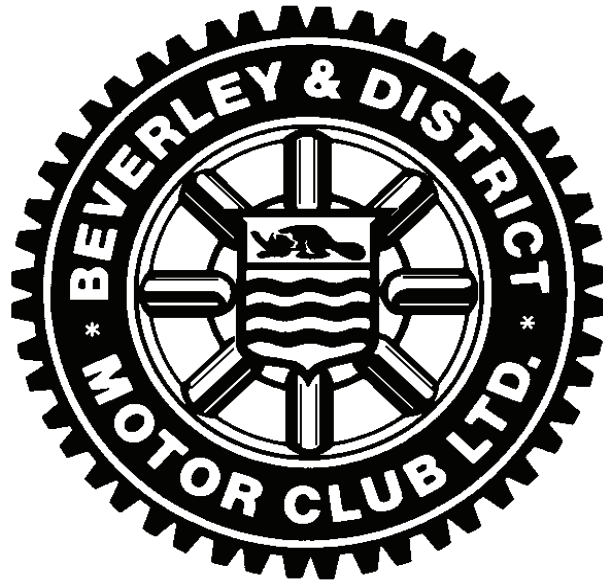


Beverley & District Motor Club

Wheels

October 2010



Web site www.bdmc.org.uk

By Howard Everingham

I know, I know, it's not pretty, but someone had to do it. Did he catch the bouquet? Hopefully the cover didn't put you off reading the rest of the Mag. And there are more photos on the 'Noticeboard' and, obviously, a new 'Photo Caption Competition.' Personally, I can't wait!

Talking of Photo Caption Competitions, we have a winner from the last one (see in this issue). Congratulations to Andy Beaumont for snatching the much coveted First Prize. And in this competition there are no losers. Erm... his was the only entry!

It's been a busy month since the last issue. I ventured down to Wolverhampton mid-September for the Staffordshire Knot Autotest, run by my old pal and ex-autotester Nick Darkin. Cracking event as usual, but rustiness has crept in and taken the edge off my driving. Could only manage 2nd in class. Two weeks later I was heading for the sandy shores of Weston-Super-Mare to tackle the Inter-Association Team Autotest (see report in this issue). A much better result. Another two weeks later we were back on the road for the Ken Wharton Memorial Autotest held at Alcester (near Stratford-upon-Avon). The less said about that weekend, the better. I was (bleep)! On the caravan front, we're just about to set off on our last trip of the year to the Peak District. The current Mrs Everingham and I will be sampling the delights of the Tissington and Dovedale Trails – falderee, falderah and all that swaddling.

So what do we have to tickle your fancy this issue? Well, there's the usual chunterings from our beloved Potts. A report (which I stole) on our stage rally superteam, Andy Rowe and the lovely Cat Lund who successfully nailed the opposition in the Flanders International Rally Challenge. Congratulations to them. Then there's a very prompt and detailed account of the Grovehill 12 Car from organiser Andy Stewart, which might just explain why you finished the event where you did. I've included a report and results from The Clitheronian Rally, which I had to steal (again!) from the Clitheroe & DMC website. We have a rare and in depth article from International Rally Time(lord?)keeper Lloyd Walker on the processes involved in organising and running Stage Rallies. He may just answer some of the questions about the things you've always wanted to know. All this plus the usual regulars (yes, I know it's only my third one, but they're regulars to me).
Read on.

YORKSHIRE LEAGUE CHAMPIONSHIP
FINAL SCORES FOR 2010

Guess who won?

1	Ilkley & District Motor Club	815.2
2	North Humberside Motor Club	598.4
3	York Motor Club	533.9
4	Trackrod Motor Club	386.0
5	Selby & District Motor Club	242.0
6	Beverley & District Motor Club	189.6
7	Slaithwaite Motor Club	150.8
8	Sheffield & Hallamshire Motor Club	127.5
9	Airedale & Pennine Motor Club	73.8
10	Yorkshire Sports Car Club	62.6
11	Huddersfield Motor Club	56.2
12	David Brown Motor Club	53.9
13	Alwoodley Motor Club	37.7
14	Lindholme Motor Sports Club	10.0

We are now coming towards the end of the year and the championships are hotting up. The stage driver and co-driver championships are almost sealed for the year by Andy Rowe and his co-driver Cat Lund with both having 1453 points each. Both of them have competed abroad thus gaining triple points for their efforts. The road rally driver is still to be decided with Andy Smallwood, Andy Burns and Andy Beaumont (is there a theme going on here? – *Ed.*) in with a chance of winning depending on how their results go. On the navigator scene, Ian Gibbins appears to have the title all sewn up, as the nearest contender Mike Petch, is 184 points behind and is involved in organising the Beaver along with Ian. And finally, the Autotest championship will be heading back to Cottingham for Mrs Everingham to clean the trophy for another year. (I bet she makes Howard clean it!!!) (Oh no she doesn't! – *Ed.*). This means that by the power of deduction, the overall championship will go to Andy Rowe and Cat Lund this year. An updated version of the table will be available on the website.

Forthcoming Marshalling

Just a reminder to you all to come and assist if you can on the forthcoming events we have been asked to marshal on.

Malton Forest Rally

We have been asked to run a stage on the Malton Forest Rally as shown below. This will be a full day seeing the competitors pass through the longest stage of the event on two occasions.

Date: Sunday 7th November 2010

Event: Malton Forest Rally

Venue: Langdale Forest

Time: Signing on from 7:30am to 8am

First Car at 9:23am and 1:14pm

Close: Around 3pm

This is the longest stage of the event, with 29 junctions, so I'll need plenty of marshals. It's also the only forest stage to be run twice so if you want to make it worthwhile coming out, you'll need to come to this one.

Roger Albert Clark Rally

For those who prefer to see rally cars in the dark, this is the one for you

Date: Friday 26th November 2010

Event: Roger Albert Clark Rally (and associated events)

Venue: Pickering Showground

Time: Signing on from 5pm to 5:30pm

First Car at 6:37pm and 8:20pm

Close: Around 11pm

This is the first stage of this four day event, and is also the ceremonial start of the event. The showground is a major spectator stage and you will also be able to see all the cars in the service area before they start the event. The stage will be floodlit along most of its length. It's only half a mile long with five junctions, but because it's high profile, we will need quite a lot of marshals.

Maple Garage Beaver Rally

Date: Saturday 11th to Sunday 12th December 2010

Event: Maple Garage Beaver Rally

Venue: East Yorkshire (starts in Sproatley to the East of Hull)

Time: Signing on from 9pm to 10:30pm

Close: Around 7am

This is Beverley's award winning Road Rally, returning to our local area after the excursion to North Yorkshire last year. As usual we'll be offering free breakfasts to all marshals who man at least two controls. If you can assist in any form on any event please let Matthew know if you have not already done so.

A funny thing happened on the way to B&Q (not quite the forum)

Recently when travelling back home from Hessle, I had to call in at B&Q with the good lady wife to purchase some compost for the winter baskets. On joining the A63 at the Sainsbury's junction, I noticed that a lot of vehicles were braking and moving to the nearside lane. Fearing that there had been an accident, I slowed down preparing to stop if necessary. Approaching the scene, I spotted a pink double mattress lazing in the outside lane.

About 15 or so drivers slowed down, moved to the nearside lane, passed the mattress and continued on their journey. In front of me a transit van slowed down, put on his hazard lights and moved to the nearside of the carriageway. Sensing what he was about to do I moved to the centre of the road, put on my hazard lights and waited for him to move the mattress. Had I realised that he was not only by himself, but had also driven from Portsmouth by himself to watch the football match, I would have helped.

It makes you wonder that a travelling fan from over 270 miles away, has the sense to move the obstruction from the road, yet those who live in the area cannot be arsed to get out of their cars and help their fellow road users (could've been a cheaper night's sleep for him than the B&B – *Ed.*). Rant over.

12 Cars

The 12 car season is now well under way, or will be by the time you get round to reading this. Andy Stewart had a well marshalled event although a few more that 5 entries would have been a little bit better. Thanks to Andy for putting on what appeared to be a cracking event and caught many competitors out.

My 12 car is the next one, or was the last one, depending on when the Mag gets issued at the time of writing. The next event was to be John Turnbull's on the 11th November, but as this uses the same maps as the Beaver, we've asked him to postpone it until the New Year. So the next and last event before Christmas will be organised by Mike Ogram on the 2nd December.

We all start again early in January, but so far we have not got any organisers (apart from John Turnbull). If you want to run a 12 car please let me know and we will allocate a date between January and the end of March.

Well that is enough ranting from me for the time being so keep on sending me your results for any out of club event you compete on.

Gunner

CLUB NOTICEBOARD

MATCHES

Congratulations to John Turnbull and his blushing Bride (not surprising if Rog was at the reception! – *Ed.*), Helen on their recent wedding. The Club wishes them a long and happy life together. Erm... any cake left?



CLUB CALENDAR

28th October 2010	Westwood Rally	Graeme Potter	01482 708790 (H) 07767 005242 (W) 07968 269649 (M)
4th November 2010	Table Top		
11th November 2010	Cottingham MOT Centre Rally (POSTPONED – will now run in January 2011)	John Turnbull	01964 625671 (H) 07846 190108 (M)
2nd December 2010	JMJ Woodworking Rally	Mike Ogram	01482 213917 (W)
9th December 2010	Beaver Fever	Ian Gibbins	01482 864092 (H) 0790450051(W) 7971 632370 (M)
11/12 December 2010	Maple Garage Beaver Rally		

ROWE/LUND ARE FIRC CHAMPIONS!

Report provided by rallybuzz.com



British crew Andy Rowe and Cat Lund clinched the inaugural Flanders International Rally Challenge title with a fine seventh place overall on last Sunday's Hemicuda rally in Koekelare, Belgium. The rally near the Belgian coast was the last and decisive round for the FIRC and saw 20 foreign crews take the start.

Rowe had to ensure at least a third place finish in the FIRC 3I class in his Mitsubishi Evo III to take the title from Dutch driver Eep Borgers, who had a good chance of winning class 3G again. Not an easy job for Rowe with stiff competition from Morgan, Reed, Thomson and FIRC newcomer Pattison, who won the event in 2006. To make matters worse, torrential rain throughout Saturday night and early on Sunday morning made the first leg of stages extremely treacherous, creating big watersplashes with some parts of the stages completely inundated, which caused several early retirements. It must be that FIRC drivers have a sixth sense for danger, since all of them survived the first, extremely hard leg.

Rowe was especially cautious in the opening stages, refusing to take risks that might put the car into one of the notorious Flanders ditches. Finishing means staying on the road, and some corners had their ditches transformed into car parks, but luckily without any foreign number plates.

Despite good driving, both Thomson and Reed had to retire after the first leg, with transmission problems and an electrical failure respectively. They were soon followed by Marcel Borgers with braking problems. Martijn Broekhuizen also had to retire a bit later, due to a very ill co driver.

Towards the middle of leg two the rain cleared and the competitors finally saw some sunshine, but this made the stages very tricky - dry parts suddenly changed into slippery mud

baths, causing more accidents. Morgan and Pattison avoided all the traps and had a very nice battle for the FIRC win. They were joined by local men Dirk Vermeirsch (Sierra 4x4) and Bert Coene (Evo 9) but finally previous Hemicuda winner Dave Pattison won the battle with a superb third place overall in his Evo 6, with Welsh wizard John "Merlin" Morgan snapping at his heels just 6sec behind in the BA5T05 Escort Cosworth.

Rowe ignored the fight for a top position and did what he had to do: finishing as 3rd FIRC driver to take the inaugural title, although he was able to climb up the order to seventh overall by the end of the rally. His main rival Borgers also made it to the finish, with a great 23rd place overall and fifth FIRC driver. Overall win was for Bart Maes in the Octavia WRC.

The historic part of the Hemicuda was a nailbiter too: the extreme weather conditions decimated the top seven, whilst teams who made a slow start could win back the time they lost in the morning as the weather cleared. FIRC newcomer Egerton not only took a splendid 2nd overall in Historic, he was also the fastest FIRC 2WD car, beating unbeatable Eep Borgers. More impressive performances were made by Mini Cooper drivers Allfrey and Hardiment, beating a 'modern' Cooper S and a Porsche 911! The weekend's success was complete for the British contingent when Keith Pettit confirmed the unofficial FIRC Historic title in his Lotus Cortina

RECENT RESULTS 2010

September

11/12 Yorkshire Revival Rally 2010 – Ilkley & District Motor Club

Championships– ANWCC/HRCR/NESCRO

Club Competitors results;

(Rally) Andy Burns/Mike Ogram Ford Escort 3rd overall 1st in Class M2

(Rally) Dan Robinson/Ian Gibbins Ford Escort RS2000 11th overall 1st in Class M3

(Clubman's) Andy Beaumont/Jake Frazer-Burns Ford Escort RS2000 2nd overall 2nd in Class C2

Well done guys.

Sorry, no piccys or reports available at the time of going to press.

(Full results overleaf)



Yorkshire Revival Rally 2010

11th-12th September 2010

Final Award Winners



Pos	No.	Driver/Co-Driver	Class	Vehicle	Total Time	Diff. Leader	Overall Pos
Overall Awards							
1	1	James TYSON/Neil HARRISON	M1	Mini Cooper S	0:37:00		1
Award - Class M1							
1	8	Graeme CORNTHWAITE/B HARGREAVES	M1	Morris Mini	0:44:43		2
Award - Classes M2 and M3							
1	4	Andrew BURNS/Mike OGRAM	M2	Ford Escort	0:48:23		3
Award - Class M4							
1	6	Paul METCALFE/Stuart WRIGHT	M4	Mini Sprite	1:08:59		5
Award - Classes E1 and E2							
1	22	Steven MITCHELL/Ian MITCHELL	E2	Alfa Romeo 2000 GTV	5:17:55		14
Award - Class E4							
1	24	Simon BENTLEY/Chris SHERIDAN	E4	Proton Persona	1:03:54		4
2	25	Ian BEECH/Ian GRAHAM	E4	Nissan Micra	1:40:31	36:37	8
Award - IDMC Crew							
		No finisher eligible					

Final Results

Pos	No.	Driver/Co-driver	Class	Class Posn.	Vehicle	Test Times	Penalties	Total Time	Diff. Leader
1	1	James TYSON/Neil HARRISON	M1	1	Mini Cooper S	0:20:33	16:27	0:37:00	
2	8	Graeme CORNTHWAITE/B HARGREAVES	M1	2	Morris Mini	0:21:30	23:13	0:44:43	7:43
3	4	Andrew BURNS/Mike OGRAM	M2	1	Ford Escort	0:21:00	27:23	0:48:23	11:23
4	24	Simon BENTLEY/Chris SHERIDAN	E4	1	Proton Persona	0:21:32	42:22	1:03:54	26:54
5	6	Paul METCALFE/Stuart WRIGHT	M4	1	Mini Sprite	0:23:59	45:00	1:08:59	31:59
6	11	Roy PERKINS/Peter WARD	M2	2	Porsche 911	0:22:19	50:42	1:13:01	36:01
7	3	Luke PINDER/Peter SCOTT	M4	2	Daihatsu Sirion Rally	0:21:07	70:13	1:31:20	54:20
8	25	Ian BEECH/Ian GRAHAM	E4	2	Nissan Micra	0:23:06	77:25	1:40:31	63:31
9	27	Jonathan STIMPSON/Julian RILEY	E4	3	Peugeot 205 GTi	0:21:34	91:59	1:53:33	76:33
10	26	Adam CAMPBELL/Simon TAYLOR	E4	4	Peugeot 205 GTI	0:20:43	103:15	2:03:58	86:58
11	2	Dan ROBINSON/Ian GIBBINS	M3	1	Ford Escort RS 2000	0:20:55	108:01	2:08:56	91:56
12	23	Nigel HUTCHINSON/Sam SPENCER	E4	5	Citroen Saxo VTR	0:26:28	201:58	3:48:26	191:26
13	12	Brian COPE/Shon GOSLING	M2	3	SAAB 96 V4	0:28:53	216:37	4:05:30	208:30
14	22	Steven MITCHELL/Ian MITCHELL	E2	1	Alfa Romeo 2000 GTV	0:23:36	294:19	5:17:55	280:55
15	15	Mark CASEY/Glyn CASEY	E4	6	Vauxhall Nova	0:27:59	369:36	6:37:35	360:35
16	19	David WINTER/Sally WINTER	E4	7	VW Polo	0:29:22	452:54	8:02:16	445:16
17	18	Jon HILL/Michael PEARS	E4	8	Vauxhall Corsa	0:24:22	1827:02	30:51:24	1814:24

Yorkshire Revival Clubman Rally 2010

11th September 2010

Final Award Winners



Pos	No.	Driver/Co-Driver	Class	Vehicle	Total Time	Diff. Leader	Overall Pos
Overall Awards							
1	34	John RUDDOCK/Sarah RUDDOCK	C2	Ford Escort Mexico	0:19:57		1
Class C1							
1	40	Robert P GRAY/Ian SLATER	C1	MG BGT	0:23:15		9
Class C2							
1	32	Andy BEAUMONT/Jake FRASER-BURNS	C2	Ford Escort RS2000	0:20:24		2
Class C4							
1	31	Henry KITCHING/Sioned KITCHING	C4	Vauxhall Corsa	0:20:44		3
2	35	Mick PICKLES/Tim BUCKLEY	C4	Peugeot 205	0:21:00	0:16	4
Award - IDMC Crew							
1	31	Henry KITCHING/Sioned KITCHING	C4	Vauxhall Corsa	0:20:44		3

Final Results

Pos	No.	Driver/Co-driver	Class	Class Posn.	Vehicle	Test Times	Penalties	Total Time	Diff. Leader
1	34	John RUDDOCK/Sarah RUDDOCK	C2	1	Ford Escort Mexico	0:19:57		0:19:57	
2	32	Andy BEAUMONT/Jake FRASER-BURNS	C2	2	Ford Escort RS2000	0:20:24		0:20:24	0:27
3	31	Henry KITCHING/Sioned KITCHING	C4	1	Vauxhall Corsa	0:20:44		0:20:44	0:47
4	35	Mick PICKLES/Tim BUCKLEY	C4	2	Peugeot 205	0:21:00		0:21:00	1:03
5	42	Neil RAVEN/Nigel BROMLEY	C4	3	Vauxhall Corsa	0:21:03		0:21:03	1:06
6	33	David RUDDOCK/Kevin CARRUTHERS	C2	3	Vauxhall Magnum	0:21:04		0:21:04	1:07
7	36	Joe HARDY/Doreen SUNTER	C2	4	Ford Escort	0:21:40		0:21:40	1:43
8	45	Steve CASSIDY/Stephanie CASSIDY	C4	4	Vauxhall Corsa	0:22:58		0:22:58	3:01
9	40	Robert P GRAY/Ian SLATER	C1	1	MG BGT	0:23:15		0:23:15	3:18
10	39	Graham GOODINGS/Sam GOODINGS	C2	5	MG Midget	0:23:17		0:23:17	3:20
11	37	Andrew STEEL/Roger TYLER	C3	1	Ford Escort MkII GL	0:23:19		0:23:19	3:22
12	38	Richard GOODACRE/Peter BIRTLES	C1	2	Volvo Amazon	0:23:33		0:23:33	3:36
13	44	Adam BARKER/David BARKER	C4	5	Vauxhall Corsa SRI	0:23:39		0:23:39	3:42
14	48	Jeremy ASH/Jeremy WICKINS	C4	6	Vauhall Corsa	0:26:44		0:26:44	6:47
15	43	Martin HOLDSWORTH/Peter TURNER	C4	7	Peugeot 205	0:27:50		0:27:50	7:53
16	46	Richard JENKINS/Tracey HARTWELL	C4	8	Ford Fiesta	0:27:50		0:27:50	7:53
17	41	Chas STANSFIELD/Sarah STANSFIELD	C1	3	Triumph TR3 A	0:28:38		0:28:38	8:41
18	47	Robert PEARSON/Sarah PEARSON	C1	4	MGB Roadster	0:29:13		0:29:13	9:16
19	50	Chris SMITH/Marc SMITH	C4	9	Peugeot 205	0:29:50		0:29:50	9:53

The Clitheronian Rally
Clitheroe & District Motor Club
25/26 September 2010

Report provided by Clitheroe & District Motor Club website

A 250mile round trip from Wolverhampton to East Lancashire proved worthwhile for Jonty and Nick Bloxham when they claimed their first win on the Clitheronian Road Rally in their GpA spec 106. The Peugeot pair clinched victory by just 45 seconds from Simon Bentley and Ian Gibbins in their Mivec powered Proton. Roger Powley and Carl Williamson took the remaining podium place with last year's Illuminations Rally winners John Leckie and Paul Holmberg fourth, both in Proton Gti's. They had been leading after the first card but dropped four minutes over the second section to hand top spot to the Bloxhams. And top seed Steve Retchless and Iain Tullie could only manage seventh, dropping almost four minutes to the leaders on the second Gisburn forest stage, when the battery broke free on their immaculate RS2000, shorting out against the throttle bodies,

Jointly organised by Clitheroe and district Motor Club and the CSMA North West, Clerk-of-the-Course Paul Buckel and his team laid out a demanding, but well received, 160-mile route starting and finishing at Blackburn with Darwen M65 Services. "The rally was a great success from everyone's point of view," said Buckel at the finish. "I would just like to say a massive thanks to all the organising team for all the hard work they have put in, and all the marshals for their support of the event." "We had all 44 controls fully manned, which is no mean achievement."

The Jewel in the crown was two stages through Gisburn Forest, held almost immediately after the start, the tricky gravel roads providing entertainment and enjoyment in equal measure. The chicane was a surprise for many, not least Geoff Goodwin and Ian Graham, who missed it by inches first time round, but did it properly on the second run, slamming into the chicane with the front wheels locked up on their Peugeot 205GTi. One crew who didn't make it that far was expected front-runners James Tyson and Neil Harrison, who were forced to retire their Mini before the action got into top gear.

Competitors then tackled all the popular road rally routes in Lancashire, including the Bowland Knotts, Trough of Bowland, the infamous Dr Who road, Jeffrey Hill and the whites at Coal Pit Lane, Kit Brow and Dandy Birks. The ford at Kit Brow, near Galgate, was a watery grave for some crews, including David and Yvonne Wainwright. "Our Rover decided it couldn't swim and refused to go any further in the middle of the ford," said Wainwright. "After wading out we were grateful for the help of others to pull us out." But there was success for several East Lancashire crews with Paul Gray and Marcus Pomfret finishing 15th in their immaculate Mini. Clitheroe DMC pair Paul Redford and Darren Roberts, out for only the second time this year, finished 18th overall and fourth in class, despite the navigator vomiting for most of the night! Accrington garage owner Simon Boardman was happy just to get a run to 21st overall, helped by navigator Matthew Broadbent who stepped in on the morning of the rally when regular mapman Ian Raynor was forced to pull out. The organising team were especially pleased to see more novices and semis-experts out this year.

The Clitheronian Rally

25/26 September 2010

Results

Car	Driver	Navigator	Car	Class	Card 1		Card 2		Total		Position	
					Time	Fails	Time	Fails	Time	Fails	O/A	CLS
3	Jonty Bloxham	Nick Bloxham	106Xsi	Exp	11:26	-	2:51	-	14:17	-	1	
9	Simon Bentley	Ian Gibbins	Proton Coupe	Exp	11:45	-	3:17	-	15:02	-	2	
12	Roger Powley	Carl Williamson	Proton	Exp	12:18	-	4:39	-	16:57	-	3	1
4	John Leckie	Paul Holmberg	Proton Coupe	Exp	10:47	-	6:33	-	17:20	-	4	2
8	Andy Nixon	Stewart Merry	Ford RS2000	Exp	12:37	-	5:04	-	17:41	-	5	3
6	Leigh Powley	Gareth Price	Proton Coupe	Exp	11:43	-	8:50	-	20:33	-	6	4
1	Steve Rechless	Iain Tullie	Ford RS2000	Exp	14:24	-	6:37	-	21:01	-	7	5
2	Alex Willan	Richard Morris	Proton Compact	Exp	12:02	-	9:30	-	21:32	-	8	6
20	Danny Cowell	Mark Sheperd	Peugeot 205	Semi	13:08	-	9:32	-	22:40	-	9	1
24	Adam Booth	Daniel Granger	Vauxhall Nova	Semi	27:28	-	9:20	-	36:48	-	10	2
19	Matt Honeyborne	Martin Allwood	Toyota MR2	Exp	19:50	-	20:13	-	40:03	-	11	7
21	Geoff Goodwin	Ian Graham	Peugeot 205Gti	Semi	23:15	-	19:31	-	42:46	-	12	3
28	Andy Smallwood	Alex Lane	Proton Persona	Novice	23:10	-	20:57	-	44:07	-	13	1
23	Mark Yates	Niall Cook	Peugeot 106	Semi	29:39	-	23:34	-	53:13	-	14	4
22	Paul Gray	Marcus Pomfret	Mini Cooper	Semi	29:36	1	22:35	-	52:11	1	15	5
26	Sam Wainwright	Sam Spencer	Proton	Novice	38:41	1	19:13	-	57:54	1	16	2
30	James Taylor	Jon Walker	Peugeot 205Gti	Novice	44:35	2	39:42	-	84:17	2	17	3
27	Paul Redford	Darren Roberts	Impreza Sport	Novice	24:59	-	68:37	2	93:36	2	18	4
25	Tom Byrne	Jeremy Dale	Nissan Micra	Semi	34:12	-	34:36	3	68:48	3	19	6
31	Graham Whittaker	Graham Foxcroft	Ford Escort	Novice	28:26	1	51:30	2	79:56	3	20	5
13	Simon Boardman	Matthew Broadbent	Proton Gti	Exp	27:53	-	93:40	3	121:33	3	21	8
29	David Ross	Sheila Ross	Peugeot 205 Rallye	Novice	40:40	-	74:00	6	114:40	6	22	6
15	Paul Brereton	Chris Paskin	Proton Gti	Exp	30:29	2	58:20	5	88:49	7	23	9
17	Darren Hunt	Clive Jones	Peugeot Gti6	Exp	14:59	-	78:00	7	92:59	7	24	10
5	James Tyson	Neil Harrison	Cooper S	Exp	0:00	-	0:00	-	Retired	-		
7	Tony Harrison	Paul Taylor	Proton Compact	Exp	0:00	-	0:00	-	Retired	-		
10	Andrew Smith	Paul Allan	Ford RS2000	Exp	0:00	-	0:00	-	Retired	-		
14	John Bosson	Jerry Hettrick	Ford RS2000	Exp	19:40	-	0:00	-	Retired	-		
16	David Wainwright	Yvonne Wainwright	Rover 200Vi	Exp	0:00	-	0:00	-	Retired	-		
18	John Taylor	Steve Warrington	Nova	Exp	0:00	-	0:00	-	Retired	-		
11	Andrew Long	Matt Field	MG ZR	Exp	45:17	1	0:00	-	Retired	1		

FORTHCOMING EVENTS

November 2010

7 The Malton Stages Rally – Malton Motor Club
Championships – lots!

11/14 Wales Rally GB

20 Premier Rally & Premier Historic Rally – Dukeries Motor Club

21 Neil Howard Stage Rally (Melbourne) - Bolton-Le-Moors Car Club

26/29 Roger Albert Clark Rally – De Lacy Motor Club

December 2010

2 JMJ Woodworking 12 Car Rally - BDMC

3/4 Grizedale Stages Rally - Furness District Motor Club

5 Autotest - NHMC

Club Competitors;

Howard Everingham

Dave Short

Robert Short

Stephen Short (soon to be a BDMC member)

11/12 Maple Garage Beaver Rally – Beverley & District Motor Club
Championships – TBA

Club Competitors;

TBA

Grovehill 12 Car Rally
7 October 2010

ORGANISER'S REPORT

By Andy Stewart

Five cars signed on to compete on the 50 mile route, which headed out from an idyllic riverside setting which was the Country Park Inn at Hessle. This venue offers comfortable dining and spacious facilities, especially the large 'dogging' car park situated at the side of the building which most of the crews had difficulty finding (Roger seemed to know where it was – *Ed.*).

Once navigated out from the car park, avoiding the Humber River, the crews headed north to West Ella and then westerly to Riplingham. All crews except the novices of Robert Short and Jake Burns managed to miss STC3, south of High Hunsley before setting off on a loop at North Newbald. The crews then headed down to Hotham and north to the infamous (in terms of this rally at least) North Cliffe triangle. Two cunningly hidden boards awaited them here both LWR (long way round) at triangles. Most crews managed to pick these up and I attracted some criticism here for not being specific enough in the expert route as to where the boards were. The route then headed west out of the triangles and north again to STC 6 at Harswell and through Everingham to STC 7. Up to now it was all easy going but the best was yet to come, a monster final section where the crews would find out if they were up to it.

Heading to Allerthorpe and through the Yapham complex towards Bishop Wilton, the autumn mist was now closing in and the roads were a tad greasy. Crews were testing the limits of their navigation skills. An 'old style' letter board provided by Mr Eade caused some head scratching and all except two crews wrote it down successfully.

At the finish it was closer than I'd expected, but winning in very confident style and in a very nice looking Proton GTi (chav car – *Ed.*) were Phil Burton/Mike Ogram with a totally clean run on letter boards and only dropping 10mins. Coming up behind and asking the marshals to give them a semi-expert route throughout the night, it was Andy Smallwood/Alex Lee, fresh from their Novice winning Clitheronian outing. Further down the order it was missed boards and missed digits that scuppered Gav Smith/Ian Gibbins and James Duke/Mark Edwards. In their first event together, Robert Short and Jake Fraser-Burns, also in a Proton Coupe, had a quietly pleasing night. They finished 4th and show much promise for the future.

Special thanks to Clint Eade, Roger and Linda Stoneley (for the best Sunday lunch I've ever eaten on a Thursday night or even on a Sunday) and also to Gunner. Thanks also to, Mike Petch, Andy Beaumont, Rob Brook (hope Mull is good), Howard Everingham, Andy Burns, Dave Short, Bobby Appleby, Mark Cresswell, Chris Marsh, Andy Townend and Tom Hutchings for their help on the night.



Beverley & District Motor Club



12 Car Results 2010 Event 6

Event 6 held on 7th October 2010

Grovehill Rally run by Andy Stewart

Official Results

Driver	Navigator	Class	Score	Overall Position	Class Position
Phil Burton	Mike Ogram	Expert	10m	1	1
Andrew Smallwood	Alex Lee	Novice	31m	2	1
Andrew Smith	Ian Gibbins	Expert	2F 21m	3	2
Robert Short	Jake Burns	Novice	2F 51m	4	2
James Duke	Mark Edwards	Expert	3F 12m	5	3

Expert Class

Phil Burton	Mike Ogram	Expert	10m	1	1
Andrew Smith	Ian Gibbins	Expert	2F 21m	3	2
James Duke	Mark Edwards	Expert	3F 12m	5	3

Novice Class

Andrew Smallwood	Alex Lee	Novice	31m	2	1
Robert Short	Jake Burns	Novice	2F 51m	4	2

Marshals

Bobby Appleby	Tom Hutchings	Roger Stoneley
Andy Townend	Chris Marsh	Andy Beaumont
Howard Everingham	Dave Short	Mike Petch

Organisers

Andy Stewart



Beverley & District Motor Club

12 Car Championship 2010



Round	Date	Title	Organiser	Phone Number	Location	Map Ref	Maps	Results
1	21st January 2010	Curtis Memorial Rally	Roger Stoneley	01482 210605 (H) 07795 607588 (M)	Robin Hood Pub in Middleton on the Wolds	947495	Map 106	Results
2	11th February 2010	Pete Anable Rally	John Turnbull	01964 625671 (H) 07846 190108 (M)	Robin Hood Pub in Middleton on the Wolds	947495	Maps 106 and 107	Results
3	25th February 2010	Sargent Electrical Rally	Ian Gibbins	01482 864092 (H) 07904 650051 (W) 07971 632370 (M)	Ferguson Fawsitt Arms	997371	Map 106 only	Results
4	11th March 2010	Spectrum Rally	Matthew Atkinson	01482 876400 (H) 07970 264094 (M)	Picnic area East of Leavening	795632	Map 100 only	Results
5	25th March 2010	Buccaneer Rally	Mark Edwards	01472 752003 (H) 07813 182123 (M)	Just off B1218 south of Barton on Humber	024178	Map 112	Results
6	7th October 2010	Grovehill Rally	Andy Stewart	01924 431665 (W) 07770 934113 (M)	Country Park Inn, Hessle	021254	Map 106 only	Results
7	28th October 2010	Westwood Rally	Graeme Potter	01482 708790 (H) 07767 005242 (W) 07968 269649 (M)	Farmers Arms, Fridaythorpe	876592	Maps 100 and 106	
8	11th November 2010	Cottingham MOT Centre Rally (POSTPONED)	John Turnbull	01964 625671 (H) 07846 190108 (M)			This 12 Car will now be run in January 2011	
9	2nd December 2010	JMJ Woodworking Rally	Mike Ogram	01482 213917 (W)				

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

Main Championship

Drivers

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Andrew Smallwood	9	M	M	9	10	10				38
2	Roger Stoneley	O	8	8	10	9	M				35
3	Chris Marsh	10	9		8		M				27
4	Sam Collis		10								10
4	Andrew Burns			10							10
6	Robert Short						9				9
6	Danny Robinson	M		9							9
8	Deg Burton	8									8

Navigators

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Andy Stewart	10	8	8	10		O				36
2	John Turnbull	9	O		9	10					28
3	Jake Burns			10			9				19
4	Andy Townend	8	10				M				18
5	Andy Beaumont	M	9	9			M				18
6	Alex Lee		M				10				10
7	Steve Johnson					9					9
8	Phil Lancaster				8						8

Expert Championship

Drivers

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Phil Burton	9	9	10	9	M	10				47
2	James Duke	M	10	9	10	M	8				37
3	Gav Smith	10		M	8	10					28
4	Andrew Smith						9				9

Navigators

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Mike Ogram	9	9	10	9	M	10				47
2	Ian Gibbins	10		O	8	10	9				37
2	Mark Edwards	M	10	9	10	O	8				37

Competitors printed in **bold** have completed enough marshalling, organising or training. Scores in brackets are those which have been dropped.

**Inter Association Team Autotest
Weston-Super-Mare Motor Club
2 October 2010**

Inventive driving

By Howard Everingham

The torrential rain woke me up in the B&B during the night. It was going to be a tricky day. Some of the competitors making their way to the venue on the day would find it difficult to fire up their engines after being towed in a constant ball of spray for two or three hours. No such problems for me 'n' Heepy though, the B&B was only 10 minutes away from the venue. It did take me 4½ hours to get there the day before though. However a warm welcome was extended by the host club. I was somewhat nervous about running in the ANCC 'A' Team (yes, we've done all the jokes about Mr T) as I haven't done many events this year and some of them were DNF's. My team mates were Lee Valentine (Nova) and Richard Pinkney (Caterham 7) both from Durham Automobile Club. Missing from the proceedings were Steve and Ben Morten, who should've teamed up with Carl Sams in the ANCC 'B' Team. Steve unfortunately sustained a back injury at the Wolverhampton event two weeks before and was unable to travel.

The rain had eased somewhat by the time I arrived at the disused Weston Airfield, but it was still a soggy start with a lot of standing water. There were three test sites set up, all of which were to be run 5 times. Tests A and B were quite challenging, test C being very simple. The latter apparently dated back 40 years and included a 'garage,' something not normally seen on tests nowadays. A peculiarity of the tests was the start procedure. Front wheels on line 'A' and the clock started when the leading wheels crossed line 'B,' which is how a lot of clubs set their tests up. However, rather than the A and B lines being about a foot apart as per normal, they were more like 9 feet apart on tests A and B and about 12 feet on test C. This puzzled some drivers who, out of habit, were starting close to the second line, but I realized whilst walking them that an advantage could be gained by starting on line A, as the car would be going faster when it reached the timing line B – a flying start!

A very short drivers briefing was followed by the instruction to start the first test, confusion followed as we'd not been given a running order to determine who the first car was. The CoC just told us to run in any order, but that was never going to work as no-one wanted to be first car. Entries Secretary, Jan Knott then took charge, calling the names and numbers from the caravan (to cheers and moans – a cheer from me when my name wasn't read out first – then a moan when it was read out second!), after which, timecards and numbers were handed out. As the Minis (Class A) headed for Test 1, it became obvious from the frantic arm waving that young Tom Burles (Car A1) was reluctant to commence proceedings, being a relative novice. So it fell to muggins to take the unwelcome slot of first car. Thankfully, the rain had eased to a drizzle by this time.

As the event started, it became patently clear the organisers were very short on Marshals with only one per test. An earlier enquiry about the scrutineer revealed he was in Birmingham!

The impact of running each test with only one marshal soon became clear as penalties and wrong tests were not being picked up. I was convinced I hadn't crossed a stop-astride line correctly on Test B, but was relieved when the marshal wrote my time without penalty. After successfully completing my first run of the three tests, I walked back to see how the rest were getting on. My timing couldn't have been better, as Lee Valentine was about to start Test B. He put in a cracking run only to be told by the marshal that he'd got it wrong. Fortunately I heard the conversation and went over to explain that Lee had driven it correctly. Surprisingly, the marshal took my word for it and gave Lee the time. I later heard that Lee had made a mistake on Test A, which hadn't been spotted by the marshal (oh dear!).

At this point I have to say the tests were fabulous! Challenging, but flowing. However, the lack of line marshals did allow for some inventive driving by the more experienced competitors who spotted the weakness early on and which largely went without penalty (what?).

At the end of the first run Richard Pinkney, Lee and I were running first, second and third overall respectively. However, I got caught out by some loose gravel on my second run of Test A, which temporarily put me onto the (wet) grass followed by clouting a cone, which the marshal *did* see (bleep!). The resultant time loss allowed Roger Holder (Mini) to pull back to within 2.4 seconds of me by the end of the second run of three tests. By now it'd stopped raining!

At the end of the three morning runs, Richard was leading the event on 411.8 seconds despite a penalty on Test 2. Lee was close behind in 2nd with a clean run on 414.4. The marshal kept me waiting for ages on the start of Test B for whatever reason and when I eventually got on the test, suffered brain fade, which dropped me to fourth behind Roger on 437.1 seconds.

A last bout of rain before improving weather moved in, took marshals and competitors to a lunch break. At this point Lee checked the scores and reported that the ANCC 'A' Team had a 13.8 second lead over 2nd place AWMMC (which included UK Autotest Champion Alastair Moffatt, albeit in a Honda Civic rather than his usual Mini Special) and we just needed to maintain a steady run to the finish (no pressure then Lee!).

During lunch I was asked for some Mini parts to repair the Special of Richard Yapp and Peter Cox (ACSMC). This ultimately resulted in me having to fit said parts (rear brake slave cylinder, clean all the leaked fluid off, fit new brake shoes and bleed the system – easy peasy!) 'cos it was easier than watching them struggle with it! This delayed me restarting the next run of tests and meant I missed the incident on Test B. The tarmac surface had been breaking up on some parts of the tests and on a double stop-astride some of it came away to reveal a metal pin sticking out of the ground. Unfortunately Roger's Mini found it with his O/S rear wheel as he was handbraking. The impact put the Mini up on two wheels and slightly damaged the radius arm outer bracket, though not enough to prevent him continuing.

The problem of the exposed pin was not so easy to resolve however and a long discussion between organisers and competitors then took place. It appeared that some competitors had completed runs four and five and cars were loaded on the trailer before the metal pin had appeared. Other drivers hadn't even begun their fourth run, the two guys whose car I'd been fixing and me included. If the test was changed to avoid the pin, then everyone should run it again, including those who'd finished, as there was the possibility of disadvantaging those who hadn't done their last two runs. Eventually a compromise was reached and the test changed to avoid the pin. I did a test run, which showed no appreciable difference in time to the original. It was then agreed to scrub run 4 for Test B and give the choice of re-running it again to those who'd already finished their 5th and final run. No-one took up the offer.

A drying surface during the afternoon didn't make much difference to the times due to the loose nature of the venue and greasiness that subsequently set in. The final results showed no change to the top 4 positions with Richard taking an excellent FTD on 621.2 seconds. Lee was hot on his heels with a faultless run in 2nd overall on 630.8. I was unable to claw back any time from Roger and ended up some 20 seconds adrift with 667.2 seconds, but maintained 2nd in class and 4th overall. But, the day was all about team effort and thankfully our total final score was 1919.2 seconds ahead of 2nd placed team AWMMC with 2055.7, securing a comfortable win for the ANCC 'A' Team. In all the excitement I forgot to check the shield to see if the ANCC have won it before (we didn't get to take it home as the engraving needs to be done first).

I was just relieved my rustiness didn't detract from the sterling performances put in by Lee and Richard. Many thanks and congratulations to them and thanks to Weston-Super-Mare Motor Club for making us feel welcome, not to mention the brilliant tests they put on.

Teams

ASWMC

		Round 1	Round 2	Round 3	Round 4	Round 5	Total
A1	Ernie Burles	179.5	167.4	172.8	102.9	203.5	826.1
B3	Ray Sissins	202.9	209.9	212.4	121.6	203.1	949.9
C4	Nic Ayre	189.9	188.5	178.4	118.2	191.8	866.8
		572.3	565.8	563.6	342.7	598.4	2642.8

AWMMC

		Round 1	Round 2	Round 3	Round 4	Round 5	Total
A5	Roger Holder	154.1	137.6	136.8	82.6	135.4	646.5
D4	Dave Evans	166.4	153.0	143.6	86.4	145.2	694.6
E2	Alastair Moffatt	161.2	151.5	150.6	98.7	152.6	714.6
		481.7	442.1	431.0	267.7	433.2	2055.7

ACSMC

		Round 1	Round 2	Round 3	Round 4	Round 5	Total
A3	Rob Rolston	171.9	152.6	146.5	92.8	155.6	719.4
B4	Richard Bass	179.6	174.5	162.3	104.5	169.2	790.1
D3	Richard Yapp	192.7	169.0	180.2	102.6	174.0	818.5
		544.2	496.1	489.0	299.9	498.8	2328.0

ACSMC 2

		Round 1	Round 2	Round 3	Round 4	Round 5	Total
A6	Brian Bridge	176.0	172.0	166.1	106.3	164.8	785.2
D1	Peter Cox	212.2	203.9	210.4	115.6	229.8	971.9
E1	Derek Looker	219.1	224.9	206.0	124.8	218.5	993.3
		607.3	600.8	582.5	346.7	613.1	2750.4

ANCC

		Round 1	Round 2	Round 3	Round 4	Round 5	Total
A2	Howard Everingham	141.3	148.0	147.8	86.3	143.8	667.2
B1	Lee Valentine	139.1	138.3	137.0	81.6	134.8	630.8
C1	Richard Pinkney	144.0	135.4	132.4	76.5	132.9	621.2
		424.4	421.7	417.2	244.4	411.5	1919.2

ANCC 2

		Round 1	Round 2	Round 3	Round 4	Round 5	Total
C2		0	0	0	0	0	0
B2	Carl Sams	177.1	165.8	152.8	88.4	151.1	735.2
	TBA						

Reserve Drivers

ASWMC

A4	Tom Burles	200.1	222	200.9	111.9	181.5	916.4
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AWMMC

D2	Martin Mackenzie	174.1	173.7	171.5	31.1	168.6	719
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ANCC

C3		0	0	0	0	0	0
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NHMC Autotest 17th October 2010

Final results

POSITION	DRIVER	Penalties
1	Dave Short	626.4
2	Andrew Burns	637.9
3	Michael Wood	675.9
4	Robert Short	696.7
5	Charlie Knapton	728.4
6	Joe Sturdy	736.1
7	Stephen Short	737.6
8	Jake Fraser-Burns	767.9

F.T.D. - Dave Short

Class Award - Andrew Burns

Class Award - Robert Short



Photo by courtesy of Dave Cogan

THINGS TO TAKE INTO CONSIDERATION

By Lloyd Walker

Fairly frequently, after releasing the route for the TRACKROD RALLY YORKSHIRE and definitely during the event, I'm asked why are you running stage and not? Why is there a large time gap between the running of and, why why...? And various other questions including the number of Course/Safety Cars involved.

To try and give you a better understanding of why the decisions are made, I will endeavour to explain below the various things which have to be taken into consideration when planning the route.

The easiest one to answer is the Course / Safety Cars. To keep to a set time schedule running well in front of any competitors, two vans are used to deliver and install ALL the timing equipment. After delivering the equipment they stay within the forest complex to resolve any equipment problems, check the equipment prior to any second pass and then collect the equipment at the conclusion of the event. If a non continuous route has been planned, then two sets of safety car crews are required to check the route prior to any competitor entering a stage. The first crew concentrates on the set up of the stage, positioning of marshals, rescue crews, radio points, post numbers etc, etc not forgetting the completion of timecards. The second crew, whilst assisting with some of the above duties, concentrates on spectator safety and the third crew makes a final check. After the competitors complete the stage, that particular event must be closed prior to the arrival of the next event. This is managed by the closer who collects all the check sheets, checks for retirements, collects damage declaration forms, timecards etc. Generally the same procedure takes place prior to the arrival of the next event. My role during the event is to try and keep ALL events running on time and make any amendments / alterations etc to recover time and get the event back on schedule.

As organizers, we have found the best solution to fully monitor the event is for myself to be out in the field, and with the assistance of Andrew Apperley in his rally prepared car, we can cover the event at almost the same timescale as the competitors. You may now understand why I often do not keep to my time schedule and enter stages early.

Now to the event planning. The things which are cast in stone are the Blue Book regulations for midpoint rescue etc. Stages over 9 miles require mid point rescue and then the Yellow Book (e.g. BRC and upwards) - Stages over 15 K (9.3 miles) require mid point rescue etc. So if we run a stage of say 12 miles long, we require two units, hence double the cost for one stage.

You also have to take into consideration that there is a difference in MSA permit/insurance fees which are dependent on forest miles. Under 45 miles is cheaper than over 45 miles, which is why the majority of forest events are usually less than 45 miles. Add to this the second usage of a stage is cheaper than the first pass, you will then realize why some stages are used twice.

So that covers the majority of costs which have to be taken into consideration before you even look at the route planning. Suitable sites have to be located for stage start and finish controls with adequate parking, not forgetting radio coverage. Another requirement for the competitors is the maximum stage distance between service and refuel points, so by now I assume you are starting to get a better understanding. A suitable location for service, remote service and refuel has also to be identified.

In May 2010 I'd already started thinking about the 2011 route and by late July, early August I had a very rough outline taking into consideration each of the various events' following requirements:- ALL events starting and finishing in Scarborough, with reasonable start and finish times.

Historic

Requirement for 50 stage miles

First pass through **all** stages, but prepared to run second pass, providing Historic ONLY been through the stage previously.

Only prepared to travel through Langdale after Internationals, as is current operation.

The route I've planned includes approximately 51 stage miles which we will have to trim to the requested 50.

Start 07.31hrs, finish 13.30hrs

International

Requirement for about 85-90 stage miles.

I have not included a Friday night stage in an effort to keep costs to a minimum. However, my proposed route could be amended if necessary to include a Friday night stage.

Hence the intended route currently includes 102 stage miles, main Scarborough service and TWO visits to remote service/refuel.

Start 08.01hrs, finish 17.35hrs.

Challenge

Requirement for about 50 stage miles

Running prior to International competitors.

Intention is to insert the Challenge competitors prior to International event after the first two stages, including a main service only, similar to 2010.

Hence, approximate stage mileage 50.98.

Start 9.30hrs, finish 14.30hrs.

National

Requirement for about 60 miles.

The route I've planned includes approximately 58.12 stage miles including a main and remote service, once again similar to 2010.

Start 12.15hrs, finish about 19.15hrs.

Clubman

Requirement for about 45 stage miles.

To run 10 minutes after the last National competitor (like 2010) and then return to Scarborough after about 44 stage miles. To include main service only.

Finally, the spectator access and competitor road routes have to be carefully planned to ensure there are no crossovers and the stages are being run in the correct sequence to keep travelling time to a minimum and avoiding competitors mixing with spectator vehicles. Sufficient time is also required to ensure one event is fully closed before the next event arrives and allows the safety car crews to replace any missing arrows etc. We also have to take into consideration the spectator and remote service routes and try and keep these separate to the actual rally route and ensure there is NO cross over.

Once I've carefully studied all the above requirements and seem to have prepared a MASTER route/time schedule, I then have a meeting with Rod Parkin and Barry Dove to discuss the proposed route in greater detail. Once we all agree with the general route principle, Barry starts planning the stage route with exact mileages etc and I start to firm up the route now including Passage and Time Controls etc and contact each event co-coordinator for their approval.

I hope this now gives you a better insight to the reasons WHY ... and hopefully answers some of your questions.

“Quotes”

“I can’t believe how big my arse is.”

Andy Beaumont after seeing his, in the Caption Competition photo. Got news for you Andy.....

“There were footprints on the roof of my mum and dad’s car.”

Mark Edwards

“He’s reversing through the field.”

Martin Brundle on Sauber driver Kamui Kobayashi’s insistence on hanging onto the ‘Soft’s’ during the Japan GP. Made an amazing recovery once he’d changed them though!

“@*!*#*~*#*π*!!”*

Howie, on the afternoon of 23 October, with A&E beckoning.

SEEN

Seen down Cottingham Road, Hull on 23 October, Morry Minor (Jellymould) with a sunstrip reading, ‘The Sound of Radio 1 – 275/285.’ ‘Flowers in the rain,’ Oh, the memories!

Seen on Hull Road, Cottingham on 23 October (it was an eventful day for your Editor!), big poster in the back of a Landy reading, ‘Fat people are harder to kidnap!’ Yes, I think I’ve seen it before too – but it is still relevant.

NORTHERN ROAD RALLY CHAMPIONSHIP 2010

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NAVIGATORS' STANDINGS AFTER ROUND 3

Pos	NAVIGATOR		Club	Trophies												Marshal Points	TOTAL (Best 7)	Scores
				Bruce Robinson	Ryemoor Trophy	VK Derbyshire	Danum	Atratech 061	Memorial	Drystone	Countdown	Clitheronian	Jackson	Westmorland	Beaver			
1	Ian	Gibbins	Beverley	30	[20]	28	35	M1	28	[1]		34	30			25	210	7
2	Iain	Tullie	Ilkley		35	33	M1	1		35	C	28	34	C		25	191	7
3	Ali	Procter		33	M1	26	32		26	13	A			A		25	155	6
4	Richard	Holdsworth		28	23	29		33			E		32	E			145	5
5	Sasha	Heriot	Rotherham	24	30	20	M1	20	10	14	N			N		25	143	7
6	Mike	Petch	Beverley	20	31	31		22			L		27	L			131	5
7	Sam	Collis	Matlock	M1				29	31	31	C			C		25	116	4
8	David	Bell	Beverley	19	M1		17	1	1	24	E		24	E		25	111	7
9	Yvonne	Wainwright	Malton		27	M1	15		15	M2	L	1	14	L		35	107	6
10	Paul	Taylor	Clitheroe		18	16	20	[1]	18	1	D	1	1	D			75	7
11	Roger	Stoneley	Beverley	13	15		14			1			19				62	5
12	Kevin	Wilson	Ilkley		33		26										59	2
13	Mike	Ogram	Beverley		26	16	1						15				58	4
14	Alex	Lee	Beverley			14	19	1				23					57	4
15	Martyn	Taylor	KLMC						23								23	1

m1 First marshalling duty, scores 25 points.

m2 Second marshalling duty, scores an additional 10 points. Both added together only count as one score.

Dropped scores shown in [brackets] - **BEST 7 SCORES FROM 12 ROUNDS TO COUNT**

CAPTION COMPETITION WINNER
(September 2010 issue)
Andy Beaumont (it was his arse after all!)

“I can’t believe how big my arse is!”

Picture supplied by Petchy



CAPTION COMPETITION OCTOBER 2010

I'm spoiling you this time. You have a choice of two photos to choose from, only one can win though (I'm paying for the beer you know!). Get your entry in NOW!

Pictures supplied by Andy Stewart



Rules barring motor races on public roads may be eased

From BBC online news



Nigel Mansell drove down Regent Street to promote the British grand prix - could it one day host a race?

The restrictions on holding motor races on public roads across Britain could be eased by the new government.

The change would allow councils to hold races, or festivals, on city streets or on rural hill roads, a Conservative conference fringe meeting heard.

It could raise £40m for councils over five years and create jobs, were they allowed to stage them, it heard.

Conservative MP Ben Wallace said it was "bizarre" that the legal clause from the 1960s had not yet been axed.

Mr Wallace, who is helping to set up an all-party parliamentary group, told the Motor Sports Association meeting it was a simple clause to change that would have no cost implications.

He said the new government was "determined" in its bid to scrap what is effectively a ban on using public highways - but it had been frustrated, so far, in being able to identify which minister had responsibility for it.

Former Formula One world champion Nigel Mansell gave his backing to the idea at the meeting, saying it would be "great for the country" and bring visitors and pride to parts of the country staging such events.

He said the government should "embrace motor sport", given the country's world leading position, and its ability to help provide opportunities and focus for young people.

Top Gear power

Mr Wallace, a parliamentary aide to Justice Secretary Ken Clarke, agreed, saying that the motor industry needed to "educate law makers" about the boost it could bring to the economy and to young people.

The law, as it stands, effectively stops races being held on public roads in England, Wales and Scotland because an Act of Parliament is needed - at a huge cost - for one to be allowed, such as the former series of Birmingham city centre races.

The proposal is to "tweek" the clause so that it would be up to local authorities to decide whether or not to allow a motor racing event to be held.

Labour's Lord Rooker said he did not think there would be any problem getting such a change through the House of Lords.

The meeting heard from the Motor Sports Association's Colin Hilton about initiatives to make the sport more accessible to young people - with its GoKart scheme allowing youngsters to try karting for £5.

And Richard Phillips, from Silverstone Circuits, highlighted its education work and the arrival of overseas companies to the area because of the UK's world-leading expertise.

Mr Wallace said the sport should be "more robust" in selling its virtues - improving road safety, engineering innovation and environmental actions, as well as bringing jobs and investment to the UK.

He said the challenge was to convert the millions of people who watch Top Gear and similar programmes into political power, so that MPs recognised what the sport and the industry brought to their constituency and constituents.