

Beverley & District Motor Club

Wheels

September 2005



Web site www.bdmc.org.uk

Editorial September 2005

And I was doing so well. Yup, the Mag was becoming a regular feature of Club life, then Heepy threw (another) wobbly. Test 12 on Hartlepool's excellent BTRDA autotest and there was blue smoke emanating from the engine bay. Further inspection showed oil blathered all over the front left brake as the breather catch bottle struggled to cope with excessive crankcase pressure. Fortunately the event ended after a further two tests due to a large entry, which probably saved Heepy from further engine damage.

A compression test at home highlighted a low reading on cylinder number 4 and pulling the head off didn't give me any further clues. With a double-header weekend fast approaching, Inter Association Autotest on Saturday followed by a BTRDA event on the Sunday, I was optimistically thinking I could get away with just changing the head gasket. Roy Heath eventually convinced me I should be pulling pistons out and came round the next day to help. As number 4 piston came out, the 'lands,' the bits of piston between the rings, fell out. I was puzzled, the engine had only done about 12 events and I didn't expect a set of Powermax pistons to fail so quickly. A phone call to Alex at Minispeed the next day revealed that I should've 'gapped' the rings to 15 thou before fitting them. Ah, right. So another set of Powermax pistons was ordered and handed over to Petchy for one of his guys to remove the rings. As time was of the essence I found myself in the garage the following Friday morning at 8.00 gapping the rings. Back to Petchy to refit them to the pistons at 9.30 and kindly delivered to my door on the Friday night. Saturday was spent carefully rebuilding the engine on one of the hottest days of the year. It was 30°C in my garage! On Sunday I should've been at the Demon Tweaks BTRDA autotest in Wrexham, but spent it with the

grandwinkle celebrating her first birthday in Nottingham.

It wasn't until the following Friday that I was able to post the failed pistons back to Minispeed for inspection by the helpful Alex. Saturday saw the engine back in at Roy's with some final fettling on the Sunday. At least it was ready for the next big weekend. On the Tuesday I got a call from the now omnipresent Alex. He'd inspected the pistons and saw immediately what the problem was. The pistons had been hitting the cylinder head! I sat there in stunned disbelief. In my garage sat Heepy with a carefully rebuilt engine that was going to destroy itself at an unknown time in the future. After going through some fairly ridiculous ways of bodging the engine to get me through the following double event weekend, I eventually resigned myself to missing it altogether and started to plan when I could take the engine out again and get the necessary machining done to the piston crowns to stop them self destructing.

Thursday saw me at Roy's (big garage, overhead lifting gear, etc) pulling the engine out and carefully measuring the piston 'pop-up' above the top of the block. Alex told me the maximum was 10 thou, the actual measurements were between 11½ and 15 thou. With crank flex at high revs, that was enough to destroy them (I bet Caroline Gibbins has flicked on a couple of pages by now). One of Petchy's best guys rigged up something to mount the pistons on so the crowns could be milled. I decided to go for flush with the block (you can't be too careful). By the end of Sunday everything was back in and running. It would've gone in on the Saturday, but for a phone call from Steve Morten during the week asking if I wanted to share his Sylva Striker at the Inter Association (read about Howie's rear-wheel-drive antics in this issue). Thanks to Roy for his unswerving loyalty and use of his

huge garage, to Petchy for getting the engineering stuff done so quickly and Minispeed for teaching an old dog some new tricks.

Since all that happened I've managed to complete 4 events, 3 of them within two weekends. The important one was the Yorkshire League Autotest on 7 August. I was running the engine in then so only managed 2nd overall, but a low entry meant low points as well.

The first of the double-header weekend was Loughborough Car Club's BTRDA autotest at Donnington. A great event competing with the best in the country, but dogged with Heepy problems. The clutch suddenly decided not to clear properly and flustering me enough to get test 4 wrong. Four tests later the O/S CV joint let go rewarding me with yet another test washout. Brilliant!

After replacing the whole drive shaft assembly in about 15 minutes and discovering the clutch needed bleeding I set about the afternoon's test with some purpose. Comments from marshals and competitors proved I was doing well, but there just weren't enough tests left to recover to where I expected to finish. Rob Rolston took my expected 2nd in class by just 4 seconds at the end of the day.

From Donnington I drove up to my pre booked B&B, Isles Field Barn at Goosnargh near Preston – very nice place. I was so close to the event venue that I arrived before the organisers on the Sunday. Held within the grounds of Myerscough College, the tests were a complete reversal of the previous days fast open style. A disappointingly low entry meant lots of tests, 24 of them and I was home for 18.00 hours. Still couldn't better 2nd in Class and 3rd Overall, Duncan Wild's ABS Freestyle and Bob Sergeant's Dutton both proving to be quicker than a Mini. At least Heepy behaved himself, but then there would be a BTRDA event the following weekend.

Despite kipping at the daughter's in Nottingham on the following Saturday night, I still struggled to get to the Wolverhampton venue in good time. Arriving at 09.35 I had to unload Heepy, sign on, get scrutineered and learn 3 difficult tests before the driver's briefing at 09.50. Sh*****t!

Lining up for the first test I was a worried man, one of the other Mini drivers told me he thought I wasn't going to turn up. That was at least one person waiting for me to cock up. I struggled round with no penalties and all tests correct.

Everything was going great until the third run of the tests. Heepy must've suddenly realised we were on a BTRDA event. Tearing up to a 180° right handbrake cone, I started to turn in when the steering wheel suddenly stopped dead. The front wheels were still pointing slightly left so there was no way I could get round the cone. Puzzled, I selected reverse and backed up (don't ask me why – you'll just try anything when you're desperate!), then tried forward again. It still wouldn't turn right. I could see in my mirror the marshal waiving his hands thinking I was lost. In the end I reversed away and headed for the finish and the inevitable washout. Then discovered the steering was working again. Back I went to the 180° cones and this time got round it and finished the test. It was pointless though as I'd taken longer than a maximum – so a washout it remained.

I then drove round the paddock trying to repeat the fault. Absolutely nothing. The only thing I could do was carry on. The next two tests went okay, but there was a clicking sound from the steering. As I parked up in the paddock for lunch I then noticed that the steering knob, which is normally at the 12.00 o'clock position was now at 4.00 o'clock. That clue told me something in the steering rack was breaking up. Spiffing! I now had to continue not knowing if the whole shebang would last the rest of the day.

During the afternoon the clicking sound continued, which I discovered was the steering notching round in the rack. This

meant the steering wheel knob was in a different position for each test! So every time I chucked the car from forward to reverse or vice versa, I didn't know where straight ahead was for the front wheels. It certainly made the tests interesting!

Thinking I only had a steering rack to change before the next event at Demon Tweaks in Wrexham on 25 September I emerged from test 13 (yes!) with blue smoke wafting out from under the bonnet. Further inspection revealed smoke coming from both engine breathers along with a catch bottle full of oil. Crankcase pressure all over again!

I tiptoed Heepy around the last 5 tests, using 2nd gear wherever possible to nurse the engine to the finish. This I achieved with great relief and even took 1st in Class for my troubles. My first Class win on a BTRDA event.

Heepy was put in the garage that evening and to be honest, I didn't really care whether he ever came out again. I was that fed up with his current 'delicate mode.' That was a week ago as I write this and my disappointment has mellowed somewhat. My dedication to getting a Mag produced this weekend (not to mention a few death threats!) means I still don't know why the bloody engine's thrown another wobbly. One thing I do know, it won't be a simple job!

Now the apologies start. Firstly and most importantly to Roger Stoneley who is this issue's biggest contributor (that's number of reports, not body mass). My request for Mag stuff aiming for the July issue was met with hand delivered copy to my home. Sorry for the delay Rog. The other problem is that people then switch off and copy doesn't appear at all. There are quite a few articles I was expecting that didn't materialise. Hope this rectifies itself. And big apologies to our two newest contributors, Andy Stewart and Mark Edwards, who both supplied great reports on the Danum Road Rally. Apologies also to our illustrious Chairman for having to prepare two reports – one each for July and this issue. Not sure where he thinks I'll get time to produce a short newsletter when the Mag

can't be written though. Monday to Friday is solid work and weekends are either competing, rebuilding a delicate Mini or earning brownie points. It's all right if you're a banker! Thanks to Matthew Atkinson for supplying the John Cleese item and 'How to win a road rally' book. Could be a touch of irony there as the club faces a serious reduction in 12 Car entries due to our recent debate over competition insurance.

Finally, Petchy's report on the Three Swans Rally is a 'must read.' Does he get excited or what?

On a sad note we've lost a respected navigator and club member to the soft south. Graham Gardner and wife Brenda have relocated to a warmer, less interesting part of England after making a very positive impact on our club. I still think it was something to do with my 'Quotes' page following the annual presentation. Best wishes to them, they will both be missed.

Hopefully the next Mag will be on time, but don't hold your breath!

Read on.

Howie.

Chairman's Chunterings September 2005

By Graeme Potter

Well guess what, Howard has been sending threatening emails demanding stuff for the magazine. I must have been asleep (Rip Van Potts – *Ed.*) for the last 2 months, as I haven't got the last magazine, which should have been issued in July. Now I know that Howie has had problems with his engine but an email or a short edition would be helpful (Moan, moan, moan, moan – *Ed.*). If a magazine was not issued then this should be a bumper one. Makes it sound like a summer special of your favourite comic.

Club Secretary

Following the departure down south of Graham Gardner, Matthew has taken on the role of secretary. The job is not too demanding and mainly involves corresponding with the MSA and other regional associations, which Matthew already undertakes. So for him to take on the role is a logical step. In fact I learnt only recently that the EMAMC sent out information for next year's championships to secretaries only and the Beaver nearly missed their championship. Mark Edwards will take on the responsibility of minute taking both at committee meetings and the AGM's.

I would like to thank Graham for his enthusiasm in taking on the role albeit for only a few short months and for the contribution he has made to the Club.

Armstrong Massey

As most of you will now know, it has not been possible to run the Armstrong Massey Rally this year. The main problem was an issue with the landowner, which was not resolved until early June. This left little time to organise the event to the high standard that we expect. Additionally other venue options were not available to use. On a positive note, it was agreed by the Yorkshire League organisers that the Maple Garage Beaver Rally will be our round of the League.

Beaver Rally

The Maple Garage Beaver Rally is progressing well with the route submitted to the MSA for approval. The next stage, which involves the club, is PRing the route. For those who are not aware what this entails, it means delivering a letter to all houses within 100 metres of the route advising them of the event. Matt Blood is the PR officer this year and he would welcome as many people who are not competing to assist. Please let Matt know on 01482 890422.

Three Swans

The next round of the championship was the Three Swans organised by Selby Motor Club. The noise check was at the usual lay-by where photographs of

the crews were taken as a memento of the event. The start was at Hewson and Robinson where Jim Kilmartin passed us through scrutineering without any problems. Documentation was in the sheds at the garden centre next door and it was fortunate that it was a dry night. What the organisers would've done if it'd been raining I don't know.

Beverley was once again well represented with 6 full crews and 2 half crews on the night. Andy Beaumont and Mike Petch were at number 1 looking to make it a hat trick on the event. Mike Ogram was next, with Dan Robinson and Ian Gibbins at 3. James Everard and Dave Jobling were seeded at 17 with Matt and myself one place behind. Roger Stoneley was again navigating Lee Curtis at 27 whilst 2 places back were Andy Stewart and Lucy Stephenson followed by Ben Blanchard and John Turnbull.

As it was close to the longest day, car 1 started at 11:40pm.

Route handout 1 was a list of tulips that took us north towards Bolton and we were hoping the Yapham 90's would be included. However the plotting took us south again towards the A1079 and to STC2 to the east of Newton upon Derwent. After the village, some competitors reported that stones had been thrown at them and one even reported that a pallet had been placed in the middle of the road. STC3 was just north of Thornton and was reached by a couple of not-as-map route checks. After a trip through the village at NTC4 a further set of tulips took us via a not-as-map track at the hairpin in square 7744. This was one route check that I had not used before. The next section over the canal took us towards Hayton where we dropped the first minutes of the night. Most crews lost one or two minutes at this control.

STC6 to STC7 was a list of spot heights to pass and avoid. Once plotted, we headed off towards Londesborough before doubling back towards Warter via the grass triangle near Loaningdale. Whilst approaching the junction, a bright light suddenly appeared in front of us.

Not knowing what it was, Matt hit the brakes and took avoiding action. As we headed sideways towards the trees and undergrowth we wondered what the light was. Once the trees had stopped flashing in front of the car, we gathered ourselves together to assess the damage. The engine had stalled, but Matt soon got it started and we began to extricate ourselves from the undergrowth. As we emerged we realised that it was a local with a large spotlight torch shining it at the competitors. Was this the same guy who threw logs at the competitors on the Beaver Rally some years ago? If he objected to the event passing then why didn't he advise the organisers when the PR letter was delivered. Realising that the car was mobile and there was no suspension damage we headed on to STC7, manned by the rare sight of Matthew Atkinson marshalling. We were surprised to only drop a minute here despite our excursions.

Whilst I got on with plotting the next section of route, Matt examined the car and found that the front spoiler had been removed and the spotlights were in disarray. The rest of the car appeared to be unscathed. The next section took us via Warter to the usual triangles just to the east of the village. A new not-as-map had been used in a field just after the junction to the east of the village. At STC8 we had dropped a further 6 minutes and this put a dampener on the event.

From STC8 we headed south towards the A614 although we missed the slot onto the white. STC9 was on the B1248 just to the north of Lund where we headed off towards Kilnwick before turning south towards Cherry Burton and finally towards Holme on the Wolds. Most crews dropped a minute or two on this section including us. From TC11 a grid of map features took us to STC12 and then on to Goodmanham. The organisers had yet another surprise up their sleeves, using part of the old railway to get to a manned PC. The final bit of the section had me baffled, as I was not able to plot the map references due to my romer being lost on the floor. The route eventually took us down

some rough tracks on the old Roman Road to finish south east of Market Weighton. We dropped a further 5 minutes as I floundered with the route. Petrol at halfway was welcoming as it gave Matt time to sort out the lights. He managed to get one spotlight working to give us a better chance of seeing where we were meant to be going.

After petrol and a chat with other competitors about the shenanigans of the first half we headed off to TTC15, located south west of Market Weighton. The route instructions were a combination of map features listed in either car manufacturers or pies. We were to ignore the pies and pass through the car manufacturers in alphabetical order. Nothing like confusing you!! We headed off towards the triangle at North Cliffe and STC16 located just after the give way. On the way back to the A road, the boys in blue were present with blue lights flashing. Slowing down to make sure we were not the cause of their attention, we saw that they had stopped a motorist for some offence!! Carrying on we headed for the lay-by used on the Beaver before heading down the white towards Harswell and finally to the A road and the neutral through Holme-upon-Spalding-Moor.

We left the next control on the same minute as James and David but noticed earlier crews heading back almost to the control to pick up route checks that were located in concreted areas. We also had to turn round as the first of the route checks was only some 200 metres past the control. Unfortunately no crews came back whilst we were sat at the control. The low spot heights were quickly plotted whilst Matt looked for the grass triangles. As we headed towards the A road at Water end I took the opportunity to plot the rest of the route although we dropped a further minute on this section. A short neutral took us through Foggathorpe and towards Wressle via a list of grid squares. Again a further minute was dropped mainly due to the lack of light.

Heading towards the A63 and the lay-by just after Loftsome Bridge we collected a route check on the way. The final list of

coloured junctions took us north to be greeted by another grid of map details for the next section. A short neutral through North Duffield led to the next section with a list of map references to avoid. Again a further minute penalty was applied, but we pressed on. We now had a transport section through Selby before the final section of the night. This was a map of the route with no plotting required. It took us through the village of Barlow where our time was taken at a route check before the start of the village. A neutral through the village saw us start again exactly three minutes later. The white was good fun despite us dropping just over 5 minutes. This was comparable with many crews out that night.

Back to the finish at Hirst Courtney for the usual breakfast and wait for the results. We eventually finished 23rd overall and should have been a few places higher if we had not run into the problems early on the event. However there was light at the end of the tunnel as we finished 1st Endurance car.

11/12 June 2005
Danum Road Rally
Lindholme M S C

Kent Cams
Northern Road Rally
Championship

By Roger Stoneley

This was to be our first rally after The Beaver, since the car needed a lot of work doing on it, far more than I imagined. Anyway we put in a late entry and didn't really care about our start position.

Noise check and scrutineering were carried out at Mel Hudson's Garage. We sailed through that and proceeded to the start at the Rugby Club. Our seeding at 28 meant Lee and I were hanging around waiting for our start time of 11.48. Once on our way it wasn't long before the first mistake occurred (it was bound to happen). I didn't plot the

references correctly and we turned right at the first set of traffic lights instead of the second lot. I realized immediately it was wrong and Lee turned the car round and we got back on route.

Competitive motoring started to the north of Messingham, along the first yellow on the left going south and into NTC2. A footpath and a mixture of yellow's and brown roads took us to Scotter from where we headed west to NTC5. Some out-of-order references then led us round the back of Laughton Woods, visiting STC7. STC8, south west of Blyton, was found by using a Herringbone followed by some out-of-order Tulips. This last section took us under a low bridge and into an awkward set of junctions with the A159 at Wharton. This caused me to misplot STC9 with a lengthy off-route excursion. By the time we turned round we were OTL, which had a knock-on effect of being OTL at STC10 too. The run round Hemswell Airfield wasn't very comfortable and another mistake was made leaving there. Missing the next 4 controls though meant we wouldn't be OTL at TTC17. Another bonus was we had plenty of time to refuel and reassert ourselves ready for the second half.

MTC2 saw our second visit to Hemswell Airfield and, although we fared better, our performance was marred by Codeboards being logged in the wrong order. They were the same ones as on our earlier visit, so I don't know where I went wrong. Following Hemswell, a short set of Compass Departures should've taken us to NTC23 in square 9993. Unfortunately I plotted square 9992. DOH! I was now beginning to feel like Homer Simpson with all these mistakes.

The next section, which required us to depart on compass bearings, took a bit of sorting out until the first Codeboard appeared. It was here at the 90° right that the Course Opening Car went straight on through a hedge (Ouch! Memories – Ed.) A triangle last used on a Dimpleby 12 Car took us to STC24 followed by a Herringbone along the A631 through Market Rasen, North Willingham and up to the crossroads west of Ludford. The

next bit of route wasn't in order, upside down and in italics. It turned out to be a relatively easy blast along Caistor High Street. Some out-of-order Grid Squares lured me into another error sending Lee along a yellow loop. I thought the organisers might've been sneaky, but the net result was we missed another Codeboard (Well, what's another one at this stage?).

We said hello to Andy and Claire who were Marshalling STC29. At STC30, near Binbrook, some Spot Heights using Ford car names in alphabetical order were handed out. Unfortunately the organisers had missed the Spot Height for STC33 and the section was cancelled. North of Swallow we took another footpath into Grange Wold Farm using a diagram. Another mistake crept in here, only this time it was DRIVER ERROR! (Hell, and don't we get to here about it – Ed.) Lee failed to take the first hairpin round a lump of grass, so promptly took the next one. Subsequently all the Codeboards were out of sequence, incurring more penalties (but at least they weren't mine for a change).

At a lay-by on the A18 we were given our next instruction, which was laughingly called Map Tracings. Well I couldn't put them together so I decided to skip the section and go straight to TTC39. The 3 Herringbones I was given were not in order nor did they have any sequence to them. Fortunately the Marshal gave me some help by pointing out the correct order and we were soon on our way to STC43. The instruction to STC44 gave 5 Map References and 3 NAM's, which were okay, but the following Tulips, which were used twice, were a different story. Three of the Tulips didn't have arrows on them resulting in us turning left instead of right at a crossroads. The big clue to our mistake was the car heading towards us, having made the same mistake as me.

The last handout, on what for me, had been a very tiring night, took us from under the A15 via a couple of yellows and a white, at the end of which stood Andy and Claire. They were waving us out and we forgot to stop at the

junction (minor to major), but fortunately weren't penalised for it. After Melton Ross we headed for the finish at Wrawby and a much welcomed breakfast, even if the beans were either burnt or barbecued (I couldn't make my mind up!). We definitely enjoyed ourselves and didn't get anywhere near as many fails as last year. That must be a big improvement. Maybe next year we'll visit all the controls and get the Codeboards in the right order of course!

Congratulations to the many Beverley crews who took part, here are the important results;

- 1st O/A Adrian Green/Ian Gibbins
- 4th The Dimblebys
- 5th Stan Featherstone/Mike Ogram
- 8th James Everard/Dave Jobling
- 16th Mark Edwards/Graham Gardner
- 18th Matt Blood/Graeme Potter
- 23rd Lee Curtis/Roger Stoneley
- 24th Andy Stewart/Lucy Stevenson

Ben Blanchard/John Turnbull weren't classified due to a ¾ rule infringement (I bet that won't happen again). Well done to Ian for another victory, to Mark Edwards for his first time as a driver and to Andy and Lucy for picking up 1st In the Clubman's category.

Sunday 12 June 2005
Pirates Production
Car trial
Airedale & Pennine
Motor Car Club

Yorkshire League
Championship

Big Bang

By Howard Everingham

"I think we need to go back the way we came." Not for the first time was I in the wrong place heading for a PCT. My foolproof directions proved not to be so, due to the sun being obscured by cloud/someone moving the road/having the wrong kind of bran for breakfast/not listening to the only proper navigator in the car. That navigator was Mark Edwards and

he was having enough trouble driving the Proton rally car and attempting to follow the garbled directions coming from a rather low passenger seat.

We eventually arrived at a cloudy, but dry Laycock, unable to hide the fact that we'd been lost from the rest of the competitors as we approached from the opposite direction to everyone else. Scrutineering was tackled before unloading, as there didn't seem much of a queue. Little did we know that most of the competitors were already there. A somewhat poor turnout for a Yorkshire League event. Mark suggested I drive the car as we inched along towards the scrutineer, as it'd give me the chance to get used to the clutch and throttle. That prompted a number of old acquaintances to sidle up to the car and enquire where I'd got it from. Mind you it was starting to look like Maple Garage's showroom as Andy Stewart was there with 'bouncer' Ben Blanchard as ballast. Andy had only acquired the ex-Andy Beaumont Proton the previous Thursday and wasn't about to place it in the hands of a young up-and-coming rally driver! Andy Beaumont had chauffeured Ben there in his other Proton (are you keeping up with all this?) as they had come straight from spectating on a night rally and I said I didn't want Ben nodding off during the PCT.

Eventually the contents of the car were unloaded onto the tarpaulin I'd brought, that would prove to be a very smart move (the only one I made all day!). We only got to look at a few of the Sections prior to the briefing. There was much talk about DEFRA and the instruction was given that when the car stopped on a Section we were not to keep the throttle down as it would dig the grass away. There were a few bemused looks. The whole point of keeping your toe in is to dig through to the soil underneath, which often provides more grip, thus perpetuating forward motion (that means the car keeps going forwards).

With start numbers of 2 and 4, Mark and I were going to suffer from some very slippery grass during the first run at the 8 Sections, but would benefit from a

reversed running order in the afternoon. Andy and Ben were more fortunate at number 8.

We sort of did okay for the first run, except for a couple of mistakes. With Mark going first it gave me an edge to see where I could pick up a better line through the marker posts. The inexperience showed through though and after 8 sections we were languishing down the order, as was Andy.

Hope sprang from the next run with Mark being the first of us to clean a Section. Suddenly it was fun! The sun was shining, the grass was flat and the grip much greater, although we were both still making a big mess of at least one Section per run. This was affecting our overall performance and keeping us at the back of the results. Andy and Ben weren't faring any better. Ilkley's Henry Kitching was leading our class, which accounted for 12 of the 15 competitors. He'd only dropped a measly 50 points out of the 16 Sections. John Haygarth's Kadett (see Gibby drool!) was leading the combined Class 3/4, the limmy slip diff making life somewhat easier. Fortunately, joint driver of the Kadett, Yvonne Coppin, seemed to have forgotten all about the mud-spraying incident with Jon Meacock from last year. I kept away from her just in case.

The 7 hours since breakfast were taking their toll and we gratefully stopped for lunch and to regroup. But with lunch came some ominous clouds.

Starting virtually last gave us hope that we could pull some places back during the afternoon, but our scores didn't improve by as much as we expected. Then the rain came! Halfway through round 4 it started. Not much at first, but enough to make the ground slippery again. Now we were at a disadvantage again running at the back. All those in front had the advantage of drier conditions for their run. Just to add insult to injury, we were running between ex-Autotester Graham Hepworth who was sharing a Nova with Nick Pullan. For some reason that Nova would chug up hills where Mark and I would struggle to get through the early parts. I think it may be something to do with wide tyres. Jon and I had the same problem

last year. Skinny tyres just seem to work better.

By the time we got to Round 5 it was pitting down. Every time we swapped seats we got soaked. We were both also struggling to climb out of the very low navigator's seat and hold the passenger door open when the car was across the hill. Tiredness and apathy were creeping in. Our performance was crap and we were no longer having fun. I'd been running first after lunch and had washed out the front of the Proton on a difficult left bend resulting in another poor score. Mark was still up for it and confident he could pull in front of me after I'd been ahead all day. He decided a good tug of the somewhat poor handbrake would point the car in the right direction. To be fair it worked, up to a point. But, instead of jinking the back end round and allowing him continued progress up the hill, the rear suddenly swung round in a vicious arc, dragging the front of the Proton with it. We sailed out of the Section between two markers and, such was the angle of the hill, coupled with the now sodden grass, continued downwards in a very slow graceful spin. Sat in the passenger seat, I at first thought Mark was just showboating ('Rally Drivers do it in 360 degrees' - bumper sticker) until we began approaching another Section lower down. I remember looking over my shoulder as we headed towards Andy and Ben on the start line. I braced myself ready for the collision of two Protons (doesn't that create nuclear fusion?), but fortunately the hill flattened out at that point and we ran out of momentum. Andy reported later he'd seen us coming and was frantically trying to remember where Proton put the reverse gear! The handbrake was put to more successful use a couple of times on the last Section when we had to negotiate a hairpin over a hump.

One Marshal, stood in the now torrential rain, summed up the end of the day when he said he just wanted to go home. He wasn't the only one! Despite the tarpaulin, everything got wet as we were packing it into the car. Andy, Ben and Andy Beaumont all shot off straight away, but Mark had a

sniff of an award. He did get ahead of me by just 4 marks, but even better, he walked off with the First Novice Trophy. Not bad for 9th place. I finished one place behind with Andy 12th. Henry Kitching took 1st overall and maximum Yorkshire League points with Malcolm Rainforth and Graham Hepworth taking 1st and 2nd in class. All three are Ilkley M C members, which is why their club does so well in the championship. Congratulations to them.

Not sure what DEFRA will make of our ploughing attempts. The request to lay off the gas unsurprisingly fell on deaf ears - what do they expect?

Congratulations to Mark and thanks for the share of his car. Thanks also to Andy Stewart for boosting our points tally and suffering an ear bending from Carl Davis after swapping from YSCC to Beverley. And to Ben for supporting Andy and the club. When the newness wears off the Proton, he might allow you behind the wheel.

11/12 June 2005

Danum Rally

By Andrew Stewart

I'd had the Danum down as one to marshal, having being warned it would be a difficult night's navigation. When the regs came through the post however, I spotted that a Clubman's event was being run. So I rang Mr Huntridge to find out what this was all about. I was told that this would be run on exactly the same route, with the same navigation as the main crews, but with the addition of extra 'clues' to help newcomers and less experienced crews get round. Fair enough I thought, game on.

I asked my one-time navigator, Lucy Stevenson to sit beside me. Her only experience of navigating on a 12 car with me ended disastrously (Howard will

remember that one too), but up to that point was very encouraging, and enthusiasm was not in short supply. Lucy's father used to navigate for my father a long, long time ago on some road and stage events mainly in a Lada. He was on hand to give advice, though things have changed a lot since then. He couldn't believe the Blue Mondeo of Chris/Trevor Faulkner who were competing in a totally standard car ex-spotlights/belts etc and using the interior light to navigate with!

From the start we were sandwiched between Roger Stoneley/Lee Curtis, on the main rally & Ben Blanchard/John Turnbull in the Clubman's, so we weren't short of company. It all added to the competition. With a grand total of 3 crews in the Clubman's we were promised at least a podium finish.

MTC1 to the first neutral and already I was questioning the navigation (it says turn right at the lights!). We'd been out for a run round the previous Thursday and dropped really lucky by guessing they would run us south up to the nearest de-restricted at the mini roundabout. A good start. Next were grid references in alphabetical order, which took us through Scotter and through the woods of Scotton Common. Lucy was convinced we would be using the Forestry Commission roads, I assured her we wouldn't though.

From STC7 the navigation started to get harder with a square herringbone. This was time consuming, but we cracked it after a few attempts, the NAM's slowing us as well. This was followed by straightforward tulips and some harder tulips with no approach given. By this time we'd gone OTL, arriving at STC9 where there was no control board. I screamed past the marshal and had to stop and run 100yds with the time card (no reversing in controls!) then had to flag down John Hill/Michael Pears in their

Corsa who followed me into the control. With no demister in the car, the siling rain and wind weren't helping things.

We carried on to the Hemswell airfield, but were too late to get the first run and went straight to petrol instead. It was good to hear that we weren't the only crew finding the navigation tough. We felt the 20 minutes maximum lateness was a bit harsh as well. It was at this point, sorting out the numerous bits of paper in the car, that we made the momentous discovery of the Clubman's navigation somewhere under Lucy's seat, which basically consisted of a few 'hints' and section end grid squares. Hmm, that *would* have been useful!

After a thoroughly enjoyable thrash round the airfield (which was nice and smooth) we struggled a bit with the compass points 'depart' navigation and the bearings departs. I didn't think there was as much help with the Clubman's navigation on the later parts of the rally, but I did find that intuitive guesswork was more useful when we were stuck. When we got the out-of-order herring bone instruction from TTC39 we were stumped. Instead of wasting time we decided to cut the route and inadvertently found ourselves on a later part approaching a control in the wrong direction. This was a shame because it meant we had to cut out about 5 sections of the route and start again from STC46.

In conclusion I was really pleased we got to the end, and I think doing a tough rally like this improves your skills. Taking some silverware home was nice, but it didn't feel entirely deserved after Ben & John were excluded on the ¾ rule, which is unfair for a Clubman's Rally designed to encourage newcomers. Anyway, it could happen to us next time and it's actually made me start reading the blue book! Oh no, there's no way back...

How I Got Started In Motorsport

By Roger Stoneley

Well it started a long time ago, probably before most of you were born (Apart from Potts that is – *Ed.*). Way back in 1969 I had a friend (not a special friend) at a time when we both had motorcycles. But, as you do, we lost touch until I was driving to work one day and met him again. We got talking about this and that and he told me he belonged to a motor club (North Humberside) and that he went rallying. He thought I might enjoy it so he invited me along to a motor club meeting at the Beverley Arms Hotel. I was a bit apprehensive about turning up on my own, but went along anyway. I was introduced to a lot of other people about the same age as me and found out we all had similar interests. It wasn't long after that I decided to join the club.

Things were a lot different in the 1970's. It wasn't uncommon for Autotests to be oversubscribed, with everyone turning up to assist in Marshalling. Road Rallying was definitely different from today's events. Firstly the cars, they were purpose built machines with full cages, seam welded, 4 spot lights (what, all forward facing? – *Ed.*), no rear seats, hydraulic handbrakes, dry sumps and twin 45 Webbers. Some even had bag tanks, flared wheel arches and fully sponsored with sign writing to match. It was such a spectacle compared with today's events. Nearly all rallies were oversubscribed, having full entries of at least 90 cars. No plot 'n' bash, this was pre-plot, all 200 miles of it! And you got it an hour before your start time. Prior to that you got all the standing-give-ways and no go areas at signing on. This was road rallying at its best – flat out from start to finish!

I did my first rally in November 1970 in a MkI Ford Escort GT when I was asked to navigate for someone. We finished, but I can't remember where. My second event was the Bass Charrington's Tour of Lincs in 1972 with a driver from Sheffield in a 1340cc Ford Anglia. This was my first stage event and very

different. Scrutineering was very slack in the early days, roll cages weren't mandatory and they didn't check much at all. The crash helmets had to have the regulation sticker on and that was it. We just made sure we had a boot full of tools, but by the time we reached the service point the rear wing was beginning to split due to the toolbox sliding around so much. I didn't do much rallying after that as I was getting married the year after (Not as exciting though, is it? – Ed.).

I moved on to organising and became Clerk of the Course for the Crystal of Hull Holderness Road Rally, held in April. The following year Crystal sponsored the stage event so the road rally moved to November and the sponsor changed to the local British Leyland dealer, Parrish's, and so was born The Moonraker Rally. It continued until 1980 when road rallying became too popular for its own good. Organisers and competitors alike were largely responsible for the situation because we just got carried away. Events got faster and faster because the cars were getting quicker all the time and there was soon no difference between a stage or road rally car. Things had to change and we were not quite ready for it. New anti motor sport Police Inspectors were becoming more resourceful with new radar equipment being used to catch speeding crews (I was there, the bugger's got me – Ed.) And if you were caught it was exclusion from the event.

It took time to adjust to making new style rallies. The timing changed from Targa to BBC. Stage rallying became more popular along with single venue events, but of course all that meant more cost in preparation as well as the entry fees. I competed on and off from 1976 until 1981. I think it was 1978 when I first took part in Beverley's Beaver Rally as a driver. My car was the oddest one ever rallied in this area, it was an East German Wartburg 3 cylinder two-stroke. It came complete with child seat in the back for my son Philip, who was 2 at the time. He's now 28 and 6ft 3in (And still fits in the child seat! – Ed.) and can be seen most club nights chatting up

any single female who happens to stray into the bar. The early Beaver (Are we still talking about females straying into the bar? – Ed.) was then a novice only rally and I was lying 21st out of 60 starters at halfway. Unfortunately I split the exhaust on Stony Creek and the brakes were sticking on so had to call it a night. The following year I partnered a lad called Lee Mills. He had a Mk I big winged Escort Mexico, supposedly with a fully sponsored year to do the *Motoring News* road rally championship plus any other local ones we could fit in.

The first one, called The Morning Star, started in Worksop, but we didn't finish due to a broken throttle spring. We didn't have a spare. Next came The Gremlin in south Wales. This was over 4 maps and our sponsor trailed the car to the event. God it was a long way! The rally route was still pre-plot then and I managed to get all 200 miles and countless controls down in 50 minutes. I felt really chuffed about that as others around us were struggling.

That was the easy part. When we started the competitive sections, the timing was so tight and the roads, well, I'd never seen anything like them before. And the weather in early March was awful, it went from clear to foggy to snow then ice in a just a few controls. We struggled right from the start and after about an hour's competition we'd used up all our lateness and had to call it a night. Both of us felt dejected and embarrassed because each thought they had let the other down. In fact it was neither, we were just out of our depth. Nothing had prepared us for the pace that this quality of event had.

Back at the motel we slept on the floor, had breakfast, loaded the car on the trailer and headed for home.

The next event should've been Trackrod's *Motoring News* round, but this was cancelled due to the North Yorkshire Moors being cut off completely after weeks of heavy snow. Instead we headed south of the river to do the Appleby Frodingham Motor Club Thompson Firecracker Rally. I was late getting an entry in due to

it being the same date as the Trackrod event, but managed to get on the reserve list. Despite still being Novices we were eventually given the number 21 slot amongst the Expert crews. Out of 90 starters that was a bit high for us, but what the heck, we were rallying.

All went well up to halfway and we were holding our own. Just after the restart I called a 90 left as a 45 (It's an old navigator's trick to make driver's go faster – Ed.) and we ended up in a ditch (well it happens). Our night was over and we limped home. The car was sent to the sponsor's garage for repairs as per the deal with them, or so we thought. What a pair of plonkers! He didn't acknowledge that part of the deal so it was taken to the driver's home and repaired there. It also received a rather nasty paint job just to spite the sponsor.

The Tour of Lincs was our next event and required us to rush the repairs. Instead of a proper flared front wheel arch, we just ran a standard item. It didn't take too many stages before the wheel started to rip the wing apart. At service the tin snips came out and a good bit of the wing was removed. We finished well down the order, but enjoyed the experience.

The Cossack Rally, originally run by Reckitts Motor Club in 1980, was a half stage, half road event. After leaving the start ramp in Beverley Market Place the oil cooler pipe worked loose on the run out to Leconfield. Rally over again and I think that was the last event I entered until the Rymoor Trophy Rally in March 2003. What a culture shock that was! Things had certainly changed in the preceding 23 years. No more pre-plot, all plot 'n' bash and what on earth was a herringbone? I know now, but what I did discover is that once rallying gets into your blood, it never goes away. I still enjoy it as much now as I did all those years ago. It's the adrenalin that keeps you young – well I think so (Me too – Ed.).

“Quotes”

“He’s put a pound in and can’t get it out.”

Elderly lady shopper to the Somerfield assistant who promptly dashed outside and rescued the equally elderly gents quid from the shopping trolley. No one noticed the smirking *Editor* quietly scribbling away in the fruit and veg aisle.

“I bet they paid you about 10p.”

James Everard, who thought the last Mag cover was a real advert.

“It’s like watching baywatch.”

John Turnbull to Claire Wilson running back to the car on Mark Edwards’ Treasure Hunt. She didn’t have a clue.

“You should win this today.”

Autotest pal and (normally) all round good egg Jon Graves moments before Steve Morten turned up with his all conquering Sylva Striker at the YSCC Yorkshire League Autotest.

“C’est seulement moi”

Howie’s silly attempt at learning the lingo on a recent visit to northern France.

“Err... Is that football?”

Howie, to the Tesco checkout lady’s question, “Are you watching the match this afternoon?” It was only one of the biggest matches Hull FC have played in years and took up some 8 pages in the local rag for a few nights. Rumour has it they beat Leeds Rhinos by one point. Isn’t it something to do with a bunch of men running around with odd-shaped balls? It was a trick question anyway, if she’d

asked me how much yellow grapefruits were, I could’ve told her - just like that!

Danum Rally 2005

By Mark Edwards

Once upon a time, long long ago (is that a dig? – *Ed.*), in May I competed on my first road rally as a driver with Graham Gardner on the maps. Obviously, as I was driving, I didn’t have a clue where we went! However, I do remember being at the start in Scunthorpe feeling very excited although I was a little concerned that the boys in blue might take an interest in the rally, as they did at an event in the area earlier in the year.

We left the start venue and headed out of town for the start proper. At the 2nd set of lights we wrong slotted! (I must admit I hate navigating around a town on a Landranger map.) But just to make us smile Gunner and Matt who were running the car behind us did exactly the same thing. (Gunner wasn’t very impressed with the seeding, although it did give Matt and myself a good duel.)

From the start we headed straight off down a white. We drove straight through the first PC flat out – there wasn’t a control board, so I wasn’t going to stop for a load of speccies was I? This would hurt us when the results were published.

The first few sections seemed very strange to me, not knowing where I was going. It took a little time to build up confidence in the car, which I’d hardly driven before the event. An early thrash round an airfield section near Caenby Corner was fun, however there were a lot of cautions given and I didn’t want to break the car so we went through at a steady (slow) pace.

During the rest of the event my confidence grew and so did the speed, although most of it all blurs into one now. At some point in the second half we returned to the airfield for a repeat of the “stage.” The second time we went for it, knowing it was smooth. The result was a very competitive

time and an ear-to-ear smile! I was really enjoying myself now!

The last, but one section took in a white though a field. We followed Matt and Gunner down here and witnessed Matt having a BIG moment as he slowed for a codeboard, his car getting into a nice tank slapper! We then passed Andy Beaumont, who was stood at the end of the white waving us through the SGW!

I can’t remember the result except that we beat Gunner and Matt therefore justifying the seeding. Being gentlemen (well Graham is at least) we didn’t bother querying our penalty for not stopping at the first control. Thanks Graham for a great night’s rallying. Now Bring on the Beaver! (I’ll tell Jennie – *Ed.*)

TBM Cutters Three Swans Road Rally 25/26 June 2005

By Mike Petch

After much waiting, the long anticipated return of Andy’s classic Mk1 Escort RS 2000 looked like it might even happen. Spurred on by his desperation to have a number 1 on the side, he’d got his finger and probably everything else out, to get the old girl ready in time. With only a week to go, the word was, it *will* be ready.

Saturday 20.00 hours and Andy is on his way, despite his worry that the extra fuel used to come and pick me up on the way might result in us not even making the start at the Esso garage beyond Pocklington. Andy had only finished the car that afternoon, having enlisted some last minute assistance from Deg Burton as the finishing touches were carried out on the ramp at Maple Garage. A third win in a row was still going to be a long shot, a very long shot as the car was still un-tested, but we were not really worried, a good laugh was to be top priority. Dan and Ian could carry the pressure of aiming for the top spot. As we headed for the start, Andy thought the car was a bit flat compared to

four years ago when it was put into a very long 'parc ferme.'

A quick tweak on the distributor to advance the timing a bit and then bluff our way through noise and scrutineering and we were ready, more than ready for the off. It was just like it used to be in the old days before standard, reliable cars became popular.

The car looked absolutely fabulous and sounded better than that!! Time to get strapped in, try and reach anything I might need, not much chance of that, slam the door shut and check the electric windows work, ha ha ha!! The car was fired up, *we* were already fired up as we headed over to MTC1 to line up, obviously at the front of the queue, being Car 1, as I may have already mentioned. This would be fun!!!

But already the old girl, assuming she is a girl, was playing up. The alternator light glaring at us as we sat waiting to be counted down. Andy turned off what he could and we were away, relatively steady into the first section. There was disappointment and concern that we might be having a very short nights sport. This was compounded when, within a couple of miles, the temperature gauge began climbing towards the red bit. We were still taking it easy, I found myself saying, "Andy, if you have to stop, stop. Don't risk cooking the engine." When what I really mean was, "I don't f***** believe it, we haven't even covered 5 miles yet!! Why the f*** didn't he use the Proton!!!"

Anyway we managed to get to the end of the first section, (yippee!!) giving Andy time to get out and see what he could do while waiting for our time at STC2. He wired up the fan permanently, had a quick check around just before we set off into the second section. I still had doubts whether we would get much further, but at least the alternator light had gone out (yippee again!!).

Arriving at the end of the second section it was time for another inspection. Despite what the temperature gauge was telling us, it appeared we were not actually overheating. Andy suspected the gauge was reading inaccurately, so we pressed on and made much better speed covering a

loop from Thornton, over Walbut Bridge and into a NAM 'white' on the 'yellow' triangle. This unfortunately had the exit gap blocked by spectators as we arrived, causing both ourselves and Stan and Oggy to drop two minutes on the section as we travelled further along looking for a way out. The offending spectators only realised when Dan and Ian arrived at Car 3, forcing their way past and only dropping 1 minute.

By now, we were getting into the groove. The car had settled down, plotting was going okay and Andy was on form behind the wheel, despite excess grip at the rear preventing quite as much sideways action as was normally required!!

By now we were skirting Burnby, Londesborough and Warter, visiting all the usual grass triangles and heading towards what will now be known as Howard's Bend (Ouch! – *Ed.*) on the way into Middleton on the Wolds. A new twist to us locals was the slot south before the village down a concrete 'white' exiting onto the A614. This avoided having to run a neutral and kept the event competitive all the way across to Lund, Lockington and Holme on the Wolds, all our usual 12 Car stuff. I'm sure we'll be using that 'white' again!!

Everything was now going great, how different from earlier on. I was pleased I'd been polite and didn't get cross before. I could've thrown a tantrum and screamed, "Your f***** car, your f***** car." Similar to Andy's own expletives when crashing down the occasional 'white' in the Proton.

From here the route headed around Dalton Wold with more of the usual grass triangles before a SGW at crossroads, hairpin right and Grannies Attic. Then we went under the railway bridge and towards Goodmanham. With all this familiar local terrain, Andy was a man possessed behind the wheel. As we approached Goodmanham the route took a new twist. A slot right into the parking area, absolutely sideways left through an open gateway and totally flat down an overgrown disused railway, the car stepping

side to side in opposite lock all the way. We were then going far too quickly to stop in time for the manned code board before the gateway at the end, just managing to come to rest totally sideways to the track, facing the undergrowth and about a foot from hitting the gate it seemed!! Andy quickly reversed as I wrote down the board and we went through the gate. It was only then I realised that it was a manned control, the poor marshal fleeing for his life through the gate as we approached at warp speed. His hands were still visibly shaking as he tried to fill in our time card. That was brilliant!! The most memorable part of any event I've done for ages!! "I was totally out of control all the way," smirked Andy. The poor marshal was still in shock as he complained to following crews that, "Them in the Escort tried to kill me!!" Sorry, whoever you are!

The route then rejoined the 'yellow', visited the grass triangle and then continued along to slot left into the 'white' at the school at Market Weighton. Then down the footpath marked on the map, SGW and across the A1079. Unfortunately the car stalled at this point and failed to re-start. Slightly different to Andy's now infamous attempt to SGW near here a few years back at full speed up the hill!! I jumped out and tried to push us away, but it was uphill out of the footpath. An extra pair of shoulders was required to get us going, so Andy pushed as well until we could get it rolling down the hill where it promptly fired up. We got strapped in, I picked everything up, Andy turned the car round and we carried on down the rest of the footpath with even more overgrown grass coming up over the bonnet. We pressed on to finish the section before heading for halfway petrol at Siptonthorpe.

After a quick check and refuelling we compared times and shared experiences. I guessed we were running about 10th. Then off into the second half, heading south around North Cliffe, north onto the A614, into a lay-by to collect a code board, then slot hairpin left into a 'footpath' and 'white,' emerging south of Harswell. The Escort is so much better suited to these rougher bits than the Proton,

making it much more fun and Andy doesn't need to scream and curse at all!!

South of Holme on Spalding Moor we looped south of the Land of Nod, where we all should've been at this time of the morning. Then back across to Foggathorpe and south again for a run down to Wressle and onto map 105 for the last part of the night's fun.

We headed north again, first towards North Duffield then skirting Selby for the last blast, which was given on a map handout with the rest of the route to the finish already drawn on. It seemed a very good idea at this hour of the day, reducing the stress, which usually accompanies the trickier plotting. Brilliant!! The first bit was timed to the second with a neutral bit in the middle to get us past a very PR sensitive area. It finished with a really good section using a couple of miles of 'white' just to the northwest of Carlton before finishing at the Pub in Hirst Courtney. No, I've never heard of it either!!

As usual we waited, ate a very nice breakfast, drank a couple of nice pints of Stella. Not so usual at 5.00 in the morning, but very much appreciated, then results showed us finishing 6th overall. A very pleasing result, everything taken into account. Andy was well happy and we'd both really enjoyed the event. His only disappointment was too much rear grip, and not enough sideways action!! You just can't please some people!!

The Lincolnshire Rally 9/10 July 2005

By Roger Stoneley

After we'd done the 3 Swans Rally, Lee told me he was standing down from rallying for a bit. That left me with a car that was taxed and insured, but no one to drive it. That's when I decided to drive it myself. I just needed a navigator. A mention was made to Claire Wilson and she didn't say

no, but shortly after went on holiday. I put an entry in and then found out Claire was attending a spinster night out on the same day as the event. She said she would ask John Turnbull if he'd do it instead. I saw John at the club and he agreed. The regs were handed over and arrangements were made for him to be at my house at 7.00pm on the Saturday. On the way home that Thursday I felt a little apprehensive as it'd been a long time since I'd driven on a rally. However, there would be no pressure for me to do well and John would gain more experience. I thought it'd be all right on the night.

On the Saturday we headed across the Humber to noise check at Caenby Corner, then on to 'The Bell' at Bishopsbridge for scrutineering and documentation. Afterwards, John plotted the Black Spots and Quiet Sections, including MTC1. A quick look at the map gave us some idea where the route might go as it seemed to follow parts of the Danum Rally and the very first 12 Car Rally I organised. I began to feel a bit more relaxed. Waiting for the others to arrive we first saw Andy Stewart who was marshalling. Andy Beaumont roared up next and said he'd just been flashed! He wished. Unfortunately it was a speed camera. First shock of the night was young Ben Blanchard turning up with Ian Gibbins in the 'hot seat.' "Not much wrong with his foot," John said (was Ben out pot hunting?). They would start at 16 with Matt Blood/Graeme Potter at 3 and John and I at 13.

MTC1 was sited just east of Ludford with the first car due away at 11.30. After a 20 minute run out I got a bit nervous as it neared our start time of 11.43. John reassured me that the first section was just spot heights so I got on with the job of driving. The route went the way we thought it would so Andy was able to get on with the plotting although we overshot a junction near the end. Andy Beaumont was marshalling TC2. While we were waiting there, Ben and Ian told us they'd been behind us during the previous section and we wouldn't let them pass. Well TOUGH!

A neutral through Binbrook took us to NTC3. The navigation was made up of map features and I heard John sigh. But with two navigators in the car we soon had it sussed. As we descended a hill just after the start we passed 3 other crews still sat plotting, which made us feel good. Between us we'd put the section together and it worked well. TC6 was near the village of Nettleton, which led us to the next 3 sections past Croxby Top, Thorganby and somewhere called Swinthorpe Brats. It was here that it all went wrong. We'd been clean up to this point and fastest Novice by one minute on the timed-to-the-second section to TC4. The next instruction led us to believe that, to all intents and purposes, it was a herringbone. We weren't alone in our thinking, so we set off with that in mind, trying to put it together. The first code board was found by luck and, convinced we were on the right track, carried on. At the 30MPH zone we realized we were well off route and turned round to go back. The code board was found along with TC9, but we'd dropped 11 minutes on the section. We then managed to miss TC10 and TC11 ending up behind Ben and Ian. After opening a couple of panic envelopes we plotted TC10, but didn't have enough time to go there so cut to MTC11 instead. It was here that John used his initiative. We were 2 minutes OTL, but he talked the marshal into forgetting our lateness and keeping us on time. The marshal didn't notice we'd opened the panic envelope (we picked up a fail for TC10, but somehow we were classified as clean to MTC11).

From TC12 at Little Cawthorpe we dropped another minute, then a combination of grid lines and spot heights to TC14 cost us a further 3. We had 45 minutes to get to petrol and TC15, well everyone else had. We got about 25 minutes and still had to move at near competitive speed because we were so far behind. It's only when you arrive at the control and have to wait, that you appreciate all the rush.

After regrouping and getting back onto our due time we headed for NTC17 via a herringbone type of diagram. It

Saturday 30 July 2005
Inter Association Autotest
Rufforth
Alwoodley Motor Club

Sylvia Who?

By Howard Everingham

With Heepy's engine being rebuilt for the second time in two weeks, (see *Editorial*) the 'Big Weekend' wasn't happening for me. For weeks I'd been looking forward to the Inter Association on the Saturday followed by a BTRDA/ANCC event the next day, all on the excellent Rufforth airfield, especially as the similar weekend in 2004 didn't run.

During the preceding week I got a phone call from Steve Morten. The bad news was his son Ben had been a passenger in a rolled car the Friday before and fortunately was still alive (just!), the good news was the 3 ANCC teams were short of a competitor. Steve was offering me the chance to take Ben's place in the Sylva Striker with him. Was he mad? It's about twice the length of a Mini and the driven wheels are at the wrong end. But, with the prospect of nothing more interesting than bolting an 'A' Series engine together over the weekend, I jumped at the chance accompanied by the throwaway line "I like a challenge." It would certainly be that!

Saturday dawned overcast and the weather forecast wasn't good for open-topped cars. Steve and some other competitors were already at the venue when I arrived, but no one could unload the cars as there was a motorbike training school going on where the paddock should be.

As soon as the car was off the trailer Steve gave me a quick tour of it plus a few tips on how to drive the thing. I then dispatched myself to the far end of the runway to try and put them into practice. For about ten minutes I was on a very steep learning curve and began to wonder if I'd made the right decision to do the event. Dipping the clutch every time the handbrake is used doesn't come easy for a Mini driver. Not only that, the handbrake was just so far away on the other side of the

was here we lost Car 12. They took a right instead of straight on and we started to catch Car 11, a Nova Sport. At one point we were so close I thought we'd have to pass them, but on the long 3 mile straight to the finish we lost sight of them. They just seemed to power away from us. Didn't see them again until the finish.

The next few sections, starting near the village of Belchford, had some out-of-order instructions comprising of spot heights, coloured roads and a funny herringbone (So that's not a herring funny bone then? - *Ed.*) with a spot height to start and finish. That was all we needed as we now knew we were going through Biscathorpe fords. What we didn't know was they had decided to bring MTC19 forward to the other side of the fords. Quite a different end to what had been a very enjoyable event.

I was very pleased with my driving even though I was worried at first. I didn't appear to have made any mistakes. A big thank you to John Turnbull who superbly navigated me round. There was only one moment of sickness when we negotiated an extremely bumpy section and he unfortunately had to throw up. John was quite the gentleman though, he asked me to stop whilst he undid his seat belts, then chucked up outside and carried on as if nothing had happened! The only mechanical problem was the gearbox got noisy towards the end so it'll need changing before St Wilf's.

Breakfast was taken at the White Horse in Ludford, bacon, sausage and egg sandwiches being the order of the day. Many thanks to all the Beverley bunch, I've never laughed so much in my life (I never even saw the tuna sandwich).

transmission tunnel and almost under the dashboard. It looked like a piece of equipment designed for the passenger to use. I'd never had to lean so far forward to use one before. Anyway there were other more important things to worry about, like those fancy 360° turns these driver's do. I used bits of grass on the runway as pretend cones and was quite surprised when the car went round. My biggest problem though was the gear selection. The Sylva Striker's reverse is where first gear is on a Mini - that would plague me all day long.

Soon it was time to stop playing and get on with some serious competing, besides, Dave Mosey had finally arrived!

I walked the tests over and over, knowing full well my brain would be struggling just thinking about how to drive the car. There were 4 tests set out and the same ones would be used throughout the day. I watched Steve do the first one, it looked so easy - then I got in. The first thing that struck me was how far away from the start line I was, it would take a couple of seconds just to get me across the it! I struggled through the first test and wasn't the slowest in my class by dint of Mark Thornton getting a washout! On test 2 the first 360° turn suddenly appeared. I took a deep breath, dipped the clutch, leaned forward and gave the handbrake a slight tweak just like Steve said, turned the wheel right, dropped the clutch and hit the gas. Being able to see the front wheel next to the cone is quite a novelty to a Mini driver. As the wheel started to move closer to the cone I applied opposite lock and then balanced the turn on the throttle. It worked - absolutely amazing! My happiness was somewhat deflated later when discussing this manoeuvre with Henry Moorhouse. He informed me that a 360° was the easy part in a rear wheel drive car. Thanks Henry.

We were fortunate to be parked up in the paddock next to Dave Cook and his great VW Buggy. He took an interest in the fledgling rear-wheel-drive competitor and insisted that I would at least have a huge smile on my face at the end of each test. So much so that he would pull the

corners of his mouth at me every time he walked by, something akin to one of Nick Park's plasticine animals. Kept me amused all day.

Mark Thornton helped out again with a slower time than me on test 3, but it was Ian Chapman who was really in the wars. Two washouts in the first run didn't help the ANCC 'A' Team's cause – he'd had a bad morning before getting to Rufforth.

After the first run I had time to reflect on my performance. The biggest problem seemed to be selecting gears (or at least the right ones!). This was losing me both time and momentum as I struggled to remember where first and reverse was. One thing that might save me time was chucking the car at as many reverse gates as I could. They were wide enough and leaving it in first would save me time fumbling for gears. This strategy saved me time on some tests with the added bonus of looking like I knew what I was doing. To be honest the car was quite flattering. When you get it right it just does everything it's supposed to do.

For the second run Gordon Holmes' tonneau cover was commandeered to pack behind the seat so I could reach the clutch pedal easier. By now the rain had started and I was thankful I'd brought the waterproofs.

Steve went missing for a couple of tests to help out ANCC 'A' Team competitor Ken Sturdy whose power steering was playing up. Thankfully they got it fixed.

The second set of tests were a mixed bag for me, some were quicker, some slower and I was definitely last in our class. The main problem was still remembering where the gears were. Meanwhile, Dave Mosey was doing his usual job of setting quickest times but, despite his efforts, our 'A' Team was languishing in 3rd. Pacesetters at this point were the AWMMC Team of Roger Holder, Gavin Dickson and Dave 'Plasticine Mouth' Cook all being kept honest by the WAMC Team of Duncan Stevens, Gordon Holmes and Lee Matthews who were not far behind.

During the food break I decided some help was needed to overcome the gear selection problem. To this end I taped two pieces of paper to the dashboard with '← REV' and '1ST→' in a vain attempt to aid my fuddled brain. Such was the intensity of thinking how to drive the car I was hesitating on some tests, wondering where to go next. Thankfully Steve was nearby and able to shout instructions. During the break I also became aware of much pain in my left elbow. On inspection I discovered a very large red area caused by the edge of transmission tunnel. As the skin was about to let go and disgorge the blood content of my body, I decided to strap a thick garage glove to it with insulating tape. The right elbow had stopped hurting after Steve told me to hold it out at 90° while I was driving. Very complicated business driving these Sylva Strikers.

The injured Ben Morten turned up to watch during the afternoon. He looked in pain just walking around. So much so, he had to phone someone to come and drive his car back home (hopefully not the same person who rolled one the previous week!).

By the time we started the third run the rain was set in and conditions in an open car were becoming - lets say interesting. Test 10 required a reverse through two gates then flicking the car round forward after the second one - and the Sylva Striker did flick round well. Powering through he second gate I cranked the wheel round and the long car gracefully swapped ends as I grabbed first gear for the next 180° cone. I was suddenly aware of some movement above me. I looked up and saw something that looked black and was going to hit me in the face. Too late to avoid it, a great glob of water, gathered up by the front wheel as it was going sideways then flicked high in the air, hit me full in the face! I spat out what I didn't want whilst trying to remember the sequence for getting the car round a 180° cone. However, I didn't get rid of the grit content of this free drink. I remember crunching the stuff round the rest of the test. Now I know what they

mean by the phrase, "He drove with gritted teeth."

Test 12 had an interesting manoeuvre in it. A gate approached forward, but with a reverse stop astride then forward off the line, turning through 180° and driving back through the gate to the next bit of the test. Steve and I had discussed it earlier in the day 'cos it was effectively a 360° turn with the rear wheels swiped over the line (look, I'll draw it next time I see you, okay?). On my first two runs I'd taken the conservative approach, throwing the car left, stopping on the line then powering out right and back through the gate. I watched Steve on the third run as he approached from the right, swiped the rear wheels over the line and kept the turn going to perform a perfect 360° and exit through the gate. Now my philosophy in life is, whatever someone else can do, logically I should be able to do it too. If at the time I'd remembered the countless watches, clocks, cameras and a Mini gearbox I'd tried to mend over the years, that philosophy might not have stood up. Mercifully I'm also blessed with a fishes memory span – now where was I? Oh yes – test 12. Taking a wide line I approached the gate as Steve had done, got as close to the line as I dared and went for the 360°. A quick look over my shoulder as the car went round confirmed the rear wheels had crossed the line, kept the power on and drove back through the gate. Not only did that go well, but the last manoeuvre before the end of the test is a reverse through another gate then flick the front over the finish line. Not a problem in Heepy, but a little advanced for my first time in a rear-wheel-drive car. This time, however, I got all the gears right, reversed through the last gate and flicked the wheel round to bring the car perfectly to a halt across the finish line. Ken Sturdy was stood watching and said I was the most surprised person that the flick over the line worked. It was also accompanied by a 'Nick Park' smile! Ken asked me later if I'd swiped the line on the 360° gate, he looked a bit surprised that I had. It also gave me a time 7 tenths of a second quicker than his.

By the fourth and last run of the day I was getting some fairly respectable times, but too much time had been lost earlier whilst trying to acclimatise to the car. I ended last in Class C, but managed to beat 5 other people in the event. Trevor Ferguson took first in our class with Steve just missing 2nd by 9 tenths of a second from Gordon Holmes, who got his tonneau cover back. AWMCM took the top team prize, so we'll be driving down to the West Midlands next year as they'll be hosts. WAMC were 2nd team, some 32 seconds collectively behind and, despite Dave Mosey taking FTD, the ANCC 'A' Team finished a comfortable third. Steve, along with Adele Mosey and Jon Graves, took the ANCC 'B' Team to 6th.

I was just happy to get into the Rufforth clubhouse out of the pitting rain for the presentation. Some excellent 'snap' had been laid on and I was also able to collect an award for Best 'C' Team, which was a bit of a surprise. Pity my two teammates Henry Moorhouse and Richard Egger had gone home.

The evening shower to remove the grit from my ears and hair also revealed how dangerous motor sport can be. Bruised elbows, bruised ribs and aches in places I didn't even know I had! The current Mrs Everingham wanted to know just *what* I'd been doing with this 'Sylvia' all day.

Many thanks to Steve for a great driving experience and for trusting me with his beloved machine. Mind you, he lets Ben drive it doesn't he? He's asked for a copy of this for their club Mag and I know he'll take my comments about the car in good spirit (or I'm dead meat at the next event!). I did think about the switch to rear-wheel-drive during the following week and even turned down an offer of a car from Bob Baker on the day, but after 30 odd years in Mini's I'm not sure if this old dog can learn all the new tricks. It was also interesting to see the number of drivers who wanted a 'go' in the car at the end of the day.

St Wilfred's Rally 6/7 August 2005

By Roger Stoneley

After talking with Claire Wilson about doing the event, an entry was placed. We were seeded at 47, which wasn't too bad, as I'd only done one event as a driver and Claire hadn't done one since the VK Rally in April.

I met up with the rest of the Beverley bunch on Arras Hill then went on to collect Claire who was being dropped off by Alistair Crosby and his navigator at the garden centre on the A59 York.

Noise check and scrutineering were carried out at Moor Monkton Garage without problems then we fuelled up before signing on at Ripon Motor Club's clubhouse. After plotting the Blackspot's and Quiet's we settled down for the long laborious wait to get started. A lengthy run out up the A1 to Richmond preceded a 20 minute wait in a holding park in the town centre before we were allowed into NTC2.

Our start time of 00.33 took us from the north of Richmond to NTC5 via a set of spot heights. Claire plotted these very quickly and we were able to get in some quick rallying. Some brilliant navigating and press-on driving allowed us to clean these sections. After NTC5 we encountered a series of crests and dips. Some were arrowed, some weren't, which caught us out a bit. It was like a roller coaster ride during which, we caught and passed a historic Alfa. That made us feel good. This section also included some map references and not-as-map's, it was one of these that caused me to reverse into a post, breaking the rear fog light. After that we stopped to finish plotting.

Waiting at the next control, Claire told me we needed a white on the left. The marshal commented that it was a bit rough, which was nowhere near the truth and neither was the Foreword in the regs, which stated 'Classic North Yorkshire roads and smooth whites.' I managed to avoid most of the ruts, but one caught me out. This launched the car into the air followed by a nosedive. There was

a loud bang followed by a ticking noise. We carried on the two miles to the end of the white then skipped the next two controls heading straight to NTC12. An inspection revealed a large dent in the sump, which marked the end of our rally. Claire plotted us back to Ripon where we spent the rest of the night asleep in the car (Try explaining *that* to the wife - Ed.).

After breakfast Andy Beaumont advised me not to drive the car home for fear of wearing a hole in the sump and losing all the oil. Claire tried using her RAC recovery, but found she wasn't covered. They did offer to take us home at a cost of £200! John Turnbull came to our rescue, collecting a trailer from work then taking the car home. This took 6 hours travelling to Hull then Ripon and back to Hull, including 45 minutes stuck in a traffic jam in York.

Many thanks to Claire, who was doing a great job until my mishap. And a big thank you to John for his very kind help, it must have ruined his Sunday, but he never said.

I'll be looking forward to my next event when the repair is sorted. Further inspection showed a definite dent right at the back of the sump near the drain plug. Whilst the knock hadn't dislodged it, the oil pick-up pipe had moved and was catching on the crank. I managed to procure another sump, thanks to my son and Rob, but had to order a new pick-up pipe from Dixons. They didn't have one in stock and no one in the UK did either. It took 14 days to get one from Germany - more waiting. I'm getting impatient now, as I seem to have got the driving bug!

Nova Parts for sale.

Ian Jemison prepared shell comp with doors, bonnet, hatch, bumpers, dash, lights & loom.	£900.00
1.6 motor, flowed REM bottom bolts, Solid lifters	£300.00
Atkinson motos inlet for twin 40/45's	£100.00
Twin 40's	£285.00
Twin 45's	£340.00
60% plate type LSD	£425.00
Hockley 4.8 final drive CW&P	£150.00
Exhaust manifold	£ 80.00
Pair Rear 127lb coil over shocks	£275.00
Rear disc conversion c/w callipers & discs	£ 85.00
Gp A Front uniballs with pins	£200.00
5 x TH Compomotive 6 x 14 alloys	£ 50.00 ea
Gp A wheel stud kit with nuts	£70.00
F13 gearbox (standard)	£125.00
4 Pot front brakes discs (Willwood)	£350.00
Sparco semi dished steering wheel & nova boss	£125.00 as new
Sparco Rev (light blue) with Adj mount	£225.00 as new
Sparco Pro2000 (dark blue) with Adj mount	£225.00 as new
Graytronics intercom	£ 40.00
Graytronics Road set (peltor)	£ 40.00
Bilstein Quicklift Jack (new - not doctored)	£ 90.00
Brantz Int2 tripmeter	£150.00
Driver's digi speedo for above	£ 40.00
Pair K&N challenger filters 160 x180 x 50mm thick	£ 40.00
Pair XR foam filters	£ 20.00
For more information ring 01482 813126 or 07773 785267	

Yorkshire League Overall Results 2005

		Round										
		1	2	3	4	5	6	7	8	9	10	Total
1	Ilkley	233.2	196.7	234.8	280.0	263.3	124.0	43.3				1375.3
2	YSCC	71.9	164.4	60.0	136.7	95.0	262.1	76.7				866.8
3	Airedale and Pennine	10.0	94.4	188.3	130.0	125.0	283.4	10.0				841.2
4	Sheffield and Hallamshire	258.2	241.1	41.9	138.3	0.0	140.6	0.0				820.2
5	North Humberside	256.2	10.0	291.6	0.0	0.0	194.0	0.0				751.8
6	Huddersfield	163.3	0.0	236.2	0.0	45.0	183.8	113.3				741.7
7	Ripon MC	288.4	0.0	159.8	0.0	0.0	56.2	0.0				504.4
8	York	105.7	0.0	216.9	0.0	0.0	173.1	0.0				495.7
9	Trackrod	257.3	0.0	186.0	0.0	0.0	0.0	0.0				443.3
10	Malton	115.5	0.0	217.9	0.0	0.0	0.0	0.0				333.4
11	Beverley	5.0	0.0	166.0	71.7	0.0	0.0	43.3				286.0
12	Wakefield	0.0	0.0	65.0	0.0	0.0	163.5	0.0				228.5
13	Selby &DMC	52.9	174.4	0.0	0.0	0.0	0.0	0.0				227.3
14	Slaithwaite	0.0	0.0	0.0	0.0	0.0	211.8	0.0				211.8
15	Delacy MC	0.0	0.0	72.5	0.0	0.0	71.5	0.0				144.0
16	David Brown	0.0	0.0	0.0	0.0	0.0	135.4	0.0				135.4
17	Keighley	0.0	0.0	55.0	0.0	0.0	65.2	0.0				120.2
18	Alwoodley	0.0	0.0	0.0	0.0	0.0	0.0	86.7				86.7



Beverley & District Motor Club

Club Night Events



Date	Event	Organiser	Phone Number
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

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)	101D1	928645	Results
6	6th October 2005 Grovehill Rally	Mark Edwards	07813 182123	101D1, 107 <u>C1</u>	01955660	Armstrong Massey Driffield
7	20th October 2005 Westwood Rally	Graham Gardner	07971 236078 (M)	106 <u>C1</u>	800474	Wellington Oak on A1079
8	3rd November 2005 Cottingham MOT Centre Rally	Mike Petch	01482 446539 (H) 01482 562191 (W)	100 <u>C2</u> , 101D1	93256485	Triton Inn, Sledmere
9	8th December 2005 JMJ Woodworking Rally	Mike Ogram	01482 213917 (W)	107 <u>C1</u>		

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	James Everard	M	M	6	6	6					18
3	Andy Beaumont	5	5	4	M	M					14
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
9	Lee Curtis	M	M		M	1					1
-	Andy Stewart	M	M	M	0						0

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	Tom Adamson	3			4						7
5	John Turnbull		T		3	4					7
7	Mark Edwards	M	4		0						4
8	Jennie Edwards			3							3
9	Chris Dunn	M				2					2
10	Roger Stoneley	O	M	M	M	1					1
-	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	Andy Stewart	M	M	M		5					5

Navigators

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Matthew Atkinson	5	O	5	5	4					19
2	Ian Gibbins	6	T	6	M	6					18
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.

Declaration of Revocation by John Cleese

To the citizens of the United States of America, in the light of your failure to elect a competent President of the USA and thus to govern yourselves, we hereby give notice of the revocation of your independence, effective today.

Her Sovereign Majesty Queen Elizabeth II will resume monarchical duties over all states, commonwealths and other territories.

Except Utah, which she does not fancy.

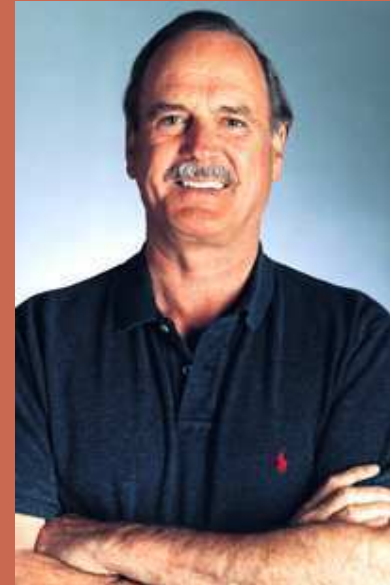
Your new Prime Minister (The Right Honourable Tony Blair, MP for the 97.85% of you who have until now been unaware that there is a world outside your borders) will appoint a Minister for America without the need for further elections.

Congress and the Senate will be disbanded.

A questionnaire will be circulated next year to determine whether any of you noticed. To aid in the transition to a British Crown Dependency, the following rules are introduced with immediate effect:

1. You should look up "revocation" in the Oxford English Dictionary. Then look up "aluminium." Check the pronunciation guide. You will be amazed at just how wrongly you have been pronouncing it.

The letter 'U' will be reinstated in words such as 'favour' and 'neighbour'; skipping the letter 'U' is nothing more than laziness on your part. Likewise, you will learn to spell 'doughnut' without skipping half the letters.



You will end your love affair with the letter 'Z' (pronounced 'zed' not 'zee') and the suffix "ize" will be replaced by the suffix "ise."

You will learn that the suffix 'burgh' is pronounced 'burra' e.g. Edinburgh. You are welcome to re-spell Pittsburgh as 'Pittsberg' if you can't cope with correct pronunciation.

Generally, you should raise your vocabulary to acceptable levels. Look up "vocabulary." Using the same thirty seven words interspersed with filler noises such as "uhh", "like", and "you know" is an unacceptable and inefficient form of communication.

Look up "interspersed."

There will be no more 'bleeps' in the Jerry Springer show. If you're not old

enough to cope with bad language then you shouldn't have chat shows. When you learn to develop your vocabulary, then you won't have to use bad language as often.

2. There is no such thing as "US English." We will let Microsoft know on your behalf. The Microsoft spell-checker will be adjusted to take account of the reinstated letter 'u' and the elimination of "-ize."

3. You should learn to distinguish the English and Australian accents. It really isn't that hard. English accents are not limited to cockney, upper-class twit or Mancunian (Daphne in Frasier).

You will also have to learn how to understand regional accents --- Scottish dramas such as "Taggart" will no longer be broadcast with subtitles.

While we're talking about regions, you must learn that there is no such place as Devonshire in England. The name of the county is "Devon." If you persist in calling it Devonshire, all American States will become "shires" e.g. Texasshire, Floridashire, Louisianashire.

4. Hollywood will be required occasionally to cast English actors as the good guys. Hollywood will be required to cast English actors to play English characters.

British sit-coms such as "Men Behaving Badly" or "Red Dwarf" will not be re-cast and watered down for a wishy-washy American audience who can't cope with the humour of occasional political incorrectness.

5. You should relearn your original national anthem, "God Save The Queen", but only after fully carrying out task 1. We would not want you to get confused and give up half way through.

6. You should stop playing American "football." There is only one kind of football. What you refer to as American "football" is not a very good game.

The 2.15% of you who are aware that there is a world outside your borders may have noticed that no one else plays "American" football. You will no longer be allowed to play it, and should instead play proper football.

Initially, it would be best if you played with the girls. It is a difficult game. Those of you brave enough will, in time, be allowed to play rugby (which is similar to American "football", but does not involve stopping for a rest every twenty seconds or wearing full kevlar body armour like nancies).

We are hoping to get together at least a US Rugby sevens side by 2005.

You should stop playing baseball. It is not reasonable to host an event called the 'World Series' for a game which is not played outside of America. Since only 2.15% of you are aware that there is a world beyond your borders, your error is understandable. Instead of baseball, you will be allowed to play a girls' game called "rounders," which is baseball without fancy team strip, oversized gloves, collector cards or hotdogs.

7. You will no longer be allowed to own or carry guns. You will no longer be allowed to own or carry anything more dangerous in public than a vegetable peeler. Because we don't believe you are sensible enough to handle potentially dangerous items, you will require a permit if you wish to carry a vegetable peeler in public.

8. July 4th is no longer a public holiday. November 2nd will be a new national holiday, but only in England. It will be called "Indecisive Day."

9. All American cars are hereby banned. They are crap, and it is for your own good. When we show you German cars, you will understand what we mean.

All road intersections will be replaced with roundabouts. You will start driving on the left with immediate effect. At the same time, you will go metric with immediate effect and without the benefit of conversion tables. Roundabouts and metrication will help you understand the British sense of humour.

10. You will learn to make real chips. Those things you call 'French fries' are not real chips. Fries aren't even French, they are Belgian though 97.85% of you (including the guy who discovered fries while in Europe) are not aware of a country called Belgium. Those things you insist on calling potato chips are properly called "crisps." Real chips are thick cut and fried in animal fat. The traditional accompaniment to chips is beer which should be served warm and flat.

Waitresses will be trained to be more aggressive with customers.

11. As a sign of penance 5 grams of sea salt per cup will be added to all tea made within the Commonwealth of Massachusetts, this quantity to be doubled for tea made within the city of Boston itself.

12. The cold tasteless stuff you insist on calling "beer" is not actually beer at all, it is lager . From November 1st only proper British Bitter will be referred to as "beer," and European brews of known and accepted provenance will be referred to as "Lager." The substances formerly known as "American Beer" will henceforth be referred to as "Near-Frozen Gnat's Urine," with the exception of the product of the American Budweiser company whose product will be referred to as "Weak Near-Frozen Gnat's Urine." This will allow true Budweiser (as manufactured for the last 1000 years in the Czech Republic) to be sold without risk of confusion.

13. From November 10th the UK will harmonise petrol (or "gasoline," as you will be permitted to keep calling it

until April 1st 2005) prices with the former USA. The UK will harmonise its prices to those of the former USA and the Former USA will, in return, adopt UK petrol prices (roughly \$6/US gallon -- get used to it).

14. You will learn to resolve personal issues without using guns, lawyers or therapists. The fact that you need so many lawyers and therapists shows that you're not adult enough to be independent. Guns should only be handled by

adults. If you're not adult enough to sort things out without suing someone or speaking to a therapist, then you're not grown up enough to handle a gun.

15. Please tell us who killed JFK. It's been driving us crazy.

16. Tax collectors from Her Majesty's Government will be with you shortly to ensure the acquisition of all revenues due (backdated to 1776).

Thank you for your co-operation.

Beverley District Motor Club Thursday Night Championship 2000

						FREE	AGM	Pete Anable 12 Car	FREE	S.E.S. 12 Car	Andy's Quiz	Spectrum 12 Car
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	
1	1	Mike Petch		88			Ent		1st	3rd	5th	
2	2	Matthew Atkinson		78			2nd		Org		4th	
3	3	Roger Stoneley		65			Org		Ast	2nd	Ast	
4	4	Graham Gardner		52			3rd		2nd	1st	3rd	
5	5	Mark Edwards		50			Ast		4th	Ent	Ent	
6	6	Ian Gibbins		49			1st		Ast		1st	
7	7	Andy Beaumont		48			4th		3rd		Ent	
8	8	Dan Robinson		45			1st			Ent	1st	
9	9	Howard Everingham		37			Ent		1st		5th	
10	10	Ben Blanchard		33			4th		3rd		Ent	
11	11=	Andy Stewart		32			Ast		Ast	Ent	Ast	
12	11=	Claire Wilson		32			5th		5th			
13	13	John Turnbull		28					Ast			
14	14	Philip Stoneley		27			Ast		Ast	6th	Ast	
15	15	Gavin Smith		26			3rd		2nd		3rd	
16	16	James Everard		24			Ast		Ast		2nd	
17	17	Sheron Gibbins		23								
18	18	Rob Knowles		19						6th		
19	19=	Dave Jobling		18			Ast				2nd	
20	19=	Graeme Potter		18			Ast		Ast	4th	Ast	
21	21=	Alex Petch JNR		15								
22	21=	Chris Sorel		15								
23	23=	Andrea Atkinson		14								
24	23=	Jenny Edwards		14						Ent	Ent	
25	23=	Lee Curtis		14			Ast		Ast			
26	26	Mike Ogram		13			6th				6th	
27	27=	Deg Burton		12			2nd				4th	
28	27=	Matt Blood		12			Ast				Org	
29	27=	Phil Burton		12			6th				6th	
30	30=	Chris Dunn		9			Ast		4th	5th		
31	30=	Lewis Petch JNR		9								
32	32=	Lucy Atkinson JNR		8								
33	32=	Tom Atkinson JNR		8								
34	34=	Alistair Crosby		7			5th		5th			
35	34=	Amy Atkinson JNR		7								
36	36	Carl Briggs		6								
37	37=	Caroline Gibbins		5								
38	37=	Janie Potter		5								
39	37=	Mark Potter JNR		5								
40	37=	Nick Everard		5								
41	41	Linda Stoneley		4								
42	42	Mike Smith		3								
43	43=	Andrew Howden		2							Ast	
44	43=	Andy Carter		2								
45	43=	Angela Cammish		2							Ast	
46	43=	Caroline Robinson		2								
47	43=	Dave Rushforth		2							Ast	
48	43=	Jacob JNR		2								
49	43=	Jo Briggs		2								
50	43=	Jon Vine		2			Ent					
51	43=	Kevin Parker		2							Ast	
52	43=	Martin Ormond		2			Ast					
53	43=	Tom Adamson		2			Ent					
54	54=	Andrew R JNR		1								
55	54=	Andrew Jenkinson		1								
56	54=	Carl Cooper		1								
57	54=	Daniel Blood JNR		1								
58	54=	Ian Sargent		1								
59	54=	Lorraine Petch		1								
60	54=	Lucy		1								

Beverley District Motor Club Thursday Night Championship 2000

	T TOP -GG	Buccaneer 12 Car	Matthew's Quiz	Curtis 12 Car	FREE	Graham's Quiz	Mark's Table Top	Scalextric	Easter Extravaganza	Jobling Table Top	Piston Broke Treasure Hunt
Competitor	24-Feb-05	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
Mike Petch	2nd	5th	2nd	Ast		3rd	2nd	3rd	4th	2nd	
Matthew Atkinson	1st	4th	Org	Ent		1st	1st	6th	6th	1st	
Roger Stoneley	6th	Ast	3rd	Ent		3rd	4th	5th	3rd	3rd	2nd
Graham Gardner	Org	2nd		2nd		Org	3rd				
Mark Edwards	3rd	Ent	2nd	Ent		6th	Org	4th	Ent	4th	1st
Ian Gibbins		Ast		1st				5th	Org		Org
Andy Beaumont		Ast	1st	Ast		2nd	5th	5th			
Dan Robinson		Ast	1st	1st		Ent		6th	2nd		3rd
Howard Everingham		5th	2nd	Ast		5th		5th			
Ben Blanchard	4th	Ent		5th		Ent	6th	6th	Ent	5th	4th
Andy Stewart		Ent	3rd	4th			5th	6th	Ent	6th	
Claire Wilson		Ast		6th			5th	6th	Ent		
John Turnbull	4th	Ent		5th		Ent	6th		5th		
Philip Stoneley	5th	Ast	5th	Ast		Ent	Ent			Ent	
Gavin Smith		2nd	4th	2nd							
James Everard		1st		2nd				6th			
Sheron Gibbins		Ast							Ast		Ast
Rob Knowles	5th	Ast	5th	Ast		Ent	Ent				
Dave Jobling		1st		2nd							
Graeme Potter		Org									
Alex Petch JNR								1st	Ent		
Chris Sorel		3rd				3rd	Ent	6th	Ent	Ent	
Andrea Atkinson			Ast						Ent		
Jenny Edwards			2nd			6th	Ent				1st
Lee Curtis		Ast	6th	Ent				6th			
Mike Ogram		3rd		4th							
Deg Burton		4th		Ent							
Matt Blood									1st		
Phil Burton		3rd									
Chris Dunn		Ent		Ent							
Lewis Petch JNR									Ent		
Lucy Atkinson JNR									Ent		
Tom Atkinson JNR									Ent		
Alistair Crosby		Ast		6th							
Amy Atkinson JNR									Ent		
Carl Briggs				Org							
Caroline Gibbins									Ent		3rd
Janie Potter											
Mark Potter JNR											
Nick Everard								2nd			
Linda Stoneley											
Mike Smith		4th									
Andrew Howden											
Andy Carter				Ast							
Angela Cammish											
Caroline Robinson											
Dave Rushforth											
Jacob JNR									Ent		
Jo Briggs				Ast							
Jon Vine		6th									
Kevin Parker											
Martin Ormond											
Tom Adamson		6th									
Andrew R JNR									Ent		
Andrew Jenkinson									Ent		
Carl Cooper			6th								
Daniel Blood JNR									Ent		
Ian Sargent									Ent		
Lorraine Petch											
Lucy		Ent									

Beverley District Motor Club Thursday Night Championship 2000

	Roger's Table Top	Mark & Jenny's Treasure Hunt	Gymkhana		Graham Gardner Treasure Hunt			Films		Matthew Table Top	Matthew Treasure Hunt	HowardsQuiz	Claire's Treasure Hunt
Competitor	12-May-05	19-May-05	26-May-05	02-Jun-05	09-Jun-05	16-Jun-05	23-Jun-05	30-Jun-05	07-Jul-05	14-Jul-05	21-Jul-05	28-Jul-05	11-Aug-05
Mike Petch	2nd	3rd	1st		3rd					1st	4th	2nd	Ent
Matthew Atkinson	1st	5th			2nd					Org	Org	3rd	3rd
Roger Stoneley	Org		Ent		4th					4th	5th	4th	Ent
Graham Gardner	3rd	6th			Org								
Mark Edwards		1st	Ent								6th		
Ian Gibbins					1st						1st		2nd
Andy Beaumont	6th	Org	2nd									1st	5th
Dan Robinson		2nd										5th	
Howard Everingham			5th								4th	Org	
Ben Blanchard		3rd	4th										
Andy Stewart	Ent		3rd							5th		4th	5th
Claire Wilson	4th	Ast			6th					2nd	3rd		Org
John Turnbull	5th	Ent	Ent		6th					6th	3rd		1st
Philip Stoneley		Ent			5th					3rd		6th	6th
Gavin Smith													
James Everard		4th											
<i>Sheron Gibbins</i>					1st						1st		2nd
Rob Knowles					5th					3rd		6th	6th
Dave Jobling													
Graeme Potter											2nd		
Alex Petch JNR												2nd	Ent
Chris Sorel		4th											
<i>Andrea Atkinson</i>					2nd						Ast		3rd
<i>Jenny Edwards</i>			Ent										
Lee Curtis		4th			5th								
Mike Ogram		3rd											
Deg Burton													
Matt Blood													
Phil Burton		1st											
Chris Dunn													
Lewis Petch JNR					3rd						4th		Ent
<i>Lucy Atkinson JNR</i>		Ent			4th								4th
Tom Atkinson JNR		Ent			4th								4th
Alistair Crosby										Ent/NM			Ent/NM
Amy Atkinson JNR					4th								4th
Carl Briggs		5th											
<i>Caroline Gibbins</i>													
<i>Janie Potter</i>											2nd		
Mark Potter JNR											2nd		
Nick Everard													
<i>Linda Stoneley</i>			Ent		4th								
Mike Smith													
Andrew Howden													
Andy Carter													
<i>Angela Cammish</i>													
<i>Caroline Robinson</i>												5th	
Dave Rushforth													
Jacob JNR		Ent											
Jo Briggs													
Jon Vine													
Kevin Parker													
Martin Ormond													
Tom Adamson													
Andrew R JNR													
Andrew Jenkinson													
Carl Cooper													
Daniel Blood JNR													
Ian Sargent													
<i>Lorraine Petch</i>													Ent
<i>Lucy</i>													

Beverley District Motor Club Thursday Night Championship 2000

	Computer Games	Scalextric Rallysprint									
Competitor	18-Aug-05	01-Sep-05	08-Sep-05	15-Sep-05	22-Sep-05	06-Oct-05	13-Oct-05	20-Oct-05	03-Nov-05	17-Nov-05	24-Nov-05
Mike Petch		1st									
Matthew Atkinson											
Roger Stoneley		2nd									
Graham Gardner											
Mark Edwards	Org	6th									
Ian Gibbins											
Andy Beaumont		4th									
Dan Robinson											
Howard Everingham		3rd									
Ben Blanchard											
Andy Stewart											
Claire Wilson											
John Turnbull											
Philip Stoneley											
Gavin Smith											
James Everard											
<i>Sheron Gibbins</i>											
Rob Knowles											
Dave Jobling											
Graeme Potter											
Alex Petch JNR		5th									
Chris Sorel											
<i>Andrea Atkinson</i>											
<i>Jenny Edwards</i>											
Lee Curtis											
Mike Ogram											
Deg Burton											
Matt Blood											
Phil Burton											
Chris Dunn											
Lewis Petch JNR											
<i>Lucy Atkinson JNR</i>											
Tom Atkinson JNR											
Alistair Crosby											
Amy Atkinson JNR											
Carl Briggs											
<i>Caroline Gibbins</i>											
<i>Janie Potter</i>											
Mark Potter JNR											
Nick Everard											
<i>Linda Stoneley</i>											
Mike Smith											
Andrew Howden											
Andy Carter											
<i>Angela Cammish</i>											
<i>Caroline Robinson</i>											
Dave Rushforth											
Jacob JNR											
Jo Briggs											
Jon Vine											
Kevin Parker											
Martin Ormond											
Tom Adamson											
Andrew R JNR											
Andrew Jenkinson											
Carl Cooper											
Daniel Blood JNR											
Ian Sargent											
<i>Lorraine Petch</i>											
<i>Lucy</i>											

Pos	Name	Club	Sha Trop	Bru Rob	Rye Trop	Dert	Dan	Men	Thre Swa	St Wilf	Wes	Cos	Bea	CSM	Marsha Points	TOTAL (Best 8)	Score
1	Ian Gibbins	Beverley	m1	35	16	25	35	24	31	29					25	220	8
2	Michael Ogram	Beverley	34	19	33	29	28	27	18	24						212	8
3	Mick Fern	Matlock	19	m1	32	13		19	22	31					25	161	7
4	Dan Spittlehouse	Lincs Louth	1	28	28	8	24	33	28	10						160	8
5	Iain Tullie	Ilkley	32		31	1	33	21	m1	12					25	155	7
6	David Taylor	Ilkley	26	25	26		29	11	14	18						149	7
7	Roger Hage	Eastwood		1	35	20	m1		33	33					25	147	6
8	Paul Taylor	Whitby	24	14	19	33		30	16	9						145	7
9	David Dimbleby	Beverley		m1	26	m2	30		24	21					35	136	5
10	Richard Hage	Eastwood		32		17			35	35						119	4
11	Richard Wilson	Ripon	22	31	9	1	18	1	11	m1					25	118	8
12	Alan Edwards	Tynemouth	17	m1	5	10	13	14	12	5					25	101	8
13	Stephen Taylor	Ripon	26	m1	16				17	8					25	92	5
13	Mike Petch	Beverley		m1		29			27	11					25	92	4
15	John Tubman	Stockton			m1	m2	33		19						35	87	3
16	Ian Beech	Lindholme	18	18	1	m1	m2		14						35	86	5
17	Ian Poulson	Clitheroe	m1		11	10	14	15		1					25	76	6
18	Bill Parkin	Lindholme	15	9	14		m1			12					25	75	5
19	John Thornton	York / Selby			24		20		m1	5					25	74	4
20	David Wilkinson	Lincs Louth		21	1	14	16	14		1						67	6
21	Lee Burgess	Mid Derbyshire		m1	14	1				26					25	66	4
22	Graham Raeburn	Knutsford		8		35		6		16						65	4
23	Dave Jobling	Beverley		12			26		23							61	3
24	Peter Reeson	Eastwood		7	8	15	16			14						60	5
25	Heather Grisedale	Eden Valley	20		15			22								57	3
26	Claire Wilson	Beverley		8	1	11	m1		m2	1					35	56	5
27	Bob Hargeaves	Furness	28		11	7		9								55	4
28	John Chadwick	Eastwood		m1	7	5	m2		1	5					35	53	5
29	David Wilson	Lindholme		15	1	m1	m2								35	51	3
30	Charlie Tynan	Hadrian	30			6			8							44	3
31	Glyn Byard	Mid Derbyshire		1	12	13				13						39	4
32	Roger Stoneley	Beverley		13			14		11							38	3
33	Graeme Potter	Beverley		10	10		10		7							37	4
34	Ian Faulkner	Lincoln		15			21									36	2
34	Glyn Casey	Ripon				1	m1		m2						35	36	2
36	Adam Roper	Ripon		m1						m2					35	35	1
37	Richard Holdsworth	Whickham	m1												25	25	1
37	Steve Pashley	Rotherham		m1											25	25	1
37	Angela Cammish	Beverley							m1						25	25	1
40	John Turnbull	Beverley							12	11						23	2
41	Dave Broadley	Lincs Louth			22											22	1
42	Chris Roper	Hadrian	12													12	1
43	Mark Edwards	Beverley			11											11	1
44	Andrew Gibson	Whickham	1													1	1