

Editorial

A Happy New Year to all our readers. I was hoping to wish you a Merry Christmas as well, but as you may have guessed, it's late again. No other takers for the *Editor's* job at the recent AGM, it just goes very quiet and everyone looks at me. Hell, it must be a crap job if they're all prepared to put up with the garbage and insults I write. So here goes for some more.

Talking of the AGM, we have a new elected Chairman as a result of it. There was a momentary fracas in the meeting room however, as Petchy attempted to take over the new role somewhat earlier than was planned! Look out for his new 'Chunterings' in this very issue.

Another item thrown up at the AGM (it *was* a lively affair!) was the fact that the most recent magazine on Beverley's web-site was December 2001 – Matthew Atkinson looking suitably sheepish as a result. Many thanks to Andy Beaumont for spotting this omission and my apologies to those readers who regularly use the facility. I thought it was strange no one 's tackled me about some of the comments made in the missing issues. Hopefully Matthew will rectify the problem.

And what a bumper issue this is! Loads of stuff from loads of new contributors. Although I must apologise to some of them (especially 'The New Boy') as the articles have been with me some time – due to my illness they're a little dated now, but nonetheless enjoyable. One of them is a Table-Top to give the left side of the crew some more practice. Lots of reports on Road Rallies and the outcome of the ANCC Road Rally Championship to be found within these covers.

Talking of the ANCC, their presentation evening is coming up in early February, unfortunately clashing with our Club's similar event. The guest line up is rather tempting though, James Thompson, Jonny Milner and my hero Dave Mosey will be there. No choice really is there? It'll save me embarrassing myself at our do and running up a huge wine bill. Plus I can pick up my ANCC Autotest award for 1st in Class 4. You'll just have to put up with Petchy doing his Mick Jagger impression at the Portland Hotel instead!

Talking of whom.

WIN THE RALLY CAR ON THE COVER OF THIS ISSUE!

Yes! For only £10 you could win a ready-to-drive Ford Escort Road Rally Car! See inside for further details. Once only offer!

I decided to include my report on the last event in the **Larkspeed League Championship** in this issue even though it's a little dated now, simply because of the dedication shown by one of our club members in trying to elevate us into the top ten (for the sceptical amongst you, it's not me).

My last event of 2002, an NHMC end of term bash at Reader's Yard on 8 December, contained much graunching of gears as the gearbox bore witness to a hard season. Fortunately it didn't stop me winning the event as John Taylor and Shorty were having similar problems. With the event over by 2.30 Roy and I took Heepy straight round to his house to remove the engine and split off the gearbox. Jon Meacock had kindly arranged for one of his work colleagues (an ex-Rover technician) to rebuild it for us. The wallet took a pounding as new 1st and 2nd gears, along with new synchro assembly, plus a good second-hand reverse idler gear were ordered.

Roy and I then spent a cold New Year's Eve and the following day putting it all back together. It doesn't normally take that long, but on the second day the clutch suddenly decided it didn't want to clear. Having done nothing to it we were baffled by it's reluctance (but then it's a Mini!). Coupled with that was the very stiff gearchange we'd been warned about due to the new bits inside. Lunchtime was very strange. Roy and I sat in silence the whole time just going through what we'd done, trying to figure out where the problem might be. Every now and then we'd look at each other and shake our heads. We eventually botched it up from our many combined years experience with Mini's and decided to see if it improved during the next event – NHMC's New Year's Autotest (held on 5 January this year).

On the morning of the event we made some attempts to run the gearbox in as instructed, but there's not much you can do buzzing up and down Reader's Yard for 15 minutes. The thick frozen snow meant the morning's tests were very slow, especially for Roy and me as I chose to stay on the Yoko A008's rather than swop to chunkies as John Taylor and Shorty had. Bigger problems followed as part of the test area thawed and gave us some real grip. A reverse flick was suddenly spoiled when the 'box jumped out of reverse just as I was halfway round. Thinking it might be something to do with the clutch we pressed on. By the afternoon I was holding it in reverse with the gearlever, which wasn't doing much for my times. Roy didn't seem to be having as much trouble, but on testing it after the event it was only at high revs that it jumps out. Fortunately for me JT & Shorty both blotted their copybooks on the day and allowed me a surprise win.

I later phoned Craig the gearbox builder who suggested replacing an indent spring and ball, which acts on the rod-change. Roy and I are convinced we're looking at another engine out job – and not relishing the idea. I think it's an age thing!

Read on.

Howie.



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ROAD RALLY PREPARED FORD ESCORT XR3i

- RECENTLY REBUILT ENGINE
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- UPRATED SUSPENSION
- SUMP GUARD/TANK GUARD
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'PREPARED & READY TO USE'

DRAW TICKETS ON SALE NOW -----£10.00 each // £20.00 for 3 tickets
AVAILABLE FROM ----- MIKE PETCH tel. 01482 446539
work 01482 562191

DRAW WILL TAKE PLACE AT BEVERLEY & DISTRICT MOTOR CLUB'S
ANNUAL PRIZE PRESENTATION DINNER AT THE PORTLAND HOTEL,
PARAGON STREET HULL ON THE EVENING OF
FRIDAY, FEBRUARY 7th, 2003

Note-SUBJECT TO A MINIMUM OF 25 TICKETS BEING SOLD.
OTHERWISE ALL TICKET MONEY WILL BE REFUNDED.

Chairman's Chunterings

So, with Mr Potter standing down as Chairman after quite a few years service, due to work commitments in India and wherever, it was time to see who else we could stitch up and talk into being Chairman (that particular sport has lain dormant for some years now-*Ed.*).

Oh! Go on then! So what do you want to hear? Ok! I'll ramble along for a bit about what the Motor Club is organising, what events are coming up soon and who's done what recently and where. Then, I'll go on to tell you what we're planning for 2003 and wrap it up with a bit of my recent rallying exploits and family outings. Once I've done that, I'll wish you all a Happy New Year and good luck for 2003, signing off until the following month, or whenever we get around to publishing the next magazine.

That Ok!! (Is he taking the proverbial do you think?-*Ed.*)

Mike

STOP PRESS!

GAVIN WINS ANCC ROAD RALLY CHAMPIONSHIP

2002 NORTHERN ROAD RALLY CHAMPIONSHIP-ANCC

1ST DRIVER - GAVIN SMITH

3RD DRIVER - ANDY BEAUMONT

6TH DRIVER - JOHN DIMBLEBY

2ND NOVICE DRIVER - TIM RODGERS

2ND NAVIGATOR - MIKE OGRAM

7TH NAVIGATOR - DAVID DIMBLEBY

DANNY ROBINSON, MATT BLOOD & DAVE BENNETT
ALSO SCORED POINTS.

CONGRATULATIONS TO ALL THE ABOVE FOR THEIR RESULTS IN 2002

Thoughts from the new boy

I sort of stumbled across Beverley and District MC after spectating on Rally Yorkshire, and clicking the Associated Clubs link on the Trackrod MC website.

A phone call to Matthew saw me out marshalling on his 12-car, and itching to get back into competing on events. A couple of visits to the Dog and Duck, and Mike Petch kindly sorted me out a driver. He told me “You’ll get on fine with Deg. He won’t throw you off the road.” Being a foreigner, from Kent via Buckinghamshire and Shropshire, I’ve never met anyone called Deg before, but Mike was right. He didn’t throw us off the road, and we got on fine.

You are a most welcoming bunch. I have felt really at home, as I have heard several orders for shandy at the Dog and Duck. Andy Beaumont already knows what I drink - or rather what I would drink if I could keep it in the glass.

Ian (Gibby) was keen to know what I made of his tabletop event. Did we have this sort of navigation in the south, and how do YYY junctions work outside Yorkshire. Pretty much the same as they do in Beverley, as far as I can tell. YYYY junctions are a bit different around here, as you allow yourselves to use them twice, so long as you use all four roads, and turn left each time. The rest of the navigation was stuff I have seen before, but that won’t stop me from getting into a mess with it sooner or later.

So, what did the new boy make of the 12-car? Ian told me that there would be something to catch everyone out in the navigation. He had no need to worry on my account. I was so rusty at the start that I made the worst possible error, and let Deg follow the crew in front. Fortunately I sorted out the map reference just off the junction in Cherry Burton, and we were able to pick up the correct board rather than the decoy. I felt a bit better after that, but it didn’t last long. I was so busy wondering whether the instruction to approach the second control from NW meant from NNW or from WNW, that I completely overlooked the instruction to depart ESE, and missed the codeboard on the loop near Leconfield.

Having been caught out, I was able to solve the rest of the (novice) navigation reasonably quickly, and Deg put local knowledge to good use in the lanes. The Expert navigation that I have seen subsequently would have sent us OTL unless we cut and run. We dropped 5 minutes early on, but only one more later. I was thrilled with second place, and Deg was happy enough to agree to some more “larking about” on the next event.

If the rest of the events are as enjoyable as this one was (a few more good finishes will undoubtedly help), then I will be very happy to switch from new boy to established member, and eventually to veteran (that’ll take about 25 years –*Ed.*). I will have to get used to the concept of using crossroads twice, as this is not something we could get away with down south, but I am always happy to try something new.

I have disqualified myself from Karting events, at least until I can lose a couple more stones in weight, so I will have to concentrate on rallies and club nights. Now, who fancies coming out on a scatter?

Graham Gardner



Beverley & District Motor Club Club Night Events



Date	Event	Organiser	Phone Number
Thursday 16th January 2003	12 Car	Tim Rodgers	07787 538524 (M)
Thursday 23rd January 2003	Quiz	Andy Beaumont	07799 896203 (M)
Thursday 30th January 2003	Table Top	Ian Gibbins	01482 864092 (H)
Thursday 6th February 2003	12 Car	Carl Briggs	01482 354045 (H)
Thursday 13th February 2003	Free Night		
Thursday 20th February 2003	12 Car	John Cunningham	01430 449985 (H)
Thursday 27th February 2003	Quiz	Howard Everingham	01482 876522 (H)
Thursday 6th March 2003	Table Top	Matthew Atkinson	07970 264094 (M) 01482 876400 (H)
Thursday 13th March 2003	12 Car	Matt Blood	07715 005390 (M)
Thursday 20th March 2003	Free Night		
Thursday 27th March 2003	Quiz	Carl Briggs	01482 354045 (H)

ANCC PRIZE PRESENTATION EVENING

at the
WHITCLIFFE MOUNT SPORTS CENTRE, CLECKHEATON
on
FRIDAY 7th FEBRUARY 2003 commencing 8.00pm

FREE ADMISSION

SPECIAL CELEBRITY GUESTS:

(IN ALPHABETICAL ORDER)

'A TRIO OF BRITISH CHAMPIONS!'

Jonny Milner

2002 Pirelli British Rally Champion

Dave Mosey

2002 British Autotest Champion

James Thompson

2002 Green Flag MSA British Touring Car Champion

AND

THE VERY BEST DRIVERS IN THE NORTH OF ENGLAND!

(And let's not forget the navigators & service crews!)

2002 NORTHERN ROAD RALLY CHAMPIONSHIP
AWARD WINNERS

	<i>Drivers</i>	<i>Navigators</i>
1 st Overall	Gavin Smith (Beverley)	Iain Tullie (Ilkley)
2 nd Overall	Terry Martin (Clitheroe)	Mike Ogram (Beverley)
3 rd Overall	Andy Beaumont (Beverley)	Roger Hage (Eastwood)
1 st Novice	David Howell (Ripon)	Alan Edwards (Tynemouth)
2 nd Novice	Tim Rodgers (Beverley)	Stephen Taylor (Ripon)
Best All-rounder	Dave Broadley (Lincs Louth)	

Top Ten Awards

4 th	Sandie Taylor (Whitby)	Charlie Wheeldon (Matlock)
5 th	Bob Marshall (Eastwood)	Paul Taylor (Whitby)
6 th	John Dimbleby (Beverley)	Simon Bentley (Alwoodley)
7 th	David Chapman (Ilkley)	David Dimbleby (Beverley)
8 th	Malcolm Holdsworth (Hadrian)	Steve Porter (Matlock)
9 th	Carl Hawkins (Eastwood)	David Taylor (Ilkley)
10 th	David Howell (Ripon)	Richard Holdsworth (Hadrian)

Best Event Award: To be announced.

Inter Association Team Members:

Steve Webster (Eastwood)	Iain Tullie (Ilkley)
Sandie Taylor (Whitby)	Paul Taylor (Whitby)
Gavin Smith (Beverley)	Simon Bentley (Alwoodley)

NAVIGATOR AVAILABLE FOR 2003

I'm a novice who has navigated on selected ANCC events in 2000 and driven some in 1999 (and 1986/7). I want to compete in a full championship to gain the experience which is necessary to improve my skills and move up the ranks.

Richard Wilson, David Brown MC, 01484 321401, richardwilson@firstdirect.com

Deep South Tabletop Rally – the Mini Series

I will be happy to contribute a section of this nonsense for each edition of Wheels until you beg me to stop. The navigation for each section will be variations on a single theme. In the following edition of Wheels, I will give the answers and results of the previous section. Don't assume that the sections will follow on from each other on the map.

If you get stuck, and want to call me for a bit of help, you can reach me on 07971 236078. This number does not accept abusive calls.

Graham G

Rules

- All navigation is on OS sheet 106 Series C
- Unless otherwise instructed, the navigation uses all roads.
- For any answer that is a grid reference, I will allow a tolerance of $\pm \frac{1}{4}$ compared with my plot.
- In the event of a smartass navigator finding an excuse to dispute an answer, I will review the evidence, and then stick to my original decision, UNLESS I AM DEMONSTRABLY WRONG.

Section 1

Start from the Trig Point near **Julian's Bower**

GWYY YYW WGWWW WWWW WYY YGWY YYY YWYW WWW WWW
WWWWWWWGWWWYYYYYGWYYGYYYWYYYYYWWYYYYWYYWY
3Y 2RY 2RW 2RBY 2RY 2RW 2YW 2YW(?) 3YW 3W 3W 3W 3W 3W 2YW 3Y 2YW

to finish of section 1 at next junction.

Questions for Section 1

1. What is the grid reference of the section start?	
2. What is the grid reference of the section finish?	
3. List The spot heights passed, in sequence	
4. How many times does the route cross Easting 93?	
5. What is the most southerly point of the route? (grid reference)	



Beverley & District Motor Club

12 Car Championship 2002/2003



Event 2 held on Thursday 31st October 2002

Trick or Treat 12 Car run by [Ian Gibbins](#)

Official Results

Driver	Navigator	Class	Score	Overall Position	Class Position
Richard Walton	Matthew Atkinson	Expert	1F 3m	1	1
Deg Burton	Graham Gardner	Novice	1F 6m	2	1
Len Fowkes	David Wilson	Semi- Expert	1F 10m	3	1
Gav Smith	Mike Ogram	Expert	2F 6m	4	2
Andy Beaumont	Jon Vine	Novice	3F 1m	5	2
John Paget	Ian Beech	Semi- Expert	3F 15m	6	2
Sam Bennett	Pete Bennett	Novice	3F 19m	7	3
Ian Kirk	Mike Lund	Novice	5F 22m	8	4
John Cunningham	Rodger Cunningham	Novice	6F 10m	9	5
? Parker	Droac ?	Novice	7F 21m	10	6
Chris Dunn	Mark Edwards	Novice	8F 6m	11	7
John Cottam	Bill Parkin	Semi- Expert	9F 12m	12	3

Expert Class

Richard Walton	Matthew Atkinson	1F 3m	1	1
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Gav Smith	Mike Ogram	2F 6m	4	2
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Semi-Expert Class

Len Fowkes	David Wilson	1F	3	1
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John Paget	Ian Beech	10m 3F 15m	6	2
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John Cottam	Bill Parkin	9F 12m	12	3
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Novice Class

Deg Burton	Graham Gardner	1F 6m	2	1
Andy Beaumont	Jon Vine	3F 1m	5	2
Sam Bennett	Pete Bennett	3F 19m	7	3
Ian Kirk	Mike Lund	5F 22m	8	4
John Cunningham	Rodger Cunningham	6F 10m	9	5
? Parker	Droac ?	7F 21m	10	6
Chris Dunn	Mark Edwards	8F 6m	11	7

Marshals

[Jon Meacock](#) [Howard Everingham](#) [Mike Petch](#) John Dimbleby
 David Dimbleby [Danny Robinson](#)

Organisers

[Ian Gibbins](#)

Sunday 3 November 2002

YOU DIRTY OLD MAN!

Helping Hands Autotest

ANCC/Larkspeed League Championships

Alwoodley Motor Club

After much badgering of various club members to enter this event to try and drag our club from 11th in the Larkspeed League into the top ten, the only one to agree was my PCT partner Jon Meacock. Only by telling him the tests would be simple and easy to remember did he agree to join me on the day in his trusty Golf Gti.

He was already at the Melbourne Airfield venue and changing wheels by the time I showed up. We were rewarded with a sunny, but chilly day compared to the persistent pitting rain we'd been suffering.

A good entry of 42 showed there were still top ten championship placings to be had. I was shoved in with the Specials Class, the only other big engined saloon being that of Richard Wood (Ilkley) sharing it on this occasion with Andy Harrison. Jon was in the hugely subscribed Class 2, non-Mini front wheel drive – all 19 of them! Steve Young and son Adrian from NHMC were there, but no sign of John Taylor and Dave Short. I later found out John was on holiday (?) and Shorty had recently fallen off a seed driller onto the mobile 'phone in his pocket and cracked a rib! That was almost the big laugh of the day – but not quite.

After almost having to plead with the scrutineer to look at our cars, a process that looked like extending beyond the time of the first test, Jon and I got signed on and received a copy of the day's tests. That almost had Jon heading for home! Not only were there 5 test sites set up and having to be memorised, but the first one was a bit of a brain teaser. Jon was mortified. The only saving grace was that we would be using the same tests all day.

After walking him round the first test a couple of times I left him there and moved on to look at the other 4. They were very simple by comparison and I kept going back to walk him round the others, hoping he would gain confidence. I'm not sure the ploy worked.

Eventually we had to stop walking and start driving. Chaos ensued as competitors queued for the various tests. I decided to hang back and keep an eye on Jon 'til he'd driven them all once. I was surprised at his turn of speed, as I'd only asked him to puddle round to gain some points rather than hammer the Golf and risk damage. A couple of penalties didn't help his cause, but he completed all the tests correctly. I felt happy I could leave him to get on with it and go and do mine. They were quite good fun too.

By the end of the first run of the 5 tests, Dave Mosey was showing the rest of us why he's the National Autotest Champion. With Dave 16 seconds in front of me I was a Mosey sandwich as his wife Adele was snapping at my heels (you should see her teeth!) a further 3 seconds adrift. Gerald Holdroyd was easily beating the other two 1100 Mini's in his class. There was a titanic battle going on in Jon Meacock's class between Jon Turnbull, Jon Graves, Steve Morten and James Coates. Jon Turnbull leading after the first 5 tests and no-one else would get a look in all day. Chris Leeming was dominating as usual in the rear-wheel drive saloon class in his Escort.

I went over to see how Jon Meacock was getting on. He was studying one of the tests and I thought he might want some tips to help him round. After proffering a couple I noticed his eyes were raised to the sky and he was muttering to me through clenched teeth "I'm trying to remember the test!" Oh-oh, time to move off and do some more driving.

Didn't see much of Jon for the rest of the day, he even had lunch at a different time to me. This was a pleasant event taken outdoors, such was the power of the November sun. Jon did say he'd had a couple of indiscretions, I thought he'd got some tests wrong, but he'd just incurred a couple of penalties. Looked like he was going to surpass all expectations.

The second run of the tests produced my own indiscretion, reverse oversteering into a cone for a ten second penalty. This allowed the omnipresent Adele through into 2nd place by 6.2 seconds. A Mosey 1-2 now prevailed.

After what I thought was a good third run, the gap had increased to 9.4 seconds to Adele with Dave now some 50 seconds ahead of us both. A big push on the final run produced my best set of times bar one when Heepy baulked first gear on a reverse flick. Coupled with a penalty for Adele on her final run, it was enough to project me back into 2nd overall again by 4.9 seconds.

There was much amazement that we'd managed to complete 20 tests with such a big entry, proving that there's some benefit to be gained by running 5 test sites. Things were also speeded up when it was pointed out to the marshals that they could set the next car off with a nod from the finish line rather than walking all the way over to the start line.

The final results showed Gerald Holdroyd picking up Class 1, Steve Morten settling the Class 2 battle by a healthy margin from Jon Graves with Chris Leeming producing a similar result in Class 3. Jon Meacock didn't come last and gained valuable points for the club.

As soon as the event was over Jon swapped his wheels back and promptly headed for home, such was his dislike of this type of event. I stayed on for the awards presentation, and wished I hadn't. With Dave Mosey picking up FTD, I was promoted to 1st in Class. The presenter fluffed his lines and read my name out as Harold Evington. Amidst the ensuing laughter, Richard Wood announced that Heepy would now be renamed Hercules (Steptoe & Son's horse if you haven't already twigged) along with cries of "You dirty old man." My first name really isn't *that* difficult and the village of Everingham is only a mile away as the crow flies. Ho hum.

On my arrival home an answerphone message from Jon advised me that his diff had expired somewhere along the A1079. The offending hole in the casing having to be stuffed with paper to prevent all the oil disappearing, allowing him to continue his journey. My later questioning on how he could continue to drive with a broken diff only prompted the dry reply, "It's a Volkswagen." I was quite gutted to think that he'd damaged his car and endured a fairly miserable day purely for the benefit of the club. I was even more gutted to later learn that Alwoodley Motor Club, lying in 12th place before the event, had leapfrogged us into 8th place relegating us to 12th. There's no justice in the world.

Howie.

Footnote.

Two turns of fortune followed this event. Matthew Atkinson received a 'phone call advising him to attend the Larkspeed League meeting in December when the top ten clubs nominate their events for 2003. Two clubs failed to attend (one of which was Alwoodley) so Beverley were moved up two places and were allowed to include the Armstrong Massey Stage Rally in the 2003 championship. Following this good news we then learned that our venue, Leconfield, might not be available for the event.

Footnote

Jon asked me to show you all how difficult test 1 was – see next page for diagram.



Beverley & District Motor Club



12 Car Championship 2002/2003

Event 3 held on Thursday 21st November 2002

12 Car run by [Mike Petch](#)

Official Results

Driver	Navigator	Class	Score	Overall Position	Class Position
Danny Robinson	Ian Gibbins	Expert	11m 5s	1	1
Deg Burton	Graham Gardner	Novice	1F 9m 40s	2	1
Gav Smith	Mike Ogram	Expert	1F 16m 32s	3	2
Jon Vine	Tom Adamson	Novice	1F 41m 57s	4	2
John Savage	Paul Rhodes	Semi- Expert	3F 12m 50s	5	1
Dave Bennett	Sam Bennett	Novice	3F 15m 40s	6	3
Richard Walton	Matthew Atkinson	Expert	4F 14m 47s	7	3
Paul King	Richard Lilley	Novice	5F 25m 46s	8	4
John Cunningham	Rodger Cunningham	Novice	6F 13m 10s	9	5
Philip Woodcock	Adrian Woodcock	Novice	13F 25m 44s	10	6
Andy Beaumont	Matt Blood	Semi- Expert	15F 0m 28s	11	2
Chris Dunn	Mark Edwards	Novice	21F 36m 34s	12	7
Expert Class					
Danny Robinson	Ian Gibbins		11m 5s	1	1
Gav Smith	Mike Ogram		1F 16m 32s	3	2
Richard Walton	Matthew Atkinson		4F 14m 47s	7	3

Semi-Expert Class

John Savage	Paul Rhodes	3F 12m 50s	5	1
Andy Beaumont	Matt Blood	15F 0m 28s	11	2

Novice Class

Deg Burton	Graham Gardner	1F 9m 40s	2	1
Jon Vine	Tom Adamson	1F 41m 57s	4	2
Dave Bennett	Sam Bennett	3F 15m 40s	6	3
Paul King	Richard Lilley	5F 25m 46s	8	4
John Cunningham	Rodger Cunningham	6F 13m 10s	9	5
Philip Woodcock	Adrian Woodcock	13F 25m 44s	10	6
Chris Dunn	Mark Edwards	21F 36m 34s	12	7

Marshals

Phil Burton Pat Cunningham Dave Cunningham Mike Trewartha
[Tim Rodgers](#) [Howard Everingham](#)

Organisers

[Mike Petch](#)

Maple Garage Beaver Rally 2002

Having had the pleasure of winning last year, the pressure was on for the 2002 event. Starting at Car 1 and having the worry of which way to turn out of the forecourt at Maple Garage Sproatley, sponsor for the Beaver Rally since it began in 1977. Will it be left? Will it be right? If the course car goes left, will it be a bluff? It was one year.

Anyway, having been given the first route instruction, it plotted left and off we headed though Sproatley for a short Neutral section with very little time to plot the 'not as map' triangles given out for the entire nights route. As some were to be long-way-round and some short-way, it was vital to get these plotted correctly, with code boards going to be placed on both sides of each triangle.

Driving, as usual, for the last few years on the Beaver Rally was Dave Twilton, it being 20 years since our first attempt in 1982. I recall we picked up a Fail back then as we went WD at Grannies Attic by going straight down to the X-roads instead of the long way round. This same section of road was to feature again this year at the finish. This time we got it right though.

The car was fully prepared with some yellow tape on the battery earth lead, supplied, and therefore in some way sponsored by Sargent Electrical Services. We were off for a fun night out, no pressure, we'll just take it as it comes.

A quick blast took us down to Hedon via Lelley before a Neutral to Thorngumbald and some 'H' and 'V' grid lines to plot. I was convinced we would be heading down to Stone Creek and Sunk Island. Spending too much time trying to make it fit that way, I allowed Car 2, Guy Robinson and Charlie Wheeldon to catch and pass us at the slot left to Keyingham Marsh. "Follow him while I plot," only to have them stop at the next junction to check, before heading clockwise round the loop. Having plotted by now, we were able to get back past before heading off through the 'whites' around the farms to finish the section, having obviously dropped more time than Car 2 behind us.

On to the next section around Halsham and Willow House Farm, again allowing Car 2 to pass while I checked the plotting. We followed them down the 'B' road close behind and tried to take the inside line around the Water Tower, not quite making it and having the door closed on us as Guy won the corner. This caused us to lose some more time as we followed them to Rimswell before finally overtaking them on the second brow into the 90° right towards Tunstall. A wrong slot in the following Neutral north of Roos saw us only just arrive in time to take our minute. We set off side by side with Car 2 up the B1242, out dragging him along the straight, only to lose out by overshooting the slot into the 'white' at Owstwick. On from here to wind our way back around Elstronwick and then to Maple Garage for Petrol and what seemed to be a way too early rest halt. It was only 1.30 in the morning! This halt would allow the marshals time to head north to man the next part of the event, it also made the event very relaxed and friendly, allowing time to chat and swap stories with other competitors. More importantly, it allowed time to plot and check black spots and 'not as map' junctions on other areas of the maps, for those who bothered anyway!

Just in time before we got too relaxed and went to sleep, we were away again. Around Smithy Briggs and Burton Constable Wood, through Old Ellerby to finish the section west of New Ellerby, via one lay-by and across the road into the other, narrowly missing a large pile of rubble at the entrance.

Heading north now, through Rise and Catwick lay-by, then to Brandesburton, to record one of the fastest times on that section, which was timed to the second. Booking in under a minute late, before heading north through the first lay-by and up the A165, stopping in the next lay-by, being very careful to SGW as we left, due to the Police Volvo estate car manning the junction (Nice of them to marshal for us-*Ed.*). Almost immediate slot right and back south towards Catfoss, east to Bewholme where the marshal had yet to arrive at the end of the section, leaving the course car to man the control, namely Danny Robinson and Graeme Potter, pointing the first few cars in the correct direction until the marshals arrived. The correct direction being north out of Bewholme, looping up towards Skipsea and back round near Dunnington and across to North Frodingham. Noise Check was off the B1249 in the 'white' north east of Wansford, which some crews apparently didn't visit, then 2nd Petrol at Armstrong Massey, Driffield.

Results at the end of Time Card 1 showed us to be sixth overall. As we waited to set off for the 3rd and final leg of the night, results coming in from Matthew Atkinson's computer results system appeared to show us a place or two better after the second Time Card. With reports of fog over the Wolds, things may get a bit tougher, but no worries, if we don't know these roads by now we may as well give up. We were now heading South from Skerne, before the Police got their radar trap set up and then around Watton Carrs, over the railway tracks, and looping towards Aike before nearly over shooting the middle 'yellow' into Beswick taking us over onto map 106. This was to prove to be a string of really fast sections on familiar roads, even in slight fog and timed very slack allowing us to clean each section by a hand full of minutes as the route wound its way back towards Walkington.

From Beswick we skirted North and West of Lockington, passing what I thought could have been the Marshal for the end of the section. With five minutes to spare, we stopped and flagged them down, it wasn't so we carried on, only to stop again at another two parked cars, one of which was Howard at his Stewarding point and again not the control, which finally turned out to be further along the road. Anyway, we had loads of time, so it was worth checking.

Next we travelled back up the B1248 and west through Holme on the Wolds, Kiplingcoates and back down to Granny's Attic, avoiding the disputed Black Spot, which was handed out early in the event and not plotted by some crews. This was to affect a handful of leading crews as well as some less experienced competitors and required a Stewards Enquiry at the finish. We pulled into the next control at Etton crossroads behind cars 4 and 5 who set off 3 minutes before us and therefore well ahead of their due time as we were running at Car 1 and on our correct minute. I figured they hadn't realised they'd missed the control yet. By the time we'd got to the next control at the A1079, after having to negotiate the abandoned party goers cars through Gardham, cars 3 and 4 realised their mistake allowing us to get back in front.

Across the main road and down to Newbald hairpin, east towards Walkington, followed by Monckton Walk, High Hunsley crossroads and looping round South to finish at the Dog and Duck, Walkington. A couple of pints of Stella formed part of a healthy fried and alcohol filled breakfast. Just what you need at 7 o'clock in the morning after a great nights rallying.

After a long wait whilst 'The Black Spot' was debated by Competitors, Organisers and Stewards, results were declared final showing us in 3rd place behind cars 2 and 3, namely John Haden and Iain Tullie, Guy Robinson and Charlie Wheeldon. Beverley crews had again featured well in the results with a brilliant 4th overall for Andy Beaumont and Matt Blood in the Proton ahead of the Dimblebys, John and David in 5th with Mad Gav and Oggy Ogram in 6th giving Beverley 4 out of the top 6 places. Just a whisker adrift in 9th was Tim Rodgers and Rodger Cunningham in the newly built Peugeot 205 GTi getting ready for their assault on the ANCC Road Rally Championship in 2003. Unfortunately the 6th Beverley crew of Dave Bennett and John Cunningham in the Mini retired having hit something, damaging the suspension. It was also nice to see John Savage and Paul Rhodes from Border Motor Club, both Beverley 12 Car regulars, take the 1st Novice trophy for the second year in succession, showing just how good a training ground our Championship is proving to be.

Huge thanks to the organising team and marshals, particular thanks to Ian Gibbins and Danny Robinson for taking over from Graeme Potter who was in India for much of the year, although appreciation should go to Graeme for all the work he still put in. See you all next year, which is now this year for another good nights sport.

Mike Petch

CHRISTMAS JUMPER NIGHT – THURSDAY 2ND JANUARY

1 ST Tim Rodgers with a colourful diamond design was a worthy winner.	6pts
2 nd Andy Beaumont without quite as many diamonds came a close second.	5pts
3 rd Graham Gardner without realising it.	4pts
4 th Ian Gibbins as the Milk Tray Man, not sure if he was entered either.	3pts
5 th Graham Potter for all his past jumpers, although not even worn tonight.	2pts
6 th Matt Blood in a jumper the colour of his name.	1pt
7 th Matthew Atkinson even though he still had his jacket on.	1pt
8 th Mike Petch with his real Christmas jumper from Next, made no effort.	1pt
9 th Danny Robinson even though I don't think he had a jumper on. Hard man!	1pt
10 th Rodger Cunningham, didn't actually see his jumper either.	1pt
11 th Pat Cunningham, not that her jumper wasn't very nice, didn't see it.	1pt
12 th The locals in the corner would have won had they been members.	1pt

Sorry the entry wasn't better this year for this events first inclusion in the Thursday Night Championship. Next year let's all make a better effort.

“Quotes”

“Are you sure your control’s in the right place?”

Kirky after Howie gave him a WD on Gibby’s recent 12 Car. Cheeky bugger!

“You have this reputation for being a teensey bit awkward”

Matthew Atkinson, attempting diplomacy for the first time in his life, whilst commenting on Gibby’s 12 Car routes at the recent AGM.

“S’cuse me Sir. Do you know what the speed limit is here?”

Danny Robinson’s ‘Cloaking Device’ (Potts’s shiny head really) failing to sneak him past Plod on the recent Beaver Rally in Bewholme.

*“You *!#@*#!#@*!!”*

Oggy offering some vital advice to the navigator of car 7 during the prolonged Steward’s Enquiry following the 2002 Beaver Road Rally. The wagging finger really driving home his point admirably!

“Radar!”

The all new Hooft’s Primera proving the efficacy of ABS in Bewholme one recent Sunday morning.

“That’s a nice looking car”

Actual video footage, captured on drive-by, of two Policemen recently on duty in Bewholme.

It's a MINI adventure!

Having been asked via my parents if I wanted to have a go at the Beaver Night Road Rally, I took little persuasion to say yes. It would give me the chance to try my hand at a more challenging rally as compared to the Rally of the Dams (see previous newsletter).

My mount for the night – David Bennett and his trusty Mini Clubman GT. Never having seen this car or knowing how well David can drive I was trusting that I wasn't going to let myself in for a bad night. The fact that we barely knew each other only adding to the worry.

On the night we both managed to find each other – which was a good start and thankfully I found that the navigator's seat was near perfectly set for me, all I had to do was adjust the belts somewhat. So, after getting myself settled we went off to find noise – only 99dB, that'll do! Scrutineering went without any hitches, as did the small matter of signing on. Next – THE LONG WAIT.... Having marked the maps up according to information given out by the organisers (including the amendments) we now had a couple of hours to kill before the big off (Not a word *I* would personally use before a rally-*Ed.*).

From the start I had a feeling that the route info would have a few quirks – blackspots given out which aren't anywhere near the section we were on – were they to confuse us or would they have a bearing later on? With a rusty brain, which isn't overly used to route info, I slowly eased myself in to plotting the first section, the provision of info regarding correct routes around triangle for the entire night not helping! Not to worry – we were managing.

Trying to plot on the move in a mini whilst being bounced along proved amusing. This was hindered when my brain kept suffering periodic shutdowns (usually when I received new route info, meaning I struggled to get plotting) however our pace steadily increased as our confidence improved. The white roads used made for an interesting rollercoaster ride, all I can say is that I was glad of the bucket seat, full harness and footrest!

After the first petrol halt we found that we weren't doing too badly – so far no fails with only about 22 mins dropped. Most of this was accounted for by my brain failure although a slow Escort in front did hinder our progress.

The second section started badly with tulips getting me all flustered, finding the car in front of us stopped half way round a fast bend didn't help my concentration but we continued well enough. By now my plotting was getting up to speed allowing us to travel much quicker.

With things going well and looking likely to finish this section on a respectable time and no fails we motored on until... tight square right... snatch of handbrake... slide... bang! We had slid backwards into a concrete fence post. Easily able to drive away we moved off but all was not well. The car crabbed badly with very poor handling. Stopping to inspect revealed a damaged wheel rim, an apparently bent radius arm and bent bodywork with a broken rear light. If the handling didn't put us out the first police car would!

Limping to the next control (which just happened to be my parents) we were forced to accept defeat. I hopped in with my parents leaving David to tour gently home via petrol to hand in the time cards and damage declaration.

It proved to be a poor end to a most enjoyable night – we had been quick and mostly accurate. The annoyance of the retirement was made even more so when the results after the first timecard showed that we had been lying 1st in class and 24th overall. Even looking on the second timecard showed that we should have maintained that lead. If only...

My thanks go out to the organisers and marshals who turned out, my parents for getting me there and picking me up again and especially to David for offering me the ride.

John Cunningham

12-Car Rallies

The Twelve Car Championship started well for my brother Rodger and me with a 5th overall and first in class on our first outing. This, unfortunately, was not continued as the next two events only gave us 9th and 5th in class on both occasions. The Sierra was used on the first two events to good effect but suffered dreadfully from brake fade – standard pads don't like stopping from high speeds too often. This meant that we had loads of power, excellent handling giving good speed but no stopping power.

For the last event (19 December) we were forced to use my Skoda Favorite due to a knackered CV joint on the Sierra. Lacking in power it also didn't have quite so good handling but the brakes worked! A steady run through the night left us feeling disappointed – silly mistakes and sheer lack of speed due to a tired car (new air filter/plug leads/tighten the alternator belt etc.. all required to be done but time didn't allow due to the last minute decision to use this car) led to dropped time and fails. The fact that we turned up just in time to start by a matter of 1 minute didn't help. All this put us down the ranking but at least we were still 2nd in the championship – but for how long? Time to buck our ideas up, especially following recent good results on the Cossack and Beaver for my brother.

John Cunningham

Congratulations!

Congratulations to fellow autotester John Taylor and wife Christine who recently announced they're to become parents again. Apparently John forgot to stop astride on a recent event and Christine is now expecting twins!

THE 2002 NORTHERN ROAD RALLY CHAMPIONSHIP

Promoted by the A.N.C.C.

With support from Kent Cams

From the Championship Co-Ordinator: Iain Tullie, 26 Queen Victoria Street, YORK YO23 1HN ☎ 01904 631810 (h) 0788 425 4649 (m) e✉ iain.tullie@lineone.net

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Bulletin No. 9 - 9th December

ROUND 13: MAPLE GARAGE BEAVER RALLY, BEVERLEY & DMC, 30TH NOVEMBER / 1ST DECEMBER

This event has become traditional as championship decider for not only ANCC but also East Midland and North East Midlands contenders. Not so this year, for the ANEMMC and us, the re-scheduled Three Swans plays host to the finale while the EMAMC boys and girls headed to deepest darkest Norfolk for the Preston, not a rally for the faint-hearted I can assure you! Anyway, given that I have heard plenty of folk whinging in the past that they only do the Beaver “because they have to”, presumably in order to secure some silverware for the season’s efforts, you would expect many not to turn out now that it wasn’t the last round. You would be wrong though, as the entry of 39 was only a few down on last year (when every man and his dog was out having been starved of rallies from February to November) and contained 31 Northern championship contenders.

Another ‘tradition’ is the start venue for the event, Maple Garage at Sproatley, just East of Hull. The nice modern showroom is somewhat more illuminated than it used to be, making it easier to navigate your way in from a five-mile radius around it! They also stayed open for the first petrol halt, one request though, can you get the burger van to stay next time, I didn’t have time to eat before the start? The drivers’ briefing surprisingly passed without incident, I expected the announcement that there would be ‘dummy’ codeboards on the wrong sides of grass triangles to cause quite a stir, but it was well explained and presumably everybody left knowing what was expected of them. I didn’t hear any complaints about it either during the night or at the finish so it must have had the desired effect of slowing people down a little bit, most crews making sure they double checked the instructions which told you whether to go long or short way round at the junctions in question.

With a route in three sections in store, last year’s winners Dave Twilton & Mike Petch (at least one of whom will be registering for the championship in 2003, I hope!) lead the field through the first standard section Southwards from the start, around Preston to Hedon. The organisers very proudly announced at the start that they were fully staffed for marshals and “there may even be some secret checks out” - sure enough Stan Appleton was stationed at SC1½ (well that’s what he wrote on our time card!?) towards the end of the section.

The first of two regularity sections took us from Thorngumbald, via Kevingham Marsh and a couple of short whites with the ITC just before Ottringham. Apparently this section was originally to have two intermediate controls, they must have got mixed up with the mileages when they took the other one out! Either that or everyone was very scared of disappearing off the road and into the marshes, because everyone dropped stacks of time: among the best were Peter Reeson & Roger Hage on 3 minutes exactly, just a second up on ‘Mad’ Gav Smith & Mike ‘Oggy’ Ogram, who like a number of other crews reeled in their minute man on the section. Best of all though was the ‘Beverley Bullet’ Andy Beaumont & Matt Blood, pedalling the Proton around to drop just 2:37, screaming past one and nearly both of the Hadrian crews in front of them. Charlie Tynan’s excuse is that Andy Whittaker has to look after the car as he uses it for work during the week, but so does Mr Beaumont. Which one of them works at a garage, I wonder?

A standard section took us East towards Withernsea and lead straight into the next regularity. No whites this time but time penalties were generally worse than the previous intermediate. John Haden & Iain Tullie were nearly half a minute faster than any other crew on this section, an advantage which would be doubled by first petrol. Sandie & Paul Taylor posted second quickest on 3:34 and by dropping just one minute on the series of consecutive 4 minute standard sections that followed would be 3rd at petrol. Separating these two crews were Guy ‘Laser Eyes’ Robinson & Charlie Wheeldon, whose only penalties were on the two intermediates. The prize for biggest blunder on the second regularity goes to ‘Mad’ Gav & ‘Oggy’ who set the 7th slowest time, local knowledge proving to be their undoing, although they too would clean the remaining sections into petrol. Completing the top five at the first halt were the Dimpleby’s and the aforementioned Proton, at this stage just 8½ minutes covered the first 16 crews.

The first section after petrol comprised of 30 tulips, but the numbering system must have caused a few problems because only eight crews cleaned it. A failing clutch here brought an end to Bernie Watkins’ & Adam Roper’s night, they did reach second petrol by cutting but then decided to try and limp home – hope you got back OK chaps. Some vias then took us through a ‘not as map’ STC17, with few penalties on time, although I think there were a few wrong approaches. There then followed a series of 4 standard sections, taking in a couple of grass triangles, a short white near Catwick and then two lay-bys on the A165 North of Brandesburton. Surprisingly

very few crews approached STC22 incorrectly, whether this was because they had plotted the black spot given out 3 handouts earlier or for some other reason, who knows. Back to back standard sections, the first timed to the second then took crews North towards Skipsea and then West towards second petrol at Driffield. Not much to choose between the top crews here, cars 1,2 and 3 dropped just under a minute, Guy & Charlie best on 51 seconds, nine more crews with under two minutes penalty. Beverley crew Dave Bennett & John Cunningham were retirements on this section, with a bent rear radius arm on their Mini.

Route check penalties were few and far between on this time card, but Daves Chapman & Taylor picked one up, although their chance of a good result had already gone when they drowned out earlier in the event and ran very close to OTL at first petrol. Also incurring 5 minutes for route checks on card two were Andy Whittaker & Charlie Tynan, but they also picked up a fail on this card, in the "SGW, etc." column, so this could be for a wrong approach / depart or missing a secret check. The Tubmans and David Howell & Stephen Taylor also picked up a fail this way.

So by second petrol the penalties had grown somewhat – twenty crews were still fail-free but penalties ranged from 7:15 up to 58:55. 1st and 2nd places remained unchanged, but Dave & Mike in car 1 moved up to 3rd, the Dimplebys were just 2 seconds behind in 4th with Peter Reeson & Roger Hage at car 4 now making up the top 5, just ahead of Andy & Matt. Late into petrol, as it turned out due to a wrong-slot in a neutral, were Sandie & Paul, although they had dropped time at STC15 too. When asked to comment on their performance, Paul politely commented "that didn't go too well". Sandie, however, never one to mince her words, was in no doubt as to the cause of their problems and declared "Paul's f***** useless"!! It could have been worse, though, they had only dropped to 8th and were still ahead of Gav & Mike. Terry Martin took the initiative in the chase for the drivers' title, he and Simon Bentley now in 7th place.

The final time card was made up entirely of standard sections and started off to the South of Driffield with grid square departures and then tulips, which took crews onto map 106 mostly without further penalty. Patchy fog did little to slow most crews on the blindingly fast roads over South Dalton and Etton Wolds and a string of spot heights to go via would not cause the navigators any problems. However, many had failed to plot a black spot given out on handout 9 (the same one referred to earlier at STC22) and missed David Wilson and co. at STC33, instead arriving at STC34 before discovering their error. Fourteen crews in total fell foul of this and picked up a fail either for missing the STC33 altogether or visiting STC34 twice. This had a major bearing in our championship as two of our top crews picked up fails on an otherwise clean last card, to drop them from 5th and 6th to 13th and 14th overall by the finish.

Now I am biased as I was one of those who plotted the black spot, but I do concede that you could regard it as a bit sneaky. However, it was the same for everybody – many of the handouts had black spots on that didn't directly affect the section you were doing at the time. They all plotted on roads, which conceivably could have been used later on during the event (the only one you could be certain you weren't going to use was on Spurn Head!) and there was plenty of time at the second petrol halt to go through all the handouts and plot them if you hadn't done earlier. The two important ones, which affected STC22 and STC33, were also both given out at MTC14 to make sure that all crews received the information – I think this was fundamental in why the organisers (and then the stewards) decided that it was not unfair and let the penalties stand.

I think this was the correct decision and I am sure that many navigators are now kicking themselves, perhaps not for failing to plot the black spot, but for not questioning where they were on the road: the navigation took you to STC34, where the next handout would be (you were told this in the instructions at the start, if you don't mark on your time cards where you are expecting hand outs then I suggest you do in future); the 42 spot height at the crossroads in GS 9743 was the last instruction given, so you knew you'd need another handout before you got there, meaning that STC34 must be before this crossroads, which it was; most of you should know (Novices are excused for not knowing) that time controls on the public highway must be at least 2 miles apart (alright, I know this is a bit dubious on 'regularity' sections on some events but this was standard, timed to the minute); so, having gone the long way round at the triangle in 9444 (although this in itself might have been a bit dodgy given that you approached it from the wrong direction) and blasted along the yellow Eastwards on Etton Wold, I reckon you should have questioned why you had not come across STC33 long before you arrived at STC34. Easy to say with hindsight, but something to think about. Lecture over!

A herringbone took us from STC34 to STC 37 and penalties tended to be limited to those crews trying to undo the damage done by missing STC33. The next section though was a two-miler and there were plenty of different ways it could go so would require rapid plotting. Car 1 had the obvious disadvantage of nobody to follow – he stopped and plotted for nearly a minute before taking the first slot right. The long list of spot heights to avoid seemed quite daunting at first glance, but a black spotted grid square and the requirement to pass a triangulation point did at least give you the first junction. Plotting all the black spots would have given you the only route, but for confirmation you were given the total of the four spot heights you should have passed through, taking you to the finish at Walkington. Sounds easy, eh? Well, only eleven crews cleaned it and of those, five were without penalty for the whole third time card.

The final results showed the top three remaining unchanged from second petrol, a third win of the season together for John & Iain, with Guy & Charlie in 2nd. Andy & Matt moved up to 4th by the finish, overhauling John & David who finished 5th. Main beneficiary of all the fails at STC34 were Gav & Mike, who moved up to 6th at the end. Also jumping into the top 10 were Malcolm & Richard Holdsworth in 7th and Tim Rodgers & Roger Cunningham in 9th, who deservedly also collected a 2nd class award. John Thornton was the last of our contenders fail-free in 12th, followed by our other championship protagonists Terry & Simon 13th and Sandie & Paul 14th. Peter Reeson & Roger Hage won their own family battle to finish 15th, there then followed a gaggle of ANCC contenders from 18th to 22nd, these being the two Daves, Andy & Charlie, David Howell & Stephen Taylor, Alan Edwards and then the Tubmans. Craig Whitehead found this event a little easier on the car and came in 29th, taking the 2nd Novice award too.

Unfortunately the awards at the finish were delayed as, not surprisingly, there were queries and then an official protest about the 'sneaky' black spot mentioned earlier, but I am pleased to say there was no nastiness involved and all concerned shook hands and left on good terms.

As ever a very well put together event, our thanks go to Graeme Potter, Matthew & Andrea Atkinson, Ian Gibbins and Danny Robinson and the rest of BDMC for what really was a team effort. I thought it was one of the best Beavers I have competed in, John reckoned it was one of the most enjoyable East Midlands rounds this year too. If your views differ, as always you have the chance to say so on our questionnaire – I have included one copy per crew in case you didn't pick one up on the night, please get them back to me at the Swans or ASAP through the post.

If I have your e-mail address, you should already have received a copy of the current tables, plus a few bonus columns showing maximum score, etc. I will do the same again towards the end of next season, so make sure you put your e-mail address on your registration form. Apologies to those who rely on the paper bulletins, you will have to work such things out for yourselves as I couldn't squeeze any more onto the pages.

Iain

Beverley & District Motor Club Competitors Championships 2002

Results for BDMC crew's exploits in competitions during 2002 have rarely been presented for inclusion. It is therefore proving difficult, in fact impossible to accurately calculate points scored in the various Championships at the end of the year.

Having discussed within the Committee and with various competitors, we have decided that there are 2 choices. Either not award these trophies as no one has scored any points, or assess who we thought had done the most events and finished better in general. If anyone has any complaints about the following Championship winners, Tough!! We may have got it wrong, but we've done our best, get your results in this year.

Stage Driver	Andy Carter
Stage Navigator	Andy Townsend
Road Driver	Gavin Smith
Road Navigator	Mike Ogram
Autotest	Howard Everingham
Overall	Howard Everingham – the only competitor to hand in results.

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Bulletin No. 10 - 6th January 2003

A belated Merry Christmas and a Happy New Year! This is the third draft of this bulletin, it has taken so long to publish it that I started again... hopefully you will have had plenty of other things to occupy yourselves with over the festive season. One of the delays was due to the recent confirmation of our Awards Presentation for 2002 – the date is Friday, 7th February. We have no less than three 2002 British Champions attending, it's free and open to all, not just award winners so make sure you come along. More details at the end of this scribble.

Whilst I remember, apologies to those of you who got a ropey copy of the last bulletin – the toner always seems to run out at the most awkward time, it had to go in the post that day to try and get to most of you before the 3 Swans. Hopefully you will find this one a bit more legible (if you want a fresh copy of the last one, drop me a line and I will happily send you one).

Anyway, cast your mind back through the alcoholic haze to our final round...

ROUND 7: TBM CUTTERS / COTTINGHAM MOT CENTRE THREE SWANS RALLY, SELBY & DMC, 14TH / 15TH DECEMBER

I have to admit I was fearful that there wouldn't be enough entries for this event to run. I needn't have worried, the draw of being the final round of both our and the ANEMMC championships attracted plenty of regulars and the well publicised half night format drew out a few 'locals' to boost the entry to 28, of whom 26 started.

You don't have the pleasure of a blow-by-blow account of each section, as I was not competing on the event myself, a tactical bit of marshalling would secure me the ANEMMC title and it also allowed me a bit of an insight into the event, such as seeing the route and sampling the navigation beforehand. On paper it looked a good route with interesting navigation, but I wasn't quite sure where the result was going to come from. We found out on the night, the timing was well done so everyone dropped some time and from the feedback I have had so far you all seem to have enjoyed it – the only complaint being that it was too short (but it was by design and rightly so, to ensure all controls could be marshalled) – oh, and the mud at the start – hopefully this will have gone when the event returns to its June date in 2003.

The results proved very tight, which was to be expected on a short event. Three sections proved 'uncleanable' and the other ten standard controls all had people dropping time. At petrol, Bob Marshall & Roger Hage held a comparatively big 47 second lead, but severe brake problems caused them to drop back in the second half, doing well to finish 4th. Dropping just one minute in the second half was enough for Jamie Gratton-Smith & Richard Hage to take the event win by just 14 seconds. At petrol they had been in the middle of a clutch of five cars just nine seconds apart!

However, top ANCC scorers on the night, and appropriately so, were Gavin Smith & Mike Ogram who came in second overall. A win would have been their first of the year but a very consistent set of results over eleven of the twelve rounds (with Mike marshalling on the other) means that Gav becomes champion driver for 2002 and Mike comfortably secured the second overall navigator award. Both well deserved and reward for being loyal supporters of the championship for as long as I can remember, well done, chaps.

Next up were team Dimbleby in third, another great result, I stand by what I said at the start of the year, John & David are a crew to watch and I am sure will be challenging for overall honours in our championship if they can get enough events in during 2003. As mentioned earlier Bob & Roger managed to cling onto fourth, helping Roger to third overall in the championship, his highest placing since the opening round. The major mover in the drivers' table was Andy Beaumont, he and Matt Blood came home fifth overall. His eighth score of the year enough not only to secure free registration for 2003 but also launched him into third place in the final drivers table, another man to watch for 2003 as I am sure he will be doing more events enabling him to drop scores.

Team Holdsworth had one of their better results in sixth, it would have been even better had they not been held up by a taxi on one section. Nonetheless it was enough to bag them both top ten championship finishes. Likewise the two Daves, Chapman & Taylor, are top ten award winners, finishing the event eighth but only just over two and a half minutes behind the winners, showing how close it was in the end. In ninth was Danny Robinson, ahead of 2000 event winners Andy Whittaker & Charlie Tynan. Next up were top Novices David Howell & Stephen Taylor, preserving their Novice status by finishing just one second outside the top ten – some of you may remember Mr Smoley, who I mentioned in the last bulletin, going to great lengths to preserve his Novice status (including protesting himself out of the top ten on one event), I am sure he would have been proud of such a near miss!! David does finish in the top ten of the championship though and both of them scoop Novice awards.

For the second event running I have to report on below par results for two crews who have been at or near the top of the tables all year, but I am sure they will be determined to do better in 2003 rather than rueing ‘what might have been’ in 2002. Just five seconds fewer time penalties on this event would have meant that Sandie & Paul Taylor both finished third overall in the championship, as it is they finish fourth and fifth in their respective leagues. In thirteenth place and scuppered by a six minute wrong slot in the first half were Terry Martin & Simon Bentley. With Gav finishing well it meant that Terry’s outside hope of the title was immaterial, but he can be proud of coming home second (unfortunately having also missed out on the SD34 title the week before). Simon meanwhile ended up sixth as the ‘middle order’ of the navigators’ table proved to be very closely fought. There should be some consolation for both Simon and the Taylors as they were part of our victorious Inter Association team, so well done again for that and here’s hoping you have better luck in the 2003 championship.

Of our remaining contenders, Bernie Watkins & Adam Roper came home 14th, David Wilson 19th, Stan Appleton 22nd and Dave Broadley, swapping to the driver’s seat and partnered at the last minute by Mike McKenna, in 23rd. For once we can present the all rounders’ award and Dave deservedly wins this, having contested two events as a driver, three as a navigator and finishing all of them, as well as marshalling on numerous events. Our only non-finisher was Craig Whitehead, who lost the battle to stay within OTL and is looking for a more experienced nav for 2003!

The results would have been very different though if I had chosen to exclude all of you who don’t appear to understand that ‘quiet’ means low revs and no spot lights – remember you have a responsibility as competitors to obey such signs to ensure that we can continue to enjoy ourselves on a Saturday night. Consider yourselves lucky on this occasion and take this as a warning – lights and noise are the two major sources of public complaints in our region, if you want our sport to continue, do as you are told in future. I hope I do not have to repeat this warning.

Many thanks then to Dave Coggins, Ralph Jackson, John Thornton and the rest of the Selby members (with a little help from a few other local clubs – good to see bags of Yorkshire team spirit!) for a good event that provided a worthy finale to the championship. The event seems to have been well received by all, even some of those who have previously been very critical of Yorkshire events...

So there we are, as the song goes, another year over and a new one just begun. You should find a list of 2002 award winners further on, congratulations to all those on the list. This plus the tables become final on 14th January unless I hear from any of you in the meantime. There is one award still to be sorted, that of ‘Best Event’, which is decided by the scores on your questionnaires. I have included one for the Beaver for those from whom I have not yet received one (as they were only dished out at petrol) plus a blank one which you can use for any event during the year (put either your name or car number on or I will ignore it, to ensure nobody tries sending lots of good or bad ones in for any one event to influence the result!). Deadline for questionnaires is also 14th January so fill them in and return them a.s.a.p, please.

The 2003 calendar plus a registration form went out with the last bulletin, please note that I only intend to send regs out to those who register for 2003, or to anyone who requests them. Due to the wonders of modern technology you will soon be able to download them from our website, at www.ancc.co.uk, so ‘log on and check it out’, as they say! The first round is once again Lincoln’s Bruce Robinson Rally, this year on 15th / 16th February, regs should be with you soon. Depending on how generous I am feeling, those of you who have not yet registered for 2003 may or may not get the next bulletin, but you should still get regs for the events up to and including round 4. I hope to see many of you at our awards do, or failing that in Lincoln when you should all be itching to get back out there after two months rest!

Iain

ANCC PROVISIONAL 2003 CALENDAR
BEST 8 SCORES TO COUNT FROM 13 ROUNDS

1.	FEB. 15/16	BRUCE ROBINSON	LINCOLN M/C & C.C.
2.	MAR. 1 / 2.	MOORLANDS & MEADOWS	MID DERBYS M.C.
3.	MAR. 22/23	RYEMOOR	MALTON M.C.
4.	APR. 12/13	DERBYSHIRE	MATLOCK M.C
5.	MAY 10/11	WITCH WAY	PENDLE D.M.C.
6.	MAY 17/18	DANUM	LINDHOLME M.S.C.
7.	JUNE 7/8	THREE SWANS	SELBY & D.M.C.
8.	JULY 19/20 M.C.	WESTMORLAND	EDEN VALLEY
9.	AUG. 9/10	ST. WILFRIDS	RIPON M.S.C.
10.	SEP. 6/7 D.M.C.	HALL TROPHY	CLITHEROE &
11.	OCT. 4/5	SEVEN DALES	DE LACY M.C.
12.	NOV. 1/2	COSSACK	EASTWOOD & D.M.C.
13.	DEC. 6/7	BEAVER	BEVERLEY & D.M.C.

Dates are subject to change.

12 Car Rally – 19 December (Round 4)

Another new experience. I had to find my way through thick fog to get to the start and just made the rendezvous with Deg at the pub in Tickton, except it wasn't Deg. Phil was to be my chauffeur for the evening, and he reported clear skies between Sproatley and the start, together with a couple of route checks spotted as he made his way to meet me. We arrived at the start, and waited for our organiser to turn up. I was feeling quite nervous, as everybody else seemed to know the area intimately. This was not helped by the start being delayed by 20 minutes to give time for the marshals to be deployed.

The navigation proved to be fairly straightforward for the first couple of sections, although the instruction "LOOK" which appeared quite regularly was a bit off-putting. Should I be looking for Not-As-Map loops, or just taking a closer look than normal because the junctions were indistinct? We wasted a bit of time searching for a NAM that wasn't there on the Wawne Common yellow. Phil's local knowledge was proving to be a real help as we approached each junction where there might be a triangle – he knew in advance whether there was or not, and how best to negotiate it. The only surreal part of this was the invitation to admire the Christmas decorations on Maple Garage as we drove along the lane behind it at competitive speed. (I thought Primera's were supposed to be quick.) (Only old ones – *Ed.*)

Phil had called the various NAM triangles to me before we left the start, but I hadn't bothered to record whether I was looking at the first, second, or whatever junction in a square, as the penalties listed for the event did not appear to include anything for recording a decoy codeboard. I interpreted the "Recording Letter board incorrectly" penalty as "If you write V instead of W". I assumed that the first/second instruction was just a way of identifying which junction in a square had a triangle. This assumption cost us a place at the end of the event, as we collected a decoy board in Humbleton, and the 300 mark penalty awarded for this pushed us down from second to third. Fortunately that did not have any impact on our points, as the two crews ahead of us were both Experts and competing for a separate championship. On that basis there was no benefit in querying the result.

The third section, spot heights for us, was again straightforward, and gave no hint of the panic to come. The marshal at TC5 flattered us by handing out the Intermediate navigation, which I could not solve (of course it worked beautifully on the kitchen table after the event), so Phil kindly ran back to the control for the correct Beginners navigation, which I could not solve. (Of course etc.) I eventually got something drawn on the map, and found the spot height 18 that marked the location of the next control. I still did not really believe that I had solved the navigation, and so it proved. We found NAM3 at Batty's Corner, (we never did find NAM 1 or 2 – apparently they were decoys), and as we were turning left at the crossroads we saw the Cunningham's who had solved the navigation making the second left turn. I didn't tell Phil at the

time, but that chance sighting of the Greater Roaring Sierra completely changed the route we followed for the rest of the section, from the wrong one I had plotted to the right one. Thanks guys.

After that we swapped the car for a speedboat for a couple of sections around the Mouth of the Humber. It fair put me in mind of Road Rallies in Kent running over Romney Marsh, what with spot heights in single figures and deep dykes just waiting to swallow any car that went off. On the final section we saw the Cunningham's again. Unfortunately for them, they were out of the event with a damaged car after a wrong slot at Marsh House. I suspect that they were ahead of us on penalties at that time, so their misfortune was our good luck. That section was particularly slippery, and ABS is NBG when none of the wheels have any grip. Phil managed to keep it on dry land, and we reached our esteemed organiser marshalling the final control without incident, although he was bemoaning the late hour (closing time minus 30 minutes). The delayed start was becoming a problem. Happily, everybody got to the pub in time to enjoy a swift one and to hear the results.

All that remained was for Phil to return me to my car, together with Ian and Matthew, who needed a lift onward to chateau Gibbins, and the return of poor visibility from Beverley back home. The poor visibility extended to the interior of my car, as Matthew failed to spot that he had left his map behind. I know it is his because it has a label with his name and address on the front. Ransom negotiations are at a delicate stage. So far I have only mutilated blue squares, but if he does not meet my demands, Sunk Island will live up to its name.

Thanks to Gav and Oggy for a cracking route, and indeed to the organisers of the other events I have taken part in. I know it's not easy putting on an event that will give novices some chance of getting round and still challenge the experts. I have thoroughly enjoyed all of them so far, and look forward to the day when I actually get one right. I am also looking forward to competing against the Dimpleby's. I suspect I will need to do better than I have so far to beat them.

Graham Gardner

BEVERLEY & DISTRICT MOTOR CLUB

ANNUAL DINNER (BUT NO DANCE) AND PRESENTATION

FRIDAY 7 FEBRUARY 2003

TICKS AVAILABLE FROM MATTHEW ATKINSON



Beverley & District Motor Club

12 Car Championship 2002/2003



Event 4 held on Thursday 19th December 2002
Gav & Oggy's Christmas Caper run by Mike Ogram
Official Results

Driver	Navigator	Class	Score	Overall Position	Class Position
Richard Walton	Matthew Atkinson	Expert	1022s	1	1
Danny Robinson	Ian Gibbins	Expert	1144s	2	2
Phil Burton	Graham Gardner	Novice	1440s	3	1
Howard Everingham	Mike Petch	Expert	1542s	4	3
Chris Dunn	Mark Edwards	Novice	2241s	5	2
Sam Bennett	Dave Bennett	Novice	2580s	6	3
Jon Vine	Tom Adamson	Novice	3F 3480s	7	4
John Cunningham	Rodger Cunningham	Novice	Retired	8	5

Expert Class

Richard Walton	Matthew Atkinson	1022s	1	1
Danny Robinson	Ian Gibbins	1144s	2	2
Howard Everingham	Mike Petch	1542s	4	3

Semi-Expert Class

Novice Class

Phil Burton	Graham Gardner	1440s	3	1
Chris Dunn	Mark Edwards	2241s	5	2
Sam Bennett	Dave Bennett	2580s	6	3
Jon Vine	Tom Adamson	3F 3480s	7	4

John Rodger Retired 8 5
Cunningham Cunningham

Marshals

[Andy Beaumont](#) Pete Bennett Gav Smith Carl Briggs
[Tim Rodgers](#) Joanne Briggs John Auriol John Dimbleby
David Dimbleby

Organisers

Mike Ogram

FASHION NOTE

Winners of the 'Best Dressed Crew' on the 2002 Beaver Road Rally:

Gav & Oggy!

BEVERLEY & DISTRICT MOTOR CLUB LTD
12 CAR CHAMPIONSHIP 2002/2003 ROUND 4
19 December 2002

ORGANISED BY - MIKE OGRAM

A foggy gathering at Tickton lay-by with all the usual faces, if you could see them. And almost an entry from Iain Tullie, who's been threatening to come for a while. He had brought along a novice crew to train up on the North of England's premier 12 Car Championship. Well it might be, unless you know any different. Unfortunately, due to being put off by the fog at the start, they decided not to compete and went to the pub instead, thus missing a really good event, which was not foggy everywhere. Shame!

Danny Robinson and Ian Gibbins were first away, with me sat in Howard Everingham's new Hooftmobile at 3, behind Richard Walton and Matthew Atkinson at 2. Howard was looking very nervous with his new car, not too happy with its handling, throttle response, thick fog, slippery mud, possible ice and the fact that last time we were out, we went off on the now infamous "slight (90°) right". It looked like a steady night may be on the cards and it was probably a very good idea anyway.

First section was Wawne Common, very foggy (And bloody icy!-Ed.) using 2 circular herringbones, then out onto the A165. We visited all the lay-by's, nearly missing one in the fog and then had to follow the XR 4x4 of John and Roger Cunningham as they had caught and passed us. We headed off towards Burton Constable Wood to the next control where we got back in front while they stopped to plot. I had to guess the next bit as I'd lost my place in the list of tulip diagrams while following them, due, no doubt, to the fact that I didn't actually bother to plot them at all anyway!

Still very foggy and going fairly steady by normal standards, but once in the vicinity of Maple Garage, there was a roar and flash of light as Phil Burton and Graham Gardner passed us at warp speed. Apparently Phil knows the roads fairly well around here for some reason!!!! No doubt Graham enjoyed his ride round with Burton Jnr on this occasion.

A fast run down the 'B' road from Garton to Roos then took us west towards a section of 'H' and 'V's which appeared to plot up the 'B' road to the Water Tower and round the back of Halsham to Ottringham. We past Richard and Matthew parked up plotting and then met Danny and Ian coming back towards us. Something must be wrong. Only one other option, back track and go another way, which didn't quite plot, but turned out to have been the intended route. We were now running very late on the road and chasing Sam Bennett down a little lane in her Mini. (No doubt the editor will add some comment here!). (Like we should be so lucky!-Ed.) Brother Dave was navigating for her, having a go in the other seat for a change. Heading south towards Patrington, we passed them on the A1033, a time recovery section, only to let them by again when we overshot a slot right on the next section. They then politely allowed us through when we again caught them up. Shortly after that we had our near major 'off' on a 90° right over a bridge parapet and into one of the very deep dykes. This time I had called it, Howard managing to avoid disaster at the very last minute by opting for the grassy escape route straight on. Only just though, as it was very icy, but the Hooftmobile lives on. It was very close!!!!

A few more icy bends, sliding around nicely, but steadily, before coming across the Cunningham's off on the 90° left at Keyingham Marsh House. By the two large tracks heading straight on, they had gone well off before managing to crawl back towards the road, only to retire there with a damaged radiator. I went off there last year in my XR3i with Matthew, but was able to carry on. Obviously I hadn't been going fast enough or trying hard enough to do any proper damage. We carried on after promising to either come back and help or at least get someone else to come back and help. We finished south of Thorngumbald, where Danny and Ian had caught Mike Ogram on his way to setting up the last control, hence cutting the section a bit shorter as Mike had to stop the clock as he pulled up.

Richard and Matthew, having missed no code boards, took the Expert victory from a much quicker Danny and Ian with the main Championship win going to Phil Burton and Graham Gardner ahead of us in fourth. See full results and Championship positions, hopefully elsewhere in this magazine.

Despite looking bleak for marshals during the week, plenty turned out on the night, which was looking pretty bleak itself. Matt Blood was unable to make the start so Andy Beaumont opted to stand out in the cold, the duo being fresh from a 4th on the Beaver and 5th on 3 Swans. Getting a bit good. Soon be Experts!! Despite this Andy had a megaspin (is that a word? It should be!) on the A165 past the lay-by's and numerous other near misses as he made his way around. The Dimpleby family had travelled all the way from Caenby Corner to marshal. Carl and Jo Briggs had joined Tim Rodgers and Jean Auriol, all of who were eager to wave to Howard through his rear end camera (Whatever turns them on!!). Word had got around by the finish, as Danny wanted a turn as well. I wonder what other gadgets the Hooftmobile has on board? I thought it odd when Howard came to the door and said, "My name is Everingham, Howard Everingham." I daren't ask to borrow pen or look in his briefcase in case they exploded or something!!

Even Gavin Smith made it out to marshal this time with no excuses about being in casualty or taking his wife out to dinner or whatever, although I think he moaned that he had only just made it, having been around the World and back that afternoon. Also travelling a fair distance was Pete Bennett, supporting the family entry of Sam and Dave, coming through from York. Which only goes to show how popular this Championship is becoming, getting stronger every year, with people prepared to travel a fair distance, not only to compete, but to assist as marshals as well. This is not only good for Beverley and District Motor Club, but for Rallying in general, creating interest in all aspects of our sport. It's great to see new faces coming along, as well as some old ones returning, not saying who's in the 'old ones' group! Keep it going in 2003. Happy New Year.

Mike Petch

Looking Forward To 2003

I think Beverley & District Motor Club is becoming healthier as a club than it has been for many years. We now have a strong contingent of competitors, taking part in both Stage & Road Rallying, as well as, of course, Autotesting. Amongst these crews are a number of very competent competitors, able to come away with very respectable results under the Motor Club Banner, as well as some less experienced Novice crews who will very soon be equally as good.

With this in mind, during 2003 I will be attempting to promote and announce all events that we have crews competing on each week prior to the event and hope to encourage other members to go out and support these crews. Please, therefore let me, or any other committee member, know what events you are planning to compete on, in good time to do this. Also, the Competitors Championship points have been amended to include, Overall, as well as Class positions, as discussed at the AGM.

We are looking to acquire the use of the Sportsman Bar at the Dog & Duck for our use on Thursday nights and will be asking if this will be possible soon in the New Year. This is for a number of reasons, firstly to enable us to carry out our Thursday night events as planned, without finding out the back room is already being used. To function as a club, with all members being able to fit into the same room and still be able to have space enough to sit in separate groups if they so wish. And lastly to prevent other customers being irritated by our noisier than average presence whilst they are dining and wanting a quiet drink. We will keep you informed.

The 12 Car Championship is attracting full entries for the first time in years, please support these events if possible, it is getting particularly difficult to encourage Marshalling, especially when it's cold and wet. I believe these events are the backbone of our clubs current successes in all forms of Motor Sport and we need to continue to encourage everyone to learn their sport from all sides, both competing and organising.

February 7th is the Annual Dinner and Prize Presentation, we have not booked a Disco this year as there is little point, so are hoping to arrange to just have some music instead. Apart from that, as I am Chairman, it will be less embarrassing for me should I be drunk after, or during the Presentation. Tickets will be on sale in January.

As well as the usual Gibbins raffle of top quality prizes I am planning to hold a special one off draw to win a Road Rally prepared car on the night if everyone agrees and tickets sell well enough to make it worthwhile. These tickets will also be on sale during January at £10 each, or 3 tickets for £20.

See you all there!

Mike



Beverley & District Motor Club

12 Car Championship Regulations



- a) The 12 car championship will be contested over the events specified in the Calendar. The main championship will only be open to competitors who are not classified as an expert. Experts will compete on the same events, but will score separate championship points.
- b) Competitors can only score on 5 events out of the 9. If a competitor finishes more than 5 events, the best 5 scores will count.
- c) Points will be awarded to both driver and navigator towards the respective championships as follows: -
 - 1st place championship contender 6 points
 - 2nd place championship contender 5 points
 - 3rd place championship contender 4 points
 - 4th place championship contender 3 points
 - 5th place championship contender 2 points
 - Any other championship contender 1 point
- d) To be eligible to score points on any of the above events each championship contender must be a fully paid up member of Beverley & DMC or any invited club on the date of that event. It is the championship contender's responsibility to prove his/her membership by production of club cards if required.
- e) To be eligible for the championship each competitor must marshal, organise or train on at least two events. (No points are scored for marshalling, organising or training).
- f) Training must be nominated to the organiser of the event before the start, and to be classed as training you must be with a new or inexperienced competitor. The committee will decide disputes over what classes as legitimate training.
- g) Class will be determined solely on the navigator's ability. This will be decided by the committee between each season. A list of Experts and Semi-Experts will be provided by the results co-ordinator prior to each event. All other competitors will be classed as novices.
- h) The 3 classes are Expert, Semi-Expert and Novice.

- i) The following championship trophies are to be awarded after the last event
 - 1) 1st Driver
 - 2) 1st Navigator
 - 3) 1st Expert Driver
 - 4) 1st Expert Navigator
- j) Results will be declared Final 15 minutes after being announced by the organiser, unless there are any queries. Results will be published promptly after each event by the results co-ordinator. These results will be sent directly to any competitor who provides the results co-ordinator with a fax number or e-mail address, and copies will be available at the next club meeting. Results will also be posted on the Beverley & DMC Web Site, which can be found at <http://bdmc.org.uk>
- k) If the results are queried, and cannot be resolved to the satisfaction of both parties, then the queries will be referred to the club committee, whose decision will be final. If the organisers are found to have organised an event which does not comply with the championship rules, then the committee may decide to disregard the points from that event. In this case, the championship will be decided on one fewer events. However, competitors who marshalled or trained (but not organised) on that event can still count this as one of their two events. This concession does not apply to the organiser(s) of the event.

Regulations for Organisers

1. Three classes of navigation should be used on each event.
Organisers can only combine instructions when they comply fully with the rules for all the classes involved.
2. Map numbers and editions must be quoted on event publicity.
3. No winners' prizes.
4. A completed results form must be handed to the results co-ordinator after each event.
5. Entry fee is set at £5 per car unless the competitors have to cross the Humber Bridge, when it is to be £3.
6. If a cross roads is to be used twice the correct route must turn left and left.
7. The system of entry into controls for timing purposes must be clearly stated in the event instructions.

8. It is strongly suggested that organisers do not modify the standard MSA penalties, using the fails method, unless absolutely necessary for the organisation of the event, except that it is suggested that the penalty for not reporting at the final control will be 1 fail rather than exclusion. If the regulations do not specify otherwise, these will be the rules that apply.
9. If the organisers require competitors to go the long way round grass triangles which are not marked on the map, they must tell competitors specifically where these triangles are located. It is not acceptable to tell competitors to go the long way round all triangles. Any penalty imposed for missing the back of a triangle when specific instructions were not given will be invalid.
10. Novice navigation will be extremely easy, with an explanation of the method used given on each route handout. The only permitted types of navigation for novices will be map references, tulips, herringbones, grid lines, spot heights and coloured junctions.
11. Semi-Expert navigation must also provide an explanation of the method used given on each route handout, and should be based on the novice types, or be accompanied by a detailed explanation.
12. Expert navigation can be more difficult, and may generally follow any format.

Novice Navigation Types

These are the types of navigation allowed on our 12 Car Rallies in the novice class. Organisers will not use any other types of navigation.

1. Map References. These may be given as either vias or blackspots. Vias are points through which you may pass. The order in which you must pass through the points will be given. The route is then the shortest point between the points given, making sure you don't use the same section of road twice. Blackspots are the opposite of vias, that is they are points which you must avoid. You must travel the shortest route without passing any of the points given.
2. Tulips. These are pictures of each junction, with a dot on the road you enter the junction from, and an arrow on the road you leave on. They are always the same way up as on the map.

3. Herringbones. These are lines with sticks on each side which represent roads you pass. You can consider them as if you've picked up your route off the map and pulled it straight. So, a stick on the left might be a road you pass on the left, or it might mean you turn right. Either way, you 'miss a left' on the road as on the herringbone. Like tulips, they have a dot for the start, and an arrow for the end. If white roads are included, they will be dotted on the herringbone, all other roads are continuous lines.
4. Grid Lines These are the thin blue lines on the map, and you must cross the lines as indicated by the instructions. The instructions may be given as the numbers on the edge of the map, as H and V for horizontal or vertical lines, or N, E, W, S, meaning to exit the grid square in that direction. The instructions will specify which method is being used.
5. Spot Heights. These are the small dots with numbers beside them which are printed on the map to indicate the height at that point. You should pass the spots in the order given, without passing any others. Note that the spots are normally found on roads, but may be slightly off the road, in which case they would not count.
6. Coloured Junctions. In this type of navigation, each junction is displayed as a string of letters, where the first letter is the road you enter the junction on, the middle one(s) are those you ignore, and the last letter is the one you exit the junction on. The letters used are R for Red (A roads), B for Brown (B roads), Y for Yellow (unclassified roads) and W for white (tracks). Each junction will be printed separately on the handout.

Note that usually only coloured roads count, i.e. Blue, Red, Brown or Yellow roads, with white roads not being counted at all. However, sometimes an organiser may use white roads in navigation, or even in the route. A novice route will always explain whether white roads are included or not. Organisers may use the abbreviations CRO meaning coloured roads only, or AR for all roads.