lights.  
1 pair Oscar+ driving lights.  
Fibreglass Nova bonnet.

Lots more spec and photos  
Contact Wayne Erdmann  
[wayne.erdmann@virgin.net](mailto:wayne.erdmann@virgin.net)  
01482 813126 (07773 785267)

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### “Quotes”

*“What’s that funny chicken thing in the garden?”*

Our Chairman’s son, Mark, highlighting his city education after spotting a pheasant in Matthew Atkinson’s garden. He should get out more.

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*“Tuesday!”*

Howie, blurting out his answer to the question, “On what religious day do we traditionally eat hot cross buns,” during Matthew’s quiz.

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*“Try my wife, she’s light.”*

Mark Edwards.

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*“If you pull it back, it flashes.”*

Howie.

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*“I’m always after your nuts.”*

Claire Wilson, who I now suspect is just after column inches.

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## Blonde Joke

Supplied by Howard Everingham

Once upon a time, a blonde became so sick of hearing blonde jokes that she had her hair cut and dyed brown.

A few days later, as she was out driving around the countryside, she stopped her car to let a flock of sheep pass. Admiring the cute woolly creatures, she said to the shepherd, "If I can guess how many sheep you have, can I take one?" The shepherd, always the gentleman, said, "Sure!" The blonde thought for a moment and, for no discernible reason, said, "352." This being the correct number, the shepherd was, understandably, totally amazed, and exclaimed, "You're right! Okay, I'll keep to my end of the deal. Take your pick of my flock." The blonde carefully considered the entire flock and finally picked the one that was by far cuter and more playful than any of the others.

When she was done, the shepherd turned to her and said, "Okay, now I have a proposition for you. If I can guess the true colour of your hair, can I have my dog back?"

P S Despite the joke I didn't buy the penis enlargement patch offered with this email.

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# KENT CAMS ANCC NORTHERN STAGE RALLY CHAMPIONSHIP 2005



## Bulletin 4 – March 2005

The Alternative Sign Centre Robin Hood Forest Stages attracted 26 contenders to the Nottinghamshire Forests. Looking at the photos and chat on the [www.britishrally.com](http://www.britishrally.com) forum it looks as though the event was enjoyable – certainly plenty of sideways action in the sunshine.

Another impressive performance from Roger Priestnall (this time with Jamie Forrest on the maps) in his Rolec sponsored Proton Satria sees him take the lead in the overall driver's championship by a comfortable margin after a class win on the event. Andy Bird is relegated to 2<sup>nd</sup> and Dave Hemmingway moves up to 3<sup>rd</sup> and takes the lead in the Forest Challenge after he too won his class on the ASCRHFS (if I keep typing it all out there'll be no room for anything else!). I can see we're in for some good battles this year (as always!) – Dave leads Roger by just 2 points, both having two class wins out of two on the forest events. In the Navigator's standings Plug Pulleyn hitched a lift with a non-registered driver (so we won't mention his name!) and picked up some useful points to make an early bid to get clear of the chasing pack. Chris Smith and James Orton remain in 2<sup>nd</sup> & 3<sup>rd</sup> despite not doing the ASCRHFS. In the Forest Challenge, Ian Jackson takes the lead from Pam Silcock & Colin Barber.

### Next Events

#### **Wold Construction North Humberside Forest Rally, Saturday 2nd April, [www.northhumbersideforestrally.org.uk](http://www.northhumbersideforestrally.org.uk)**

Regs have been sent out, so if you haven't received a set please contact Alan Carvell, 01482 840756 or download from the website. The event already has over 100 entries so be quick if you want a run. Looks a bit light on contenders so far.....

#### **Shenpar Phoenix Stages, Saturday 16th April, [www.eastwoodmotorclub.co.uk](http://www.eastwoodmotorclub.co.uk)**

The next multi-use round will take place at Fulbeck, Lincolnshire with 50 miles of mixed surface stages for £170. Regs should be with you already, if you haven't received a set please contact Joy Collins, 0115 938 6251

#### **Proflex Stages, Saturday 28<sup>th</sup> May, [www.proflexrally.co.uk](http://www.proflexrally.co.uk)**

Regs are already available on the website for this event counting towards the tarmac and multi-use challenges. Printed regs will be sent shortly but entries are already coming in at a healthy rate I understand so don't hang around. The event offers 44 miles of tarmac stages for £185 (£195 after 30<sup>th</sup> April). For those of you not familiar with the venue, located near Preston, it's a compact vehicle test track featuring a banked motorway wide outer track and some twisty infield sections. Event contact is Jill Foster, 01254 872935.

Now we've had a few events to go at please let me know what you think of it so far... e-mail or call with any constructive criticisms!

Good luck on the North Humberside.  
Mike

 <small>the name in performance camshaft</small>	<b>Units 1-4 Military Road, Shorncliffe Ind Est, Folkstone, CT20 3SP</b> Tel 01303 248666 Fax 01303 252508 <a href="http://www.kentcams.com">www.kentcams.com</a> E-mail : <a href="mailto:info@kentcams.com">info@kentcams.com</a>
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Championship Coordinator : Mike Yates

4 Royd Wells, Mirfield, West Yorkshire, WF14 9TP  
Tel : 01924 489491 (H) 07767 603665 (M) E-mail : [mike.yates4@virgin.net](mailto:mike.yates4@virgin.net)



# KENT CAMS ANCC NORTHERN STAGE RALLY CHAMPIONSHIP 2005



## Bulletin 5 – April 2005

The Wold construction North Humberside Forest Rally provided the third Forest event for this year's Championship. Based as usual near Hull the organisers put on 6 stages in the North Yorkshire Forests with 2 runs at each of Gale Rigg & Cropton combined with a long stage in Langdale and one in Dalby. 24 contenders took part.

Congratulations to Trev & Pam Silcock who took home the award for best registered ANCC Championship crew for 31<sup>st</sup> overall. It was, however, Dave Hemingway and Jim Plevey who came away with the best score for their 6<sup>th</sup> in the combined 2-litre classes. Alan Richardson / Chris Roe were next highest scorer after a fraught day with brake and alternator problems and a mysterious now-you-see-it-now-you-don't oil leak. Only other registered contenders to finish were Nick Dale / Kevin hare and navigators Matthew Whattam, Andy Welborn & Dave Everard – another unlucky event for many contenders.

The results mean that Dave H moves up to 2<sup>nd</sup> behind Roger Priestnall and Trev moves up to 3<sup>rd</sup> overall in the driver's championship. Plug Pulleyn maintains a healthy lead in the navigator's championship with Pam and Kevin moving into 2<sup>nd</sup> & 3<sup>rd</sup> respectively. In the Forest Challenge, Dave leads comfortably from Roger and Trev and Pam leads from Jim and Chris Roe.

It's now onto a few multi-use rounds, so let's see what these do for the tables.....

### Next Events

#### **Shenpar Phoenix Stages, Saturday 16th April, [www.eastwoodmotorclub.co.uk](http://www.eastwoodmotorclub.co.uk)**

The next multi-use round will take place at Fulbeck, Lincolnshire with 50miles of mixed surface stages for £170. Regs should be with you already, if you haven't received a set please contact Joy Collins, 0115 938 6251. There are over 50 entries to date although the website was only showing 23 today.

#### **John Overend Memorial Rally, Sunday 15<sup>th</sup> May, [www.northhumbersidemotorclub.co.uk](http://www.northhumbersidemotorclub.co.uk)**

Due to run at Melbourne near York I know that a number of people have been enquiring about regs. With the same club organising last weeks NHFR then I think their attentions have been elsewhere! Rest assured, address labels for all contenders have been provided and regs are promised soon.

#### **Proflex Stages, Saturday 28<sup>th</sup> May, [www.proflexrally.co.uk](http://www.proflexrally.co.uk)**

Almost full entry list already for this event offering 44 miles of tarmac stages for £185 (£195 after 30<sup>th</sup> April) at the Leyland test track. If you want a run I suggest an urgent call to Jill Foster, 01254 872935.

### Misc

I've noticed a few navigators swapping drivers around – this is OK but please can you let me know in advance where possible so that I don't miss you when I look through the results.

Good luck at Fulbeck.

Mike

 <small>the name in performance camshaft</small>	<p>Units 1-4 Military Road, Shorncliffe Ind Est, Folkstone, CT20 3SP  Tel 01303 248666 Fax 01303 252508  <a href="http://www.kentcams.com">www.kentcams.com</a> E-mail : <a href="mailto:info@kentcams.com">info@kentcams.com</a></p>
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Championship Coordinator : Mike Yates

4 Royd Wells, Mirfield, West Yorkshire, WF14 9TP  
Tel : 01924 489491 (H) 07767 603665 (M) E-mail : [mike.yates4@virgin.net](mailto:mike.yates4@virgin.net)

## YORKSHIRE LEAGUE 2005

Date	Club	Event
6th March	Trackrod MC	<a href="#">Lookout Stages Rally</a>
17th April	Sheffield MC	Sprint Curborough
24th April	YSCC	Autotest
15th May	North Humberside	John Overend
12th June	Airedale & Pennine	PCT
26th June	Ilkley & District MC	PCT
10th July	Beverley & District MC	Single Venue or road rally
23rd July	Huddersfield	Opposite Lock
11th Sep	York	Autotest
6th Nov	Alwoodley	Autotest

Those who are able, please try to do as many events as possible, we're struggling at the moment on only 5 points.



## News

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### Lookout Rally Unofficial Results

Unofficial results for Lookout Rally 2005 [Click Here](#)

### Lookout Rally Final Instructions Available and Seeded Entry List

Final Instructions are available [Click Here](#). Also a Seeded Entry List [Click Here](#)

### BBQ Hillclimb Voted Event of the Year

Trackrod's BBQ Hillclimb has been voted event of the year by WSCC Speed Series at the WSCC Speed Series 2004 Awards Evening held in Birmingham

The award was shared between BBQ Hillclimb and TY Cross in the first time the award has been presented.

### 2005 Perfect 10 Events Announced

#### Multi-Venue

Date	Event	Location
February 6	Riponian	North Yorkshire
February 20	Kall Kwik	North Yorkshire
April 2	North Humberside Forest Rally	North Yorkshire
October 9	<a href="#">Rally Yorkshire (Clubmans)</a>	North Yorkshire
October 30	Premier	Clipstone

#### Single-Venue

Date	Event	Location
March 6	<a href="#">Lookout Stages Rally</a>	Melbourne
May 28	Leyland/Proflex	Leyland
June 26	Swinderby	Swinderby
July 23	The Oppostie Lock	Manby
August 13	Shenpar Phoenix	Fulbeck

Events subject to change

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For more information about the Perfect 10 contact Jim Plevy

## Yorkshire League Events 2005

Next year Larkspeed are not sponsoring the league. They are looking for a new sponsor. If anyone is interested speak to Carl Davis on 01274 883566 or Andrew Varley on 01535 633097.

<b>Date</b>	<b>Club</b>	<b>Event</b>
6th March	Trackrod MC	<u>Lookout Stages Rally</u>
17th April	Sheffield MC	Sprint Curborough
24th April	YSCC	Autotest
15th May	North Humberside	John Overend
12th June	Airedale & Pennine	PCT
26th June	Ilkley & District MC	PCT
10th July	Beverley & District MC	Single Venue or road ral
23rd July	Huddersfield	Opposite Lock
11th Sep	York	Autotest
6th Nov	Alwoodley	Autotest

## PRESS RELEASE

First motor sport events cancelled as campaign grows to overturn new DEFRA regulations.

The Motor Sports Association (MSA) has received notification of the first cancellations of motor sport events as a direct result of legislation imposed by the Department of Environment, Food and Rural Affairs (DEFRA).

DEFRA's decision to stop subsidies to farmers who allow part of their land to be used, even temporarily, for any form of motor sport has threatened to destroy more than 40% of 4-wheeled grassroots motor sport in the UK as well as 4,000 off-road motor cycle meetings.

The first events to fall victim to the legislation include sporting trials, autograss racing and 4x4 events that had been due to take place on rural farm land, but there are fears that these are just the tip of the iceberg.

The media campaign to overturn the legislation is gathering momentum and reflects the serious nature of the threat posed by DEFRA's actions.

Auto Express magazine estimates that nearly 50,000 competitors and officials will be directly hit by the new ruling, with as many as 250,000 spectators, families and service crews also affected. "There will be a knock-on effect on garages, local B&Bs and other rural businesses," 4x4 event organiser Chris Tomley told the magazine.

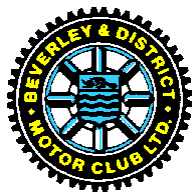
Motorsport News has started its own campaign to save Britain's grassroots motor sport. It urges everyone to sign up to its petition at [www.petitiononline.com/som](http://www.petitiononline.com/som), and quotes trials multi-champion Julian Fack: "As we see it, this could be the death of sporting trials. This is devastating news."

Elsewhere in the paper, MSA Chief Executive Colin Hilton has written: "This is a fundamental threat to motor sport and we need everyone to join the campaign. The time for taking it on the chin is over; we now have to fight for our sport." The full text of his article can be found on the MSA website, [www.msauk.org](http://www.msauk.org), in the News section, as can previous press releases.

Editor's notes: The Single Payment Scheme (SPS) replaces the Common Agricultural Policy and now pays farmers for the land they own, not what they produce. The European Directive on agricultural subsidies does not prohibit motor sports on land eligible for SPS. However, the Department for the Environment, Food and Rural Affairs (DEFRA) has taken the decision, without consultation, to stop these payments to UK landowners if agricultural land is used, even temporarily, for motor sport.

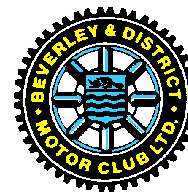
Release MSA05-026: 20 April 2005 Issued on behalf of the Motor Sports Association by MPA Media Limited

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# Beverley & District Motor Club

## 12 Car Championship 2005



### Calendar of Events and Individual Results

No	Date/Title	Organiser(s)	Telephone Number(s)	Maps	Start Ref	Start Venue/Results
1	20th January 2005 Pete Anable Rally	Roger Stoneley	01482 210605(H) 07795 607588(M)	106 <u>C1</u>	022356	Results
2	3rd February 2005 Sargent Electrical Rally	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)	100 <u>C2</u>	795632	Results
3	17th February 2005 Spectrum Rally	Matt Blood	07715 005390 (M)	107 C1	252252	Results
4	3rd March 2005 Buccaneer Rally	Graeme Potter	01482 708790 (H) 07968 269649 (M)	106 <u>C1</u>	878439	Results
5	17th March 2005 Curtis Memorial Rally	Carl Briggs	01482 354045 (H)	101 D1	928645	Results
6	6th October 2005 Grovehill Rally	Mark Edwards	07813 182123			
7	20th October 2005 Westwood Rally	Graham Gardner	07971 236078 (M)			
8	3rd November 2005 Cottingham MOT Centre Rally	Mike Petch	01482 446539 (H) 01482 562191 (W)			
9	8th December 2005 JMJ Woodworking Rally	Mike Ogram	01482 213917 (W)			

All events run on a Thursday, have signing on at 7:30pm, and the first car leaves at 8:01pm, unless specified otherwise.

## Main Championship

### Drivers

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Gav Smith	6	6	5	5	6					28
2	<b>James Everard</b>	<b>M</b>	<b>M</b>	<b>6</b>	<b>6</b>	<b>6</b>					<b>18</b>
3	<b>Andy Beaumont</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>M</b>	<b>M</b>					<b>14</b>
4	Alastair Crosby	4	3		M	3					10
5	Jon Vine	3			4						7
5	Ben Blanchard				3	4					7
7	Mark Edwards	M		3		2					5
8	Chris Dunn	M	4		0						4
-	<b>Andy Stewart</b>	<b>M</b>	<b>M</b>	<b>M</b>	<b>0</b>						<b>0</b>

### Navigators

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Graham Gardner	6	6	5	5	6					28
2	Dave Jobling	M		6	6	6					18
3	Ben Blanchard	5	5	4							14
4	Claire Wilson	4	3		M	3					10
5	John Turnbull		T		3	4					7
5	Tom Adamson	3			4						7
7	Mark Edwards	M	4		0						4
8	Jennie Edwards			3							3
9	Chris Dunn	M				2					2
-	Lucy				0						0

## Expert Championship

### Drivers

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Deg Burton	5		5	5	4					19
2	Danny Robinson	6		6	M	6					18
3	Howard Everingham	3	6	4	4	M					17
4	Phil Burton	4		3	6						13
5	<b>Andy Stewart</b>	<b>M</b>	<b>M</b>	<b>M</b>		<b>5</b>					<b>5</b>

### Navigators

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Matthew Atkinson	5	O	5	5	4					19
2	<b>Ian Gibbins</b>	<b>6</b>	<b>T</b>	<b>6</b>	<b>M</b>	<b>6</b>					<b>18</b>
3	Mike Ogram	4		3	6	5					18
4	Mike Petch	3	6	4	4	M					17

Competitors printed in **bold** have completed enough marshalling, organising or training.



## " You know you're a road rally addict when ... "

Supplied by Chris Dunn

1. You drive the long way round grass triangles on the way to work.
2. The local petrol station has banned you from using the jet wash.
3. You wait until it's dark before driving your car.
4. The 'short cut' always takes much longer.
5. You can't use the same back roads twice within a fortnight.
6. The local tyre dealer knows you by your first name and always asks where you're rallying next.
7. Your girlfriend thinks you're weird, as you'd rather spend Saturday nights with another man.
8. You don't leave home in the car without a towrope and tool kit.
9. Small children point and laugh at the state of your car.
10. Your car has 'Triggers brush syndrome' it's technically the same one you started with but has had three new handles and fifteen heads!
11. You always get your money's worth from your RAC membership.
12. Roundabouts and chevron boards are a challenge.
13. The words 'not suitable for road vehicles' don't apply.
14. You wish hammerite did colour matching.
15. You get lost on the way to the shops but can navigate round a 120-mile route in the dark no problems.
16. Your sump guard looks like it fell off a main battle tank.
17. The red line on the rev counter is purely a guide.
18. Cable ties and gaffer tape can fix anything.
19. You spend more time under the car than driving it.
20. The scrapyards call YOU about the cars in your driveway.
21. When someone gives you directions you ask for a grid reference.
22. You refer to places by nicknames, rather than actual names due to previous moments... e.g. 'Mike corner' (or Howie's Hedge - *Ed.*).
23. Your practical hatchback now only seats two.
24. You pay 3 times the original price for a copy of 'Night Moves.'
25. Your lights are always spotless but the rest of the car hasn't been washed for months.
26. You buy welding wire by the kilometre.
27. The owner of the local motor factors has just named the new wing of his mansion after you.

\*\*\*\*\*

## KIDS

Supplied by Lorraine Petch

A little girl was talking to her teacher about whales. The teacher said it was physically impossible for a whale to swallow a human because even though it was a very large mammal its throat was very small. The little girl stated that Jonah was swallowed by a whale. Irritated, the teacher reiterated that a whale could not swallow a human; it was physically impossible. The little girl said, "When I get to heaven I will ask Jonah". The teacher asked, "What if Jonah went to hell?" The little girl replied, "Then you ask him".

\*\*\*\*\*

A Kindergarten teacher was observing her classroom of children while they were drawing. She would occasionally walk around to see each child's work. As she got to one little girl who was working diligently, she asked what the drawing was. The girl replied, "I'm drawing God." The teacher paused and said, "But no one knows what God looks like." Without hesitating or looking up from her drawing, the girl replied, "They will in a minute."

\*\*\*\*\*

A Sunday school teacher was discussing the Ten Commandments with her five and six year olds. After explaining the commandment to 'Honour thy Father and thy Mother,' she asked, "Is there a commandment that teaches us how to treat our brothers and sisters?" Without missing a beat one little boy (the oldest of a family) answered, "Thou shall not kill."

\*\*\*\*\*

One day a little girl was sitting and watching her mother do the dishes at the kitchen sink. She suddenly noticed that her mother had several strands of white hair sticking out in contrast on her brunette head. She looked at her mother and inquisitively asked, "Why are some of your hairs white, Mom?" Her mother replied, "Well, every time you do something wrong and make me cry or unhappy, one of my hairs turns white." The little girl thought about this revelation for a while and then said, "Momma, how come ALL of grandma's hairs are white?"

\*\*\*\*\*

The children had all been photographed, and the teacher was trying to persuade them each to buy a copy of the group picture. "Just think how nice it will be to look at it when you are all grown up and say, 'There's Jennifer, she's a lawyer,' or 'That's Michael, he's a doctor.'" A small voice at the back of the room rang out, "And there's the teacher, she's dead."

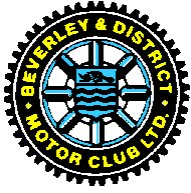
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A teacher was giving a lesson on the circulation of the blood. Trying to make the matter clearer, she said, "Now class, if I stood on my head, the blood, as you know, would run into it, and I would turn red in the face." "Yes," the class said. "Then why is it that while I am standing upright in the ordinary position the blood doesn't run into my feet?" A little fellow shouted, "Cause your feet ain't empty."

\*\*\*\*\*

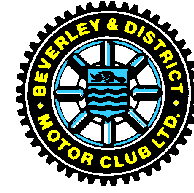
The children were lined up in the cafeteria of a Catholic elementary school for lunch. At the head of the table was a large pile of apples. The nun made a note, and posted on the apple tray: 'Take only ONE. God is watching.' Moving further along the lunch line, at the other end of the table was a large pile of chocolate chip cookies. A child had written a note, 'Take all you want. God is watching the apples.'

\*\*\*\*\*



# Beverley & District Motor Club

## Club Night Events



Date	Event	Organiser	Phone Number
Thursday 12th May 2005	Table Top Map 100	Roger Stoneley	01482 210605(H) 07795 607588(M)
Thursday 19th May 2005	Treasure Hunt		
Thursday 26th May 2005	Gymkhana	Ian Gibbins	01482 864092 (H)
Thursday 2nd June 2005	Quiz	Danny Robinson	07880 717516 (M)
Thursday 9th June 2005	Treasure Hunt	Graham Gardner	07971 236078 (M)
Thursday 16th June 2005	Table Top Map 100	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)
Thursday 23rd June 2005	Pit Stop	Andy Beaumont	07799 896203 (M)
Thursday 30th June 2005	Videos	Mark Edwards	07813 182123
Thursday 7th July 2005	EGM & AM Fever	Graham Gardner	07971 236078 (M)
Thursday 14th July 2005	AM Natter	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)
Thursday 21st July 2005	Treasure Hunt	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)
Thursday 28th July 2005	Quiz	Howard Everingham	01482 876522 (H)
Thursday 4th August 2005	Videos		
Thursday 11th August 2005	Treasure Hunt	Claire Wilson	
Thursday 18th August 2005	Beetle Drive	Mark Edwards	07813 182123
Thursday 25th August 2005	Free Night		
Thursday 1st September 2005	Scalextric	Mike Petch	01482 446539 (H) 01482 562191 (W)
Thursday 8th September 2005	Treasure Hunt	Matt Blood	07715 005390 (M)
Thursday 15th September 2005	Quiz	Jon Meacock	07947 472299 (M)
Thursday 22nd September 2005	Table Top	Mark Edwards	07813 182123
Thursday 29th September 2005	Videos	Andy Beaumont	07799 896203 (M)
Thursday 6th October 2005	Grovehill Rally	Mark Edwards	07813 182123

Thursday 13th October 2005	Table Top	Graham Gardner	07971 236078 (M)
Thursday 20th October 2005	Westwood Rally	Graham Gardner	07971 236078 (M)
Thursday 27th October 2005	Auction	John Jenkinson	01482 849771
Thursday 3rd November 2005	Cottingham MOT Centre Rally	Mike Petch	01482 446539 (H) 01482 562191 (W)
Thursday 10th November 2005	Quiz	Matt Blood	07715 005390 (M)
Thursday 17th November 2005	Table Top	Mike Petch	01482 446539 (H) 01482 562191 (W)
Thursday 24th November 2005	Beaver Fever	Graeme Potter	01482 708790 (H) 07968 269649 (M)
Thursday 1st December 2005	AGM	Graham Gardner	07971 236078 (M)
Thursday 8th December 2005	JMJ Woodworking Rally	Mike Ogram	01482 213917 (W)
Thursday 15th December 2005	North Humberside Quiz	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)
Thursday 22nd December 2005	Pub Crawl	Danny Robinson	07880 717516 (M)
Thursday 29th December 2005	Xmas Jumper Night	Graeme Potter	01482 708790 (H) 07968 269649 (M)

Events in black will be held at the Dog and Duck starting from around 9pm.

Events in red usually finish at the Dog and Duck at between 9pm and 10pm, but the start details are variable, and you are advised to contact the organiser direct.

Events in blue are held in a different location, and you are advised to contact the organiser direct.

## Beverley District Motor Club Thursday Night Championship 2000

							Pete Anable 12 Car					
					FREE	AGM		FREE	S.E.S. 12 Car	Andy's Quiz	Spectrum 12 Car	T TOP -GG
Position	Position	Competitor	date joined	Points	06-Jan-05	13-Jan-05	20-Jan-05	27-Jan-05	03-Feb-05	10-Feb-05	17-Feb-05	24-Feb-05
1	1	Mike Petch		48			Ent		1st	3rd	5th	2nd
2	2	Matthew Atkinson		46			2nd		Org		4th	1st
3	3	Graham Gardner		41			3rd		2nd	1st	3rd	Org
4	4	Roger Stoneley		38			Org		Ast	2nd	Ast	6th
5	5	Dan Robinson		34			1st			Ent	1st	
6	6	Ian Gibbins		28			1st		Ast		1st	
7	7	Andy Beaumont		27			4th		3rd		Ent	
8	8=	Gavin Smith		26			3rd		2nd		3rd	
9	8=	Mark Edwards		26			Ast		4th	Ent	Ent	3rd
10	10	Howard Everingham		22			Ent		1st		5th	
11	11	James Everard		21			Ast		Ast		2nd	
12	12=	Andy Stewart		20			Ast		Ast	Ent	Ast	
13	12=	Ben Blanchard		20			4th		3rd		Ent	4th
14	14=	Dave Jobling		18			Ast				2nd	
15	14=	Philip Stoneley		18			Ast		Ast	6th	Ast	5th
16	16	Graeme Potter		13			Ast		Ast	4th	Ast	
17	17=	Chris Sorel		12								
18	17=	Deg Burton		12			2nd				4th	
19	17=	John Turnbull		12					Ast			4th
20	17=	Matt Blood		12			Ast				Org	
21	21=	Claire Wilson		11			5th		5th			
22	21=	Rob Knowles		11						6th		5th
23	23=	Chris Dunn		9			Ast		4th	5th		
24	23=	<i>Jenny Edwards</i>		9						Ent	Ent	
25	23=	Lee Curtis		9			Ast		Ast			
26	23=	Mike Ogram		9			6th				6th	
27	27=	Alex Petch JNR		7								
28	27=	Alistair Crosby		7			5th		5th			
29	29	Phil Burton		6			6th				6th	
30	30	Nick Everard		5								
31	31=	Carl Briggs		4								
32	31=	<i>Sheron Gibbins</i>		4								
33	33=	<i>Andrea Atkinson</i>		3								
34	33=	Mike Smith		3								
35	35=	Andrew Howden		2							Ast	
36	35=	Andy Carter		2								
37	35=	<i>Angela Cammish</i>		2							Ast	
38	35=	Dave Rushforth		2							Ast	
39	35=	Jo Briggs		2								
40	35=	Jon Vine		2			Ent					
41	35=	Kevin Parker		2							Ast	
42	35=	Martin Omond		2			Ast					
43	35=	Tom Adamson		2			Ent					
44	44=	Amy Atkinson JNR		1								
45	44=	Andrew R JNR		1								
46	44=	Andrew Jenkinson		1								
47	44=	Carl Cooper		1								
48	44=	<i>Caroline Gibbins</i>		1								
49	44=	Daniel Blood JNR		1								
50	44=	Ian Sargent		1								
51	44=	Jacob JNR		1								
52	44=	Lewis Petch JNR		1								
53	44=	Lucy		1								
54	44=	<i>Lucy Atkinson JNR</i>		1								
55	44=	Rebeca Sargent JNR		1								
56	44=	Tom Atkinson JNR		1								
57	57=			0								
58	57=			0								
59	57=											
60	57=											

# Beverley District Motor Club Thursday Night Championship 2000

	Buccaneer 12 Car	Matthew's Quiz	Curtis 12 Car	FREE	Graham's Quiz	Mark's Table Top	Scalextric	Easter Extravaganza	Jobling Table Top		
Competitor	03-Mar-05	10-Mar-05	17-Mar-05	24-Mar-05	31-Mar-05	07-Apr-05	14-Apr-05	21-Apr-05	28-Apr-05	05-May-05	19-May-05
Mike Petch	5th	2nd	Ast		3rd	2nd	3rd	4th	2nd		
Matthew Atkinson	4th	Org	Ent		1st	1st	6th	6th	1st		
Graham Gardner	2nd		2nd		Org	3rd					
Roger Stoneley	Ast	3rd	Ent		3rd	4th	5th	3rd	3rd		
Dan Robinson	Ast	1st	1st		Ent		6th	2nd			
Ian Gibbins	Ast		1st				5th	Org			
Andy Beaumont	Ast	1st	Ast		2nd	5th	5th				
Gavin Smith	2nd	4th	2nd								
Mark Edwards	Ent	2nd	Ent		6th		4th	Ent	4th		
Howard Everingham	5th	2nd	Ast		5th		5th				
James Everard	1st		2nd				6th				
Andy Stewart	Ent	3rd	4th			5th	6th	Ent	6th		
Ben Blanchard	Ent		5th		Ent	6th	6th	Ent	5th		
Dave Jobling	1st		2nd								
Philip Stoneley	Ast	5th	Ast		Ent	Ent			Ent		
Graeme Potter	Org										
Chris Sorel	3rd				3rd	Ent	6th	Ent	Ent		
Deg Burton	4th		Ent								
John Turnbull	Ent		5th		Ent	6th		5th			
Matt Blood								1st			
Claire Wilson	Ast		6th			5th	6th	Ent			
Rob Knowles	Ast	5th	Ast		Ent	Ent					
Chris Dunn	Ent		Ent								
<i>Jenny Edwards</i>		2nd			6th	Ent					
Lee Curtis	Ast	6th	Ent				6th				
Mike Ogram	3rd		4th								
Alex Petch JNR							1st	Ent			
Alistair Crosby	Ast		6th								
Phil Burton	3rd										
Nick Everard							2nd				
Carl Briggs			Org								
<i>Sheron Gibbins</i>	Ast							Ast			
<i>Andrea Atkinson</i>		Ast						Ent			
Mike Smith	4th										
Andrew Howden											
Andy Carter			Ast								
<i>Angela Cammish</i>											
Dave Rushforth											
Jo Briggs			Ast								
Jon Vine	6th										
Kevin Parker											
Martin Ormond											
Tom Adamson	6th										
Amy Atkinson JNR								Ent			
Andrew R JNR								Ent			
Andrew Jenkinson								Ent			
Carl Cooper		6th									
<i>Caroline Gibbins</i>								Ent			
Daniel Blood JNR								Ent			
Ian Sargent								Ent			
Jacob JNR								Ent			
Lewis Petch JNR								Ent			
Lucy	Ent										
<i>Lucy Atkinson JNR</i>								Ent			
Rebeca Sargent JNR								Ent			
Tom Atkinson JNR								Ent			