

Wheels

November 2006



Editorial November 2006

Never actually thought this day would come, but here I am penning my last 'Wheels Bi-Annually.' The hint in the last Mag has now come true. The Club and its members need a regular update of information about what's going on, what's coming up and who's been doing what. Petchy has offered to take on the role of Editor and quite frankly the Club deserves a better reporting service than you've been getting of late. This will be confirmed at the AGM on 30 November unless anyone else decides they want to take on the Editor's mantle.

Now that the Autotest season is over I can safely say that Heepy has behaved himself admirably this year. Out of the 20 events started I've only had to retire from one. That was on the 2nd of two back-to-back BTRDA events on 3rd /4th June at Hatfield when reverse gear broke. I actually missed more events through attending weddings this year! The result of all this activity was 2nd to the 1600 Nova of Carl Sams in the BTRDA Bronze Star by one point. But for weddings, the outcome could've been reversed. In the Silver Star category I tied on 72 points with my pal Dave Goodlad who pushed me down to 4th by securing a class win earlier in the year than me. In the Class B (big engine Mini saloons) Championship, I again had to be content with second place - this time to Anthony Preston. He just pipped me to it by 3 points. But the hardest result to swallow was equal first in the ANCC Championship with Steve Morten. I haven't won this outright since 1998 and when I checked the tie-break rules it gave Steve the Championship because he notched up a class win before I did. Doh! Definitely a good year's sport though.

So now I need to get down to some serious modifying during the winter. Top autotest bloke Dave Mosey reckons Heepy is too heavy and that's what I'll be concentrating on over the coming months. Paintwork could do with

tarting up too, Heepy's living up to his name at the moment - anyone seen Tim Rodgers recently?

Here's a consumer report you might like to know about. In October 2005 I had to replace Heepy's steering rack after the current one, a reconditioned unit, threw a tooth in Wolverhampton. It had provided many years of good service though. As they're a pig to fit, I thought a brand new one was the right way to go and would probably see me out. Minispare supplied a Quinton Hazel rack that was fitted fairly easily as the engine was out and being rebuilt for the umpteenth time last year. All was well until I was pushing Heepy back into the garage after some minor fettling in August this year and heard a clunk every time I turned the steering wheel. Some lengthy investigations later revealed a degree of slack in the N/S inboard joint in the steering rack. Somewhat annoyed I began a long chain of phone calls, first to Minispare who informed me the warranty only lasted 6 months. Then I rang a number of Quinton Hazel establishments throughout the UK to see if the joint could be adjusted. One of the numbers I rang was their Marketing department, who seemed not a bit bothered that the rack had failed in such a short time. Eventually they put me through to a bloke in Birmingham at the workshop where they recondition old steering racks. He was the only one who gave me any constructive advice - throw the bloody thing away and buy a recon unit! He told me Quinton Hazel guarantee their reconditioned ones for two years, but a brand new one only gets 6 months. It probably ensures a constant supply of duff racks for their workshop! I bought a recon one locally for half the price of Quinton Hazel's new one, but unfortunately took about 5 hours to replace. Like I said, they're a bugger to fit!

Most of you will have heard about the Metro that Mark Edwards and I bought to do the

Yorkshire League Championship PCT's. In case you didn't know, none of the planned PCT's actually ran and the Metro has just been sitting on Mark's drive since its purchase. But finally were getting a chance to see whether it was worth the £60 we paid for it (44,000 miles, one careful owner - so far!). The final Yorkshire League event of 2006 is on 10 December and will be an Autosolo, which apparently is an autotest with out any reversing. However, cars must be taxed, MOT'd, insured and driven to the event. No guarantee whether it'll be fit to drive home again afterwards though! Were taking the trailer just in case. If anyone's looking for a little runaround, it'll be on sale after the event - a kill at £60.

So what have we got for you in this issue then? Rally reports from regular contributor Petchy, an endurance rally from Andy Stewart and, following startling revelations in the previous issue, more rallying from Roger Stoneley. Y'see some people just can't keep away from the sport. There's also a hot-off-the-press report on the highly successful Beaver Rally, which ran last weekend. Some funnies from regular writer's Angela Cammish, Heepy builder Roy Heath and, just to prove he still loves us, Graham Gardner. I've even managed to prise a final report from our elusive Chairman. Getchyer copy now!

Here's one for you. I was waiting at a set of traffic lights recently and was graphically reminded of the Government campaign many years ago encouraging us not to be 'Amber Gamblers' or, if you lived in Hull where coherent speech was at a premium - Ambler Gamblers. This was aimed at motorists driving through when the traffic lights changed from green to amber. Oh how times change! You're lucky if the buggers stop at red these days. To quote Jasper Carrot's Hong Kong sketch, "They just change colour - that's all they do."

So it's time to say my last thank you to all the many contributors for providing some dilution to the 'Wheels Autotest Magazine' over the past years and once again apologise for the lack of copy during recent times. Although the job has been somewhat time consuming, and seemingly none more so than on a hot summer's day stuck at the keyboard, but it's also provided me with much pleasure and entertainment - usually at someone else's expense! I'm going to miss it, but desperately need the time to concentrate on autotesting before I get too old to remember *who* I am, let alone where I am, halfway round a Test. Please support the new Editor as much as possible in order to get the Mag back on a regular basis. I'm looking forward to receiving my copy without already knowing what's in it.

And finally - it'll now be safe to utter a perfectly innocent double entendre and not see some bloke stood within earshot scribbling away on a piece of paper.

Goodbye.

Howie.

Maple Garage Beaver Rally
Beverley & District Motor Club
25/26 November 2006
ANCC, ANEMMC, EMAMC
& Yorkshire League
Championships

By Howard Everingham

So another Beaver Rally passes with flying colours. An odd twist of fate saw long standing Clerk of the Course, Gunner Potter, switching places and sat in a competing car for the night reading the maps for Andy 'Superstitious' Stewart. The replacement organising team were no amateurs, however. With many years of competing and organising between them, the event was never going to disappoint. A cracking route, despite the ever-spreading urbanisation of our green and pleasant land, was laid on for the

delight of the competitors, a record-breaking entry of 42 once again proving the popularity of this classic event.

Long-term sponsors, Maple Garage, provided excellent start facilities at their Sproatley premises prior to the 141-mile route on maps 106 and 107. A quality field of the north's top competitors was led away by John 'Stig' Wilkinson/Sam Collis in their Proton Compact, one of 6 Protons entered in the event, which pleased Main Dealers, Maple Garage no end!

Mike Ogram was the first Beverley member seeded at 4 reading the maps for Malton's Stan Featherstone. At 13 and staring impending doom in the face was superstitious Andy Stewart accompanied by our favourite Chairman, Potts. Tim Rodgers and KLMC's Paul Taylor found themselves at 17 following a late entry on the Thursday before the event. The potent Beverley pairing of Phil Burton and Mark Edwards were next off at 22, Mark absolutely buzzing with anticipation. Ben Blanchard/John Turnbull were another local crew set for a good night at 32 with new pairing Steve Atkins and old hand Roger Stoneley at 35. Steve getting in some more tarmac practice prior to his first stage rally at Rockingham on 9/10 December co-driven by Mablethorpe Motor Club's Rob Burton. They might just find a little less mud at Rockingham! Jon Vine swapped seats and cajoled Tom Adamson into reading the maps at number 39. Bringing up the rear at 41 and 42 respectively were new members for the event, Lee Mitchell/Ian Wright and Clint Eade/Shane Flood.

A largely dry night, but with some serious standing water to catch out the unwary greeted competitors as they set off for a tour of East Yorkshire's coast and the classic Wawne Common before heading further west and north. As usual, local knowledge would play a big part in determining the winner and Tim Rodgers/Paul Taylor put this to good use, bringing the borrowed Peugeot 306 XSi home 1st overall and 1st Expert. Tim, now officially a 'Beaver Expert' (whatever the hell *that*

means), reckons he's hanging up his road rallying gloves now (are they the string-backed ones?), but I'm not convinced. See a piccy of the winners on the front cover if you don't know what they look like. Martin Betts/Dan Spittlehouse proved their seeding by taking 2nd overall in their Ford Escort. Ilkley's Graham Hepworth/Ian Tullie brought their Astra home in 3rd, all that autotesting Graham did in past years coming in useful around the lanes.

In the classes, Phil Burton and an ecstatic Mark Edwards worked hard to secure an excellent 5th overall and 1st Semi-Expert in the Proton Coupe. Mark, quite rightly, beside himself at the finish. More euphoria followed with 'Pob' Blanchard and John 'Boy' Turnbull cleaning up the Novice Class in yet another Proton, this time a Satria (is a trend being set here?). Steve Atkin/Roger Stoneley seemed to gel in the Peugeot 205, to take the 2nd Novice award. Andy Stewart exorcised his superstitions and brought yet another Proton Coupe safely home 12th in the highly competitive Expert class and 16th overall. Stan Featherstone/Mike Ogram had an uncharacteristic event, only managing 9th Expert and 11th overall. At the time of writing, the disappearance of Jon Vine/Tom Adamson early in the time cards, remains a mystery.

All this success means loads of points for the Club in the Yorkshire League Championship. Unlike Ilkley Motor Club, I haven't been running around with a piece of paper calculating the up-to-date points score. What the hell am I like? Thanks to all the members who qualified for points.

New Clerks of the Course, Ian Gibbins and Mike Petch, can be justifiably proud of their first Beaver Rally to which they added their own touch. With the backing of Matthew Atkinson and the rest of the organising team the event ran like clockwork and looks like going from strength to strength. Congratulations to them and we look forward to many more quality events in the future.

Beverley & District Motor Club - Maple Garage Beaver Rally 2006

Final Penalties in Position Order - Card 4

Car	Cls	Crew	Total Card 3	MTC32	STC33	STC34	STC35	STC36	IRTC37	RTC38	Route Checks	Other Pens	Total	Cls Pos	O/A Pos
17	E	Tim Rodgers/ Paul Taylor	1:19						0:30				1:49	1	1
2	E	Martin Betts/ Dan Spittlehouse	1:25						0:40				2:05	2	2
7	E	Graham Hepworth/ Iain Tullie	2:23						1:22				3:45	3	3
16	E	Dan Willan/ Tom Wilcox	3:13						0:46				3:59	4	4
22	S	Phil Burton/ Mark Edwards	3:57						1:57				5:54	1	5
19	S	David Howell/ Steve Taylor	5:22						0:41				6:03	2	6
8	E	Nick Toplis/ Mick Fern	4:46						1:20				6:06	5	7
5	E	Ade Green/ Kev Wilson	5:13						1:43				6:56	6	8
1	E	John 'Stig' Wilkinson/ Sam Collis	5:13						1:47				7:00	7	9
6	E	Malcolm Holdsworth/ Richard Holdsworth	5:32						1:44				7:16	8	10
4	E	Stan Featherstone/ Mike Ogram	6:09						1:31				7:40	9	11
18	S	Alastair Crosby/ John Thornton	8:12						1:51				10:03	3	12
12	E	Mick Smith/ David Dimbleby	9:58						2:48				12:46	10	13
20	S	James Carter/ Jonathan 'Fozzie' Stockdale	11:20						3:11				14:31	4	14
15	E	Trevor Faulkner/ Chris Faulkner	12:08						2:30	1:00			15:38	11	15
13	E	Andy Stewart/ Graeme Potter	13:06						2:49				15:55	12	16
11	E	Andy Nixon/ Ali Procter	14:02						2:35	2:00			18:37	13	17
28	S	Ian Beech/ Craig Hardman	16:56			1:00			2:13				20:09	5	18
32	N	Ben Blanchard/ John Turnbull	22:15						2:46				25:01	1	19
14	E	Nick Pullan/ Henry Carr	20:06						3:03	2:00			25:09	14	20
27	S	Paul Metcalfe/ Stuart Wright	27:25						2:38				30:03	6	21
35	N	Steve Atkins/ Roger Stoneley	30:38						2:19				32:57	2	22
30	N	Pete Jagger/ Bill Parkin	30:59						3:30				34:29	3	23
37	E	Ian C. Orford/ Alan Edwards	34:16			1:00			2:59				38:15	15	24

40	N	James Vincent/ Kelvin Phipps	39:21	1:00	4:00				3:50			48:11	4	25
38	N	Joeseph Hardy/ Matthew Whattam	45:56		1:00				3:29		5:00	55:25	5	26
34	N	David Ruddock/ Kevin Carruthers	53:17	4:00	2:00				4:55		5:00	1:09:12	6	27
3	E	Steve Retchless/ John Tubman	1F 1:47						0:45			1F 2:32	16	28
21	S	Dave Wilkinson/ Rhiannon Blythe	1F 8:04		1:00				2:29			1F 11:33	7	29
24	S	Bruce Dunsmore/ Ross O'Brien	1F 26:46			1:00			3:14			1F 31:00	8	30
23	S	Arthur Heaton/ Simon Taylor	1F 31:35						3:26			1F 35:01	9	31
25	S	Paul Buckel/ Steven John Butler	1F 33:24						3:23			1F 36:47	10	32
31	N	Ralph Jackson/ Paul Scaife	1:18:15		2:00				1F		10:00	1F 1:30:15	7	33
36	N	Jon Hill/ Michael Ian Pears	3F 51:59		1:00	1:00			3:46			3F 57:45	8	34
33	N	Annette Pashley/ Sasha Yvonne Heriot	4F 1:07:23			1:00			5:01			4F 1:13:24	9	35
41	N	Lee Mitchell/ Ian Wright	6F 2:06:47		4:00	3:00	3:00	3:00	0:46			6F 2:20:33	10	36
42	N	Clint Eade/ Shane Frood	9F 2:52:36		12:00	10:00	10:00	10:00	3:22	2:00	5:00	9F 3:44:58	11	37

These results became Final on Sunday 26th November 2006 at 8:00am

Rally Results by www.rallies.info - Contact Matthew Atkinson on 01482 876400

Chairman's Chunterings

By Graeme Potter

Howard has sent his last email requesting articles for the magazine. After many years cajoling the rest of the club and myself to provide reports to put in it, Howard has decided it's time to hang up his quill. I would like to thank Howard for all the time and effort that he has put into producing the magazine. When he first started to edit the magazine, the club had the luxury of Gloria (his Wife) typing it followed by ex-club member Paul Collins and myself, hand cranking (yes you can get away with that) a Gestetner machine to print it. How times have changed with the advent of personal computers now being able to produce the magazine to a much higher standard and with pictures (what the hell has he been reading? – *Ed.*). Mike Petch, ably assisted by Lorraine, (or is that the other way round?) will produce the magazine from the next issue. So I suppose I'll have to look forward to Mike sending me an email asking for the Chairman's Chunterings.

Beaver Rally

Depending on when the magazine is handed out or posted, the Beaver Rally may or may not have run. At the time of writing this article, prior to the event, it had attracted 35 entries. This is a pleasing result for the organising team when you consider that a number of events have been cancelled due to a lack of entries. Ian Gibbins, Mike Petch, Andy Beaumont, Dan Robinson and Matthew have, from what I have heard, put together a fantastic route on maps 106 and 107.

Coming up

The AGM will be held on the 30th November. This is an important date in the club calendar as it's your chance to quiz the directors on how the club is being run. It's also your chance to be elected to the board. In most companies the existing directors make appointments, but we still allow club members to put forward nominations.

Oggy will be organising the final 12 car of the season on the 7th December.

On the 14th December, North Humberside Motor Club is holding their annual quiz at the Ferguson Fawcett Arms in Walkington. This is a fun night with a buffet and a raffle. There will be no club meeting that night.

The annual drinking competition (commonly known as the Christmas Pub Crawl – *Ed.*) will be on the 21st December starting at the Sailmakers on High Street Hull commencing at 8:00pm. For those who are of a certain age, Howard will be handing out earplugs if the Mint is on the list of venues to be visited.

And then it's Christmas. Time to unwrap those jumpers from Aunties and Grandparents that you wouldn't have chosen yourself. No need to worry because on the 28th it'll be time for you to come to the club and show off your latest woolly acquisition (no Welshmen please – Oh come on, gimme a break, this is the last chance I'll get to chuck in these cracks – *Ed.*) at the Christmas Jumper Competition.

The committee will be working on the calendar for next year so look out for this on the web site.

**Cambrian Endurance Rally
Tregaron & District
Motor Club
13/14 May 2006**

By Andy Stewart

Very briefly, for anyone who doesn't already know, endurance rallying is a new format that was officially announced in 2004/2005. However it didn't really come into full force as an MSA endorsed championship until 2006. Paul Robinson, owner of "TORQ" nutritional bars and road rally enthusiast, decided to put a championship into existence to bring together the growing number

of endurance rounds, which were being announced.

The format is designed for cars with up to 1400cc petrol and 2000cc normally aspirated diesel engines, with a minimum requirement of a half cage, 4-point belts and fire extinguisher along with the usual safety requirements of road rallying. Cars should be production based and the only free areas are brake pads and fluid, wheels, seats and steering wheel. At one time discussions were centred around running the formula with a control tyre, the Colway "Road plus." But this has been dismissed and, as far as I know, tyres are now free. The difference between this and road rallying proper is that the event runs over a day section of "Tests" followed by a night rally. Variations on this theme are tests during the night section and also on the Sunday morning.

I was thrust into entering the first round of the series, the Cambrian Rally, as a driver with Lucy navigating, after my role as Navigator for Ilkley's Pete Jagger fell through. An incident for Pete during the Westmoreland meant that he could no longer compete and, in order to take over the spare entry, I had to prepare 'Midnight 2' for its first Enduro in only two weeks...

I made preparations as best I could and basically the most expensive overhead on the whole event was the 4 tyres, which I have to admit, lasted very well considering what they were put through and will definitely live to see another rally. Second on the list of expenses was petrol. A three stopper on the day section plus travelling to Wales and back as well as a tankfull on the night section - about £130 all in. I also decided it would be beneficial to stop over on the Friday night near to the start at Pontygyaid for the 9.00 am start the following day. I managed to find a superb Bed & Breakfast at Devils Bridge for an extremely reasonable price, which was basically a small apartment cottage all to ourselves complete with lounge, sofa and full bathroom. The surroundings there were absolutely beautiful and the weather was fantastic (what, in Wales? – *Ed.*). If I ever get chance

I'd love to head up there for a holiday sometime!

Friday night was spent getting the car ready and bedding the brakes in on some good welsh tarmac roads. Whilst having a meal at a very nice local pub, we bumped into Steve Webster (ex HRCR competitor) and Graham Raeburn and had some good pre event chat over a pint, then headed off for an early night.

Next morning we shot off to scrutineering, which passed without incident. With the start being just after 10.00am I was feeling nervous so just checked and double-checked everything was okay with the car. Eventually the first competitor set off, with only a few hundred yards drive to the opening test – The West Wales Activity Centre, aka Bont Kart track. Now this isn't any ordinary Kart track. This is a scary Kart track with blind crests and a large Armco barrier! A 'moment' on about the 5th corner almost saw it all over for us after skidding on some loose gravel, which took everybody by surprise on a downward negative camber left-hander. By the second split we'd learned the course and things were a bit more controlled. The route then took us on a big loop to the west of Aberystwyth. Three tours of this amounted to a total of 14 tests.

Sweet lamb was next up with 2 courses back to back and I have to say that this was the highlight of the rally. After the first loop I couldn't wait to get back there. The conditions were perfect to get some really nice power slides round the corners and hairpins, throwing mountains of dust into the car. Absolutely great fun. Some tests I felt were a little too rough for example, 'ski slope,' which is a road used many times on welsh road rallies in the past and is basically what it says – a 1 in 2 drop down a rutted white!! Also some of the box junctions were a bit tight for the slightly longer Proton, clearly designed for the more popular Metros/Corsas/205s etc in the Enduro class. Having said that the car performed admirably and showed no signs of wear and tear all day (or night). I felt we lost out on power on many of the great uphill struggles, for

example the huge uphill slope on Bont and Sweet Lamb, Nevertheless we finished the day around 20th despite a line fault (which we later planned to protest due to the road book being a little ambiguous).

After a short break for tea back at Rally HQ (which incidentally was a HUGE sports hall in a village with a population of about 6!), we were off again for the night section. Like the day section, the route was given to us on an A3 sized printed map sheet. Not everyone's favourite style, but Lucy didn't seem to mind it and said that it read much better than the Bolton Midnight road book, which had the red line right over the top of the road. It was a slightly shorter route than a normal all-nighter, but they certainly crammed more in. It was none-stop from start to finish. I'd like to quote the names of the areas we drove through (if you could spell them – Ed.) and where we lost time or went wrong, but I'd still be none the wiser. If you don't enjoy a night rally in Wales, then you're doing something wrong. We did drop some time on the 2nd half although most of the sections were easily cleanable. Any time penalties were mainly due to the very thick fog and also booking in too early at some controls, an unforgivable error really.

At the end we were well pleased with our 22nd from 33 finishers and my entry for the Yorkshire Enduro went in the following day. Enduro won't ever replace road rallying I hope, but I think it bridges a very important gap between road rallying and stage rallying. The day sections also make the sport more accessible to the general public and this has to be a good thing. Costs are slightly higher it has to be said - but value for money is excellent. Thank you to Lucy for keeping me shiny side up for two days.

TBM Cutters 3 Swans Rally Selby & District Motor Club 24/25 June 2006

By Mike Petch

Despite a mutual deficiency in the allocation of finances to maintain a regular involvement in the recreation of competitive motoring, a request of an entry was sent forward to secure a suitable involvement in the forthcoming gathering of similarly minded, motor sport enthused individuals.

Only a partial completion of the entry document was necessary as Andy Action-Man-Baddy Beaumont was not totally decided on which of his fleet of motorised vehicles to participate in. Idea 1 was to use Ben's 'Midnight 1' Proton Compact as this was and still is, (depending on when you read this report) up for sale. Why would you think it was a good idea to let Andy drive your car prior to selling it? Obviously if we won the event in it, the value would increase tenfold. The only possible flaw in that plan was that some other very quick crews in much faster cars might not slow down sufficiently to let that happen on the night! Oh and also the fact that we, or more accurately Andy, may do severe damage to it during our sedate jaunt around the lanes throughout the night! Therefore the bit wot sedd witch car wee woz using, woz not dun. Anyway Andy really wanted to use his 'Baby.' That meant a lot of work and a small expense, so it might be a problem! Or was it a little work and big expense?

So early Tuesday, some 2 weeks prior to the event, saw the envelope sliding into the slot in the post box. Idea 2 was now about to come into action. A testing session the previous evening had shown inadequacies in the suspension set-up of Midnight 1. With insufficient development time before the event, it looked doubtful that we would be competing at all. Andy couldn't afford to insure the Escort and nothing else was available, or so it seemed!! Do I withdraw the entry or find another driver? The lack of a rallying budget should've steered me to the former plan, but once the cheque has gone, it's gone!! Would

Gavin Smith be up for it? Probably, but he was away on holiday until after the weekend, so I would talk to him then. Andy was going to decide over the weekend as well, so I would just have to wait until Monday. That Thursday at the Motor Club, Danny reckoned Tim would step in if Andy didn't want to come out to play. So Gavin would be able to keep the date with his wife and friends for his wedding anniversary meal. As if he would consider missing that for a Rally!!

Convinced Andy wouldn't be playing, I fully expected to be competing with Tim and would be altering the entry accordingly. Then again, how quickly things change. Les had offered Andy the use of her Proton Satria for the very, very, very last time ever, ever, ever!!!! So after all that it looked like Andy was allowed to come out to play after all. As this was the original 'Midnight', green, Proton Satria 1.6 very standard road car with no spotlights and double 3 Swans Rally winning car, we should be okay. So after work, contact was made with the entries secretary of the aforementioned event to finalise our entry information to include 'Midnight 00.'

No sooner had that information been processed and completed when, guess who rang to change his mind again? Surely Andy doesn't have that many female hormones hidden away inside to change his mind so often? Mind you, have you seen his tits? (I have a picture of them if anyone's interested - *Ed.*) So we were back to using one very tidy old Ford Escort RS 2000 again. Obviously, he was unable to resist the temptation of rolling her out again. Maybe I shouldn't say rolling!! That would be tempting fate, would it not? You may be wondering why I am writing so much down, waffling, prior to writing about the exciting experiences of an exhilarating nights Rallying (I was beginning to wonder myself- *Ed.*). Well that's because.....

The night got off to a great start, as we were already first overall at noise check. We were so quick up to this point that the marshals weren't even ready. In

fact they weren't even there!! Manning the concrete square next to the event sponsors venue, TBM Cutters, were the two gentlemen responsible for pre-event photographs. So as soon as noise was completed, we puffed our chests out, pulled our stomachs in, if necessary and smiled sweetly in the direction of the cameraman. We were all done except for running the gauntlet of the scrutineer. Mr Kilmartin wouldn't believe Andy's engine had achieved the correct number of revolutions per minute whilst traversing the environmental scrutineer's test area. Bearing in mind we had a signature and reading to say that we had achieved a grade good enough to register a pass, it seemed odd and unfair to then question it and force Andy to stick his foot to the floor again! Yes it did sound a lot louder, but then the car was now a lot nearer! Not to worry, despite mentioning a few more areas of concern, we passed his roving inspection as usual, with the same car and features as it always has been. All that was left was to have a wander around for a bit to pass the time, savouring the increasingly pungent aroma from the over stressed cesspit, not used to quite so many bodies contributing to it's steaming contents. Is that descriptive enough to activate your senses? (I think he's on something - *Ed.*) Obviously, all this waffle is completely irrelevant to any actual report of the Rally I may or may not eventually get around to writing, but after you have read my report you may get an inkling as to why I am trying to elaborate and pack out the text a little!

So what else happened that I forgot to mention? Oh yes!! Tim ended up driving on the night anyway, chauffeuring for Mr Ogram instead. Unfortunately, Stan Featherstone had broken his hand or wrist and was unable to drive, leaving Mike needing someone to assist in continuing his Championship attack. Tim had purchased the black Mitsubishi Evo, used by Phil on 12 Cars, from Deg at Maple Garage only that afternoon. He obviously meant business!! They were seeded at Car 1 in the absence of last year's winners, who will remain nameless

seeing as they didn't bother entering. Gibby, with Ade Green, was at 2, Guy Robinson and Charlie Wheeldon at 3 in a very quick Impreza. We were next, with Team Dimbleby behind us.

Once all the bits were plotted and the driver's briefing complete, we were ready to go. The route didn't head our way as it usually does. Instead, the rolling countryside around Doncaster and Scunthorpe was to be visited for a change, more akin to the Danum Rally.

Finally we were away! A handful of envelopes with all the route instructions were bundled through the window to open as we headed off. Andy stuck his foot to the floor from MTC1 into a full power slide onto a concrete square next to the start and then stopped at PC1. After a quick signature he booted it again, sideways into PC2 at the other side of the square. A SGW then saw us heading towards the Land of Nod. I was still peeling myself from the back of the seat as I got chucked into the next square to pick up the first Code Board. Nothing was plotted yet, I hadn't had time to focus on the map long enough to see anything before we flew off down a track at a 90° right that, in an ideal situation, we would have got round!!

After a quick 180° flick, we were back on the correct route and plotting. All seemed correct towards the end of the section down the A614 with a hairpin right at Ivy House and into Team BDMC Time Control. Our due time arrived, the envelope was opened and off we went again. Quickly arriving at the first junction I sent Andy slot right to Spaldington, despite being convinced it was wrong, but correct according to how I had decoded the instructions. Someone threw something at the car here just as I changed my mind about the route, so we turned around, looking for the offending hooligan. We didn't really have time to stop and look and there was no one about, so we headed back and completed the section after dropping behind the Dimbleby's on the road.

With plenty of time to get back on our minute we pressed on north to Foggerthorpe, then back

down the B1228 to Bubwith. Andy had noticed that the lights seemed poor, the lack of movement from the needle on the appropriate gauge suggested a reduction in the amount of electric in the wires. As we were in a Neutral Section, he had time to check the wiring to the alternator to see if any of the electric had run out of any loose ends. Everything was still connected and there were no signs of any electric spilling out under the car, so the electric pump thingy wot makes the ions and pumps it around the wires must be faulty. No way can we complete the event running off the stored energy in the electric tank, so home we go, if we could get that far. Andy didn't want to risk leaving her anywhere, so a steady run home using minimum power was required. At least until we got to White Cross roundabout at Leven, where his built up frustrations got the better of him, resulting in a quick demo of one of his party tricks, a sideways balancing act round the circle with the front right wheel up the kerb. I swear the whole car was on two wheels and nearly went over!! But Andy said, n - o - o!!! Apparently Dan had also been subjected to this treatment, but in the Sierra!! Poor Dan, how he must have suffered over the years on the receiving end of Andy relieving his frustrations!!

Oh! And of course we had to go down Jacky Lane as well to get back to Sproatley. Do I really need to say any more???

By the time we pulled into Sproatley there was barely a glimmer from the lights, but we just made it, still alive!!

Congratulation to Ade and Ian on their 2nd overall and to Tim and Oggy's third. Coming second is definitely more polite, but third sounds more interesting!!!

A special mention for Jon Vine and Michelle Emmerson who completed their first full night event. With Jon on the maps, Michelle brought his Peugeot Diesel safely to the finish.

This may be my last report for a while, as I have no further competition plans this year. However, plenty of other people in the Motor Club must be able to write as well as compete on Rallies!!

The St Wilfred's' Rally Ripon Motor Sport Club 5/6 August 2006

By Roger Stoneley

Well, my retirement lasted all of about 6 months (*'Wheels'* exclusive! – *Ed.*), but I needed to know whether I'd lost my nerve to navigate competitively. Thanks to Andy Stewart who gave me a chance to prove to myself that I can still do it. And the St Wilfred's rally was where it happened.

I had arranged a lift with Ben 'POB' Blanchard and John Boy Turnbull only to discover that they were not coming back on Sunday morning, but staying on for a barbeque. I met up with Andy at scrutineering and noise check, which was at the rear of Monkton Moor Garage. From here we moved on the start, which, as always, was at Ripon Motor Sports clubhouse in the centre of Ripon. It was very hot inside, but we managed to get the Quiet's, Black Spots, Cautions and Rejoin Points plotted plus a few spectator points. Not that there were any when we arrived, so what, who needs 'em anyway.

Seeding was a bit weird. Andy Beaumont/Ian Gibbins were at 4, Stan Featherstone/Oggy at a surprising 8, Andy Rowe/Cat Lund 26 Ben Blanchard/John Turnbull 36 with me and Andy at 38.

With the first car due off from the start in the Market Square at 22:45, we got away at 23:23. Unfortunately we were competing against the town fair through the evening. Another surprise at the start was the appearance of Ron Beecroft. Where do they dig out these old timers from? There can't be that many left now!

After a short run out to NTC2 at Studley Park we were luckily given the directions up to RTC4. This helped enormously, it made me feel a bit more comfortable not having to rush getting it on to the map. Eventually we set off down the brown followed by a series of yellows skirting the north of Galphay Moor. Handout 2 took us via spot heights and grid lines to RTC6 with a caution on a double hairpin followed by a potholed white. On the next section at

Brimham Rocks we let a 4x4 pass us as I was plotting. This was an unfortunate move as it resulted in a 20 – 30mph run behind the 4x4 with no hope of passing it until we reached the crossroads. Fortunately it went straight on as we cut left towards RTC8, which never actually appeared for some reason, so we pressed on to TTC9 sited at Dacre, south of Summerbridge. Here I had to add the times for the previous section so as not to break the ¾ rule. This resulted in a 15 minute wait before the start of the next section, which took us over Heyshaw Moor to the south of Patley Bridge. From there we headed west towards Greenhow through a Quiet section then left just before it goes off the map to TTC12.

The next set of plotting was map features taking us to STC15. The first section was downhill towards Skyholme and at the first ninety left we came across the BMW of Lewis/Procter. The car was a mess. We don't know what happened to it, but slowed to pass them before pressing on to IRTC13. We had an overshoot at Barden and Andy asked me if we should be crossing a bridge. The answer was no, so he had to spin it round to get us back on route. It was a bit difficult for me to follow so I told Andy to drive on sight. It was along here that we met the police who were parked up.

TTC16 was at the start of Kex Gill Moor and the plotting from there to RTC20 was all map references. This slowed us a bit on the first part and cost a lot of time, but we made it up later on. Then it was back onto map 99 at square 6014, back down across Thruscross Reservoir to Blubberhouses then a loop up Hardisty Hill to RTC20 at the cemetery. From the A59 a loop via Fewston would take us to TTC22 south of Lindley Wood Reservoir. A set of tulips led us via Lindley to TTC24 then through Beckwith, Killinghall and onto Moor Monkton Garage for petrol where time cards were handed in.

The restart from MTC2 at Ripon took us just past Ripon Barracks where we got our first herringbone and I made my only cock up. I misread a white and yellow crossroad, which took us

way off route - twice. We eventually got back on track, but it cost us 10 minutes and we missed a loop and a Passage Control.

We left NTC30 at West Tanfield with a route handout of 10 grid lines spot heights to take us to IRTCS31. The marshal here, who happened to be a female, didn't operate the clock right and made us wait for the full minute. That cost us more time (women, don't you just love 'em). A Quiet Section through Thornton Watlass brought us to TTC34 where a handout of map features went through Cocked Hat, Harmby, Leyburn and Bellerby to TTC37 at Bellerby Camp crossroads. Dawn was starting to break and the half-light was making driving a bit more difficult. Picking out bends and junctions quickly enough was a problem, but it was near the end of the last loop so we pressed on over Ellerton Moor to Grinton, back along Grinton Moor, Redmire Moor followed by a long white over Broomer Rigg where I damaged my sump last year. From Lang Scar we looped via Preston-under-Scar back through Leyburn and along the A6108 back to Ripon where a well-earned breakfast was waiting. We didn't finish last and I was grateful for the lift home from Stan & Oggy.

Many thanks to Andy Stewart for giving me the opportunity to check whether I'd lost my nerve or not. Thankfully I hadn't. Many thanks also for the words of encouragement from everyone else. It all worked.

Westwood 12 Car Rally
Organiser - Mark Edwards
2 November 2006

By Roger Stoneley

Signing on was at Armstrong Massey Driffield. My driver for the event, Andy Stewart, was already waiting when I arrived. Running at 1 was Gibby/Ian Tullie, then Gav Smith/Mike Petch followed by Ben Blanchard/John Turnbull. Andy and myself were at 7 and running at the end were a couple of Matthew's friends with Oggy as

trainer (did he cycle alongside them? - Ed.).

The start was in a lay-by on the Driffield bypass where we received a list with map references for grass triangles and the first route handout. This took us to STC3 using a herringbone via a white at Little Driffield, up to Manor Farm then left along the yellow through Cottam Warren Farm finishing just before the brown. STC4 was found via a set of grid lines, which took us past Cottam and Cottam Grange then left at the cross roads to finish just north of Sledmere. STC5 was near the car park and then a set of coloured junctions led us to STC6 near Fridaythorpe.

We then visited Thixendale, Uncleby and Kirby Underdale where we caught Ben and John. Don't know where they'd been to on this section. We went the wrong way round a triangle, collected a code board and a fail. STC8 was at the picnic area North of Millington where we headed out using grid lines. We then took in a stretch of the A166 before turning right to the triangle at 146 and eventually on to Millington Pastures. Just south west of Huggate was STC9 followed by 2 triangles and a load of spot heights to STC10. Through Tibthorpe and Kirkburn where I miss-plotted a loop just to the south.

STC10 was in a white north east of Kirkburn. From here we headed for MTC2 via Garton, then left along a white to Wetwang. Results were in a local pub where Mark and Jenny had provided sandwiches. Thanks to Mark for a good event with no major problems. We had two miss-plots equalling 2 fails but still managed 3rd overall and 1st in class. Well done to Andy, the only mistakes were mine. Now on to the Scatter Rally.

"Quotes"

"Oh, I've heard all about your beaver."

Matthew.

"And here he is picking up the keys of this 4 wheel car."

ITV's Angus Scott reporting live on World Superbike rider Leon Haslam winning an Audi S4 Cabriolet.

"Does it hurt your arse?"

Andy Beaumont to Petchy. No, I don't know what they were doing, you'll just have to ask them yourself.

"Here they are, just doing the final bits and tightening the tyres."

Angus Scott again, possibly distracted by the all female pit crew tending to Adam Jones's BTCC car.

"What're we doing Boxing Day?"

Howie, to the current Mrs Everingham in a vain attempt to compete on the now cancelled Yorkshire League Autotest. The reply is unprintable!

"A lorry driver offered to buy him."

Petchy, hawking son Alex round the busy lay-by's during Potts' Scatter.

"Super Kalle."

Message on a Kalle Palander Fan Club banner at the recent Levi slalom ski race. Couldn't see the fragilisticxpealidociuos bit though. Maybe the banner wasn't big enough.

YORKSHIRE LEAGUE RESULTS

There have been 6 events so far this year and the grid below shows our points scorers to date. This doesn't include the Beaver Rally, which has just run. That leaves the Autosolo on 10 December as the final round with 3 members set to compete, Andy Stewart, Mark Edwards and Howard Everingham.

To date the two most prominent points scorers for Beverley are stage competitors Keith Turner and Steve Ward who would be very welcome at our Thursday night gatherings. James Everard and Dave Jobling aren't too far behind however, despite missing the Opposite Lock Rally. Neil Holland and Co Driver Alex Markham have also notched up points for the Club despite their only Yorkshire League outing ending in a retirement.

Many thanks on behalf of the Club to all competitors who've scored valuable points this year. At the time of writing Beverley are sitting in a precarious 9th place and need points to move us further up. Beaver Rally competitors did an excellent job of boosting our tally and hopefully the Autosolo event will push us further up the leader board.

Who scored what

Name	1	2	3	4	5	6	7	8	9	Total
Keith Turner	31.90	40.00			39.20					111.10
Steve Ward	31.90	40.00			39.20					111.10
James Everard	40.30	52.05								92.35
David Jobling	40.30	52.05								92.35
Howard Everingham						76.70				76.70
Neil Holland	2.50									2.50
Alex Markham	2.50									2.50
Club Total	149.40	184.10	0.00	0.00	78.40	76.70	0.00	0.00	0.00	488.60

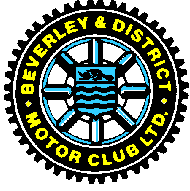
Yorkshire League Overall Results 2006

		Round										
		1	2	3	4	5	6	7	8	9	10	Total
1	Ilkley	216.3	233.1	257.4	170.0	217.0	163.3					1257.0
2	York	287.7	258.3	191.4	0.0	269.7	226.4					1233.5
3	Huddersfield	197.5	186.6	103.3	0.0	251.8	100.0					839.2
4	North Humberside	275.2	220.0	26.7	10.0	233.9	0.0					765.8
5	Sheffield and Hallamshire	167.1	0.0	67.1	180.0	164.6	0.0					578.9
6	YSCC	200.8	198.9	53.3	0.0	114.7	0.0					567.8
7	Ripon MC	97.4	241.9	60.0	0.0	156.9	0.0					556.2
8	Airedale and Pennine	147.8	169.7	122.9	60.0	22.5	0.0					522.9
9	Beverley	149.4	184.1	0.0	0.0	78.4	76.7					488.6
10	Malton	263.7	107.6	10.0	0.0	5.0	0.0					386.2
11	Trackrod	132.5	109.2	0.0	0.0	140.8	0.0					382.5
12	Selby &DMC	0.0	55.0	155.7	86.7	0.0	10.0					307.4
13	Slaithwaite	0.0	0.0	0.0	0.0	267.7	0.0					267.7
14	Wakefield	53.5	130.0	0.0	0.0	52.5	0.0					236.0
15	Alwoodley	0.0	0.0	0.0	0.0	0.0	180.0					180.0
16	Delacy MC	0.0	5.0	0.0	0.0	5.0	0.0					10.0
17	David Brown	0.0	0.0	0.0	0.0	10.0	0.0					10.0
18	Keighley	0.0	0.0	0.0	0.0	0.0	0.0					0.0

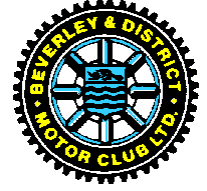
BEVERLEY & DISTRICT MOTOR CLUB
COMPETITORS CHAMPIONSHIP 2006

UPDATED WITH RECEIVED RESULTS
25/10/06

1	HOWARD EVERINGHAM	1852.08
2	IAN GIBBINS	1006.87
3	MIKE OGRAM	759.21
4	DAN ROBINSON	530.79
5	ANDY BEAUMONT	457.24
6	ANDY STEWART	355.15
7	BEN BLANCHARD	323.34
8	MIKE PETCH	276.34
9=	GRAEME POTTER	244.52
9=	MATT BLOOD	244.52
11	JOHN TURNBULL	232.96
12	ROGER STONELEY	193.93
13	LUCY STEVENSON	187.31
14	PHIL BURTON	127.08
15	CLAIRE WILSON	107.51
16=	MICHELLE EMMERSON	71.58
16=	JOHN VINE	71.58
18	MARK EDWARDS	40.73



Beverley & District Motor Club



Club Night Events

Date	Event	Organiser	Phone Number
Thursday 16th November 2006	Cottingham MOT Centre Rally	Ian Gibbins	01482 864092 (H)
Thursday 23rd November 2006	Beaver Fever	Mike Petch	01482 446539 (H) 01482 562191 (W)
Thursday 30th November 2006	AGM	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)
Thursday 7th December 2006	JMJ Woodworking Rally	Mike Ogram	01482 213917 (W)
Thursday 14th December 2006	North Humberside Quiz	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)
Thursday 21st December 2006	Pub Crawl	Howard Everingham	01482 876522 (H)
Thursday 28th December 2006	Christmas Jumper Night	Tim Rodgers	07787 538524 (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.

Hi here come 2 entries this takes the biscuit he gets every where



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Saturday 11 November 2006



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- Sport
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- Travel
- Jobs
- Motoring
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- Alex cartoon
- Obituaries
- Picture galleries
- Text alerts
- Your view

Sat Nav is beaten by road map

By David Millward, Transport Correspondent

Last Updated: 2:51am GMT 10/11/2006

Satellite navigation may be motoring's "must have", but one trial has found that a road atlas remains the most reliable way of getting from A to B.

Computing Which? magazine put the technology to the test by staging a race between four cars. One was equipped with a £220 Garmin Sat-Nav unit, a second relied on a map printed from a computer using Microsoft Autoroute 2006 (£45), a third used the Government's free Transport Direct website and the last was equipped with the AA's Great Road Atlas 2007 — a snip at £8.

Only the driver and passenger using the atlas were allowed to ask directions.

advertisement



All set off at the same time and it was the team using the map which finished in the shortest time, one hour 35 minutes, eight minutes faster than the Sat-Nav team.

The Microsoft Autoroute car took 1hr 49min while the crew relying on the Government's Transport Direct free website limped in after 2hr 19min.

There was an array of problems with Sat-Nav, with its shortest route sending passengers down an obscure country lane.

The difficulties reflect complaints from those living on routes selected as short cuts by Sat-Nav systems, which in turn has led to the Government looking at how it can avoid high-

tech rat-running.

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Which? Online Review

Review on GPS sat nav and 100's more reports
www.which.co.uk

TomTom 5 UK Distributor

Full voice navigations systems includes free speed camera detector
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FEATURE FOCUS



Weather

Dating

Crossword

Seen

9.30 a.m. Saturday 1 July.
Man walking down Castle Street,
Hull (A63) with kayak and
paddles. No, I didn't ask him if he
was lost. I just report these things,
okay?

Oy Veh

Supplied by Graham Gardner

At the end of the tax year,
the Tax Office sent an inspector to
audit the books of a synagogue.
While he was checking the books
he turned to the Rabbi and said: "I
notice you buy a lot of candles.
What do you do with the candle
drippings?" "Good question,"
noted the Rabbi. "We save them
up and send them back to the
candle makers and every now and
then they send us a free box of
candles." "Oh," replied the
auditor, somewhat disappointed
that his unusual question had a
practical answer. But on he went,
in his obnoxious way: "What about
all these biscuit purchases? What
do you do with the crumbs?" "Ah,
yes," replied the Rabbi, realizing
that the inspector was trying to
trap him with an unanswerable
question. "We collect them and
send them back to the
manufacturers and every now and
then they send a free box of holy
biscuits." "I see," replied the
auditor, thinking hard about how
he could fluster the know-it-all
Rabbi. "Well, Rabbi," he went on,
"what do you do with all the
leftover foreskins from the
circumcisions you perform?"
"Here too, we do not waste,"
answered the Rabbi. "What we do
is save up all the foreskins and
send them to the Tax Office and
about once a year they send us a
complete dick."

The Scientist

Supplied by Roy Heath

A scientist cloned himself
and decided to announce the news
at a scientific conference.

He took the clone to the
venue on the top floor of a
skyscraper, but while giving his
speech to the delegates, just before
unveiling his discovery, the clone
started to heckle and swear at him.

Eventually the scientist got
so angry that fists flew and he
ended up throwing this creation
out of the window to its death.

He has been charged with
making an obscene clone fall!!!!!!

Pig!

Supplied by Roy Heath

A Northern Territory
jackaroo radios back to the station
manager: "Hey boss, I have one
hell of a problem here. I hit a
bloody pig with the 4WD. The pig's
OK, but he's stuck in the bull bar
at the front and is squealing and
wriggling around so much I can't
get him out." The manager says,
"OK, there's a 303 rifle behind the
seat, take it out and shoot the
bloody pig in the head, then you'll
be able to remove him."

Five minutes later the
farm hand calls back. "I did as you
said boss. I took the 303 and shot
the bloody pig in the head and
removed him from the bull-bar. No
problem there, but I still can't go
on." "Now what's the problem?"
raged the manager. "Well Boss,
it's his motor bike. The bloody
flashing blue light's jammed tight
between the right front wheel arch
and the wheel.....Hello?
Ya there boss?"

Harsh Things.....
To Say to a Naked Bloke

Supplied by Angela Cammish

1. I've smoked fatter joints than
that....
2. Ahhhh, it's cute.
3. Why don't we just cuddle?

4. You know they have surgery to
fix that.

5. Make it dance.

6. Can I paint a smiley face on it?

7. Cor, and your feet are so big.

8. It's OK, we'll work around it.

9. Will it squeak if I squeeze it?

10. Oh no... A flash headache.

11. Giggle and point.

12. Can I be honest with you?

13. How sweet, you brought
incense.

14. This explains your car.

15. Maybe if we water it, it'll grow.

16. Why is God punishing me?

17. At least this won't take long.

18. I never saw one like that
before.

19. But it still works, doesn't it?

20. It looks so unused.

21. Maybe it looks better in natural
light.

22. Why don't we skip straight to
the fags?

23. Are you cold?

24. Only if you get me really drunk
first.

25. Is that an optical illusion?

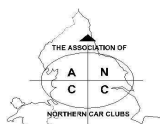
26. What is that?

27. It's a good thing you have so
many other talents.

28. Does it come with an air pump?

29. So this is why you're supposed
to judge people on personality.

30. I suppose this makes me the
early bird.



THE ASSOCIATION OF NORTHERN CAR CLUBS
AUTOTEST CHAMPIONSHIP 2006

As at 01 December 2006
(AMENDED)

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	TOTAL ROUNDS	TOTAL (Class)	CLASS POSITION	Overall Position	AWARDS
	YSCC	BIMCC	csma	BAC	BIMCC	H&DMC	csma	K&DMC	AMC	csma	IDMC	L&CCC	KLMC	AMC					
	02.04.06	23.04.06	30.04.06	21.05.06	11.06.06	25.06.06	02.07.06	16.07.06	30.07.06	03.09.06	24.09.06	01.10.06	22.10.06	05.11.06					
CLASS 1 (Reg No)																			
Roy Higginson (05)	P	18	18				17	19			19	19	19	C	7	129	3rd	6th	Qualified
David Higginson (06)		19	17				18	20			18	18	20		7	130	2nd	5th	Qualified
David Goodlad (09)		20		19	20	17 **	19	18 **	19	19	20	20	18 **		11	156	1st	3rd	Qualified - 1st in CLASS
CLASS 2	O													A					
Carl Sams (07)		19				19		19	19	20		19			6	115	1st	9th	Qualified - 1st in CLASS
Lee Valentine (8)		18				18		17	17			18	20		6	108	2nd	10th =	Qualified
Mark Wade (10)	S	16				0								N	2	16	3rd	17th	Qualified
CLASS 3																			
	T													C					
CLASS 4																			
Howard Everingham (03)	P	19 **	20	20		19	20	19		20	20	19 **	20	E	10	158	1st	1st =	Qualified - 1st in CLASS
CLASS 5																			
Stephen G. Morten (01)	O	20	19	20		19	20	20	18 **	20		20		L	9	158	1st	1st =	Qualified - 1st OVERALL
Ben Morten (02)		19		18		17		19	17		18				6	108	5th	10th =	Qualified
Ian P. Chapman (14)		16 **	20	19		18	19	16		19	19	17			9	147	2nd	4th	Qualified - 1st in CLASS
Christopher Chapman (13)		13	16	16		16	13		15	17	19				8	125	3rd	7th	Qualified - 2nd in CLASS
Bob Sargeant (15)	N	15	17	17	20		18	15		18				L	7	120	4th	8th	Qualified - 3rd in CLASS
Richard Pinkney (16)						16		17			20	16			4	69	7th	15th	
Andrew M. Cohen (17)							16		14	16	16	13			5	75	6th	13th	Qualified
CLASS 6	E													E					
David R. Sowman (04)		13							16		17				3	46	3rd	16th	
Geoff Hall (11)		14		20						17			20		4	71	2nd	14th	
Duncan Wild (12)	D	16	20						18		20	18		D	5	92	1st	12th	Qualified - 1st in CLASS
No. of Reg.Starters		15	8	8	2	9	9	12	8	9	11	12	6						
Total No of Starters		40	16	13	9	25	13	37	21	13	27	28	17						

Best 8 scores to count. Score** are dropped scores. (+x) in total column adds scores from other classes to give combined total.

Beverley District Motor Club Thursday Night Championship 2000

Position	Competitor	date joined	Points	05-Jan-06	12-Jan-06	19-Jan-06	26-Jan-06	02-Feb-06	09-Feb-06	16-Feb-06	23-Feb-06
1	Mike Petch		133		3rd	Org		4th		4th	Org
2	Matthew Atkinson		102		Org	1st		Org		Ent	2nd
3	Roger Stoneley		91		2nd	Org		Ent		Ast	1st
4	Mark Edwards		81			Ast		1st		6th	
5	Ian Gibbins		60			2nd		3rd		1st	
6	Leigh Hardy		50								
7	Andy Beaumont		45			Ast		Ast		Ast	
8	Jon Vine		42					Ent		2nd	3rd
9	John Turnbull		39			6th		Ast		3rd	
10	Bob Hardy		37								
11	Philip Stoneley		37		4th	Ast		Ast			
12	Howard Everingham		36			Ast				Ast	
13	James Duke		36								4th
14	Jenny Edwards		35								
15	Dan Robinson		33			2nd		Ast		Ast	
16	Lee Curtis		33		4th	Ast		Ent		Ast	
17	Rob Knowless		33		4th	Ast		Ast			
18	Andy Stewart		30			4th					5th
19	Mike Ogram		29			4th		6th		5th	
20	Andrea Atkinson		25								
21	Alex Petch JNR		24								
22	Ben Blanchard		24			6th				3rd	
23	Gavin Smith		19			1st		3rd		Ent	
24	Graeme Potter		19								
25	<i>Michelle Emmerson</i>		19					Ent		2nd	3rd
26	Lewis Petch JNR		18								
27	Matt Blood		18					2nd		Org	
28	Amy Atkinson JNR		17								
29	<i>Linda Curtis</i>		17								
30	Lucy Atkinson JNR		17								
31	Thomas Atkinson JNR		17								
32	Paul Chegwyn		16								
33	Alistair Crosby		14		1st	3rd					
34	<i>Nicola Horner</i>		13								
35	<i>Claire Wilson</i>		12		1st	3rd		Ast			
36	Jacob Horner JNR		11								
37	Steve Atkins		11			5th		5th		6th	
38	Chris Dunn		10			Ast		1st			
39	Sheron Gibbins		10								
40	Phil Burton		9					6th		5th	
41	Gareth Griffiths		8			5th		5th		Ast	
42	Tim Rodgers		8					Ast		1st	
43	Ian Sargent		7								
44	Neil Sargent		7								
45	Tom Adamson		7					2nd			
46	<i>Tracey Hardy</i>		7								
47	Abigail Hardy JNR		6								
48	Ann Sargent		6								
49	Dan Blood JNR		6								
50	Deg Burton		6					4th		4th	
51	Iain Tullie		6								
52	Rebekah Sargent		6								
53	Leah Sargent		5								
54	Lorraine Petch		5								
55	Paul Skaife		5								
56	Ralph Jackson		5								
57	Jason Horner		4								
58	Adam Long		2							Ast	
59	Andrew Howden		2			Ast					
60	Angela Cammish		2			Ast					
61	Clint Eade		2								

Beverley District Motor Club Thursday Night Championship 2000

Competitor	02-Mar-06	09-Mar-06	16-Mar-06	23-Mar-06	30-Mar-06	06-Apr-06	13-Apr-06	20-Apr-06	27-Apr-06	04-May-06	11-May-06
Mike Petch	Ast		2nd	3rd	1st	2nd	Org	3rd		3rd	1st
Matthew Atkinson	6th		1st	Ast	1st	1st		5th		1st	
Roger Stoneley	4th		3rd	Ast	4th	Org	4th	4th		2nd	Org
Mark Edwards	Ent		Org	3rd	Org	4th	1st	6th		Org	
Ian Gibbins	Org			2nd			Ent	Org			
Leigh Hardy					2nd	6th	Ent	2nd			3rd
Andy Beaumont	Ast			Org	1st		2nd				
Jon Vine	3rd		4th	5th		5th					
John Turnbull	1st			4th	3rd	3rd	Ent				
Bob Hardy					2nd						2nd
Philip Stoneley	Ast		5th	Ast	3rd	Ent					
Howard Everingham	Ast				5th		6th				
James Duke	Ast				4th		5th	1st			
Jenny Edwards								6th		Org	
Dan Robinson	Ast			2nd			3rd				
Lee Curtis	4th			Ast	3rd						
Rob Knowless	Ast		5th	Ast		Ent					
Andy Stewart	2nd			6th	5th						
Mike Ogram	2nd			1st							
Andrea Atkinson								2nd		1st	
Alex Petch JNR	Ast						Ent	1st		3rd	
Ben Blanchard	1st			4th			Ent				
Gavin Smith	6th			Ast							
Graeme Potter				Org			Ent				
Michelle Emmerson	3rd		4th	5th							
Lewis Petch JNR								Ent		3rd	
Matt Blood	Ast			Ast				Ent			
Amy Atkinson JNR								Ent		1st	
Linda Curtis								5th		2nd	
Lucy Atkinson JNR								Ent		1st	
Thomas Atkinson JNR								6th		1st	
Paul Chegwyn					2nd		Ent				2nd
Alistair Crosby											
Nicola Horner								3rd		2nd	
Claire Wilson											
Jacob Horner JNR								5th		2nd	
Steve Atkins	Ent			Ast							
Chris Dunn											
Sheron Gibbins	Ast										
Phil Burton				1st							
Gareth Griffiths	Ast										
Tim Rodgers											
Ian Sargent	Ast							Ast			
Neil Sargent	Ast										
Tom Adamson	Ast										
Tracey Hardy								1st			
Abigail Hardy JNR								2nd			
Ann Sargent								4th			
Dan Blood JNR								3rd			
Deg Burton											
Iain Tullie											
Rebekah Sargent								4th			
Leah Sargent											
Lorraine Petch											
Paul Skaife											
Ralph Jackson											
Jason Horner								Ent			
Adam Long											
Andrew Howden											
Angela Cammish											
Clint Eade											

Beverley District Motor Club Thursday Night Championship 2000

Competitor	18-May-06	25-May-06	01-Jun-06	08-Jun-06	15-Jun-06	22-Jun-06	29-Jun-06	06-Jul-06	13-Jul-06	20-Jul-06	27-Jul-06	03-Aug-06
Mike Petch	2nd	1st	1st	5th				4th	1st	2nd		
Matthew Atkinson	1st		2nd	1st				Org	Org	1st		
Roger Stoneley	6th	6th	3rd	Ent				5th	4th	4th		
Mark Edwards	4th	2nd	1st	6th					5th	1st		
Ian Gibbins	5th			Org								
Leigh Hardy		3rd	2nd	3rd				3rd	2nd	4th		
Andy Beaumont	Ent									2nd		
Jon Vine		Ent						1st	3rd			
John Turnbull												
Bob Hardy		3rd	2nd	3rd					2nd	4th		
Philip Stoneley	Ent		3rd					6th		3rd		
Howard Everingham		1st								Org		
James Duke		4th								2nd		
Jenny Edwards	4th	2nd	1st	6th					5th	1st		
Dan Robinson			Org									
Lee Curtis			3rd							3rd		
Rob Knowless	Ent		3rd					6th		3rd		
Andy Stewart												
Mike Ogram								2nd				
Andrea Atkinson	1st			1st					Ast			
Alex Petch JNR	2nd											
Ben Blanchard												
Gavin Smith												
Graeme Potter			1st									
Michelle Emmerson												
Lewis Petch JNR	2nd			5th					1st			
Matt Blood	Org											
Amy Atkinson JNR	3rd			1st								
Linda Curtis	6th	6th	3rd	Ent					4th			
Lucy Atkinson JNR	3rd			1st								
Thomas Atkinson JNR	3rd			1st								
Paul Chegwyn			2nd									
Alistair Crosby												
Nicola Homer	6th								4th			
Claire Wilson												
Jacob Homer JNR	6th								4th			
Steve Atkins												
Chris Dunn												
Sheron Gibbins	5th	Ast		Ast								
Phil Burton												
Gareth Griffiths												
Tim Rodgers												
Ian Sargent				4th								
Neil Sargent				2nd								
Tom Adamson												
Tracey Hardy												
Abigail Hardy JNR												
Ann Sargent				4th								
Dan Blood JNR	Ast											
Deg Burton												
Iain Tullie												
Rebekah Sargent				4th								
Leah Sargent				2nd								
Lorraine Petch	2nd											
Paul Skaife												
Ralph Jackson												
Jason Homer									4th			
Adam Long												
Andrew Howden												
Angela Cammish												
Clint Eade												

Beverley District Motor Club Thursday Night Championship 2000

Competitor	10-Aug-06	17-Aug-06	24-Aug-06	31-Aug-06	07-Sep-06	14-Sep-06	21-Sep-06	28-Sep-06	05-Oct-06	12-Oct-06	19-Oct-06	26-Oct-06
Mike Petch				1st			2nd		1st	1st		Org
Matthew Atkinson							Org			Org		2nd
Roger Stoneley				2nd			1st		5th	3rd		
Mark Edwards							1st		Org	2nd		
Ian Gibbins							4th			1st		1st
Leigh Hardy				5th			3rd		6th	Ast		
Andy Beaumont							2nd			Ast		
Jon Vine									2nd	Ast		5th
John Turnbull									3rd			4th
Bob Hardy							3rd			Ast		
Philip Stoneley				Ent								
Howard Everingham				3rd			1st			Ast		
James Duke				4th			2nd			Ast		
Jenny Edwards										2nd		
Dan Robinson							4th			Ast		
Lee Curtis												
Rob Knowless				6th								
Andy Stewart									4th	3rd		
Mike Ogram										Ast		
Andrea Atkinson												
Alex Petch JNR												
Ben Blanchard										Ast		
Gavin Smith												
Graeme Potter												3rd
Michelle Emmerson												
Lewis Petch JNR												
Matt Blood												
Amy Atkinson JNR												
Linda Curtis												
Lucy Atkinson JNR												
Thomas Atkinson JNR												
Paul Chegwyn												
Alistair Crosby												
Nicola Homer												
Claire Wilson												
Jacob Homer JNR												
Steve Atkins												
Chris Dunn												
Sheron Gibbins												
Phil Burton												
Gareth Griffiths												
Tim Rodgers												
Ian Sargent												
Neil Sargent												
Tom Adamson												
Tracey Hardy				Ent								
Abigail Hardy JNR				Ent								
Ann Sargent												
Dan Blood JNR												
Deg Burton												
Iain Tullie												
Rebekah Sargent												
Leah Sargent												
Lorraine Petch												
Paul Skaife												
Ralph Jackson												
Jason Homer												
Adam Long												
Andrew Howden												
Angela Cammish												
Clint Eade												

Beverley District Motor Club Thursday Night Championship 2000

Competitor	02-Nov-06	09-Nov-06	16-Nov-06	23-Nov-06
Mike Petch	2nd	3rd	1st	
Matthew Atkinson	Ast	2nd	Ast	
Roger Stoneley	3rd	Org	5th	
Mark Edwards	Org		4th	
Ian Gibbins	1st	5th	Ast	
Leigh Hardy				
Andy Beaumont	Ast	2nd	Ast	
Jon Vine			6th	
John Turnbull	4th		3rd	
Bob Hardy				
Philip Stoneley	Ast	1st		
Howard Everingham	Ast	4th		
James Duke	Ast			
<i>Jenny Edwards</i>	Ast			
Dan Robinson	Ast		Ast	
Lee Curtis	Ast	1st		
Rob Knowless	Ast	1st		
Andy Stewart	3rd	Org	5th	
Mike Ogram	Ast	4th		
<i>Andrea Atkinson</i>				
<i>Alex Petch JNR</i>			1st	
Ben Blanchard	4th		3rd	
Gavin Smith	2nd			
Graeme Potter			Org	
<i>Michelle Emmerson</i>				
<i>Lewis Petch JNR</i>				
Matt Blood				
<i>Amy Atkinson JNR</i>				
<i>Linda Curtis</i>				
<i>Lucy Atkinson JNR</i>				
<i>Thomas Atkinson JNR</i>				
Paul Chegwyn				
Alistair Crosby		3rd		
<i>Nicola Homer</i>				
<i>Claire Wilson</i>				
<i>Jacob Homer JNR</i>				
Steve Atkins			4th	
Chris Dunn	Ast			
<i>Sheron Gibbins</i>		5th		
Phil Burton				
Gareth Griffiths				
Tim Rodgers				
Ian Sargent				
Neil Sargent				
Tom Adamson				
<i>Tracey Hardy</i>				
<i>Abigail Hardy JNR</i>				
<i>Ann Sargent</i>				
<i>Dan Blood JNR</i>				
Deg Burton				
Iain Tullie	1st			
<i>Rebekah Sargent</i>				
Leah Sargent				
<i>Lorraine Petch</i>				
Paul Skaife			2nd	
Ralph Jackson			2nd	
Jason Homer				
Adam Long				
Andrew Howden				
<i>Angela Cammish</i>				
Clint Eade	5th			