

Beverley & District Motor Club

# Wheels

April 2004



Web site [www.bdmc.org.uk](http://www.bdmc.org.uk)

## Editorial    April 2004

What d'you mean – about time?

You've seen all the excuses before. They tend to be seasonal and this month's is no exception. The strapping on of foot planks and hurling myself down Italian mountains unfortunately took precedence over the Mag again. Mind you, the week away in Sauze D'Oulx wasn't without a few mini adventures. Most noteworthy was on the Wednesday when I decided to ski over to Clavier on the French/Italian border – a considerable distance by road, but not too far skiing on Red runs. Unfortunately I misjudged the timing of my return journey and, despite some very high speed skiing, found myself 2,400 metres up a mountain above Sansicario with all the ski lifts shut and bad weather closing in! After skiing down into Sansicario I obtained some helpful information from a minibus driver. Two local buses and 1 hour and 15 minutes later I was safely back in my hotel room. Not bad for €3.80. 'Two Fingers' to the local wide-boy in his battered Merc who offered to take me from Sansicario back to Sauze D'Oulx for €40!

You might be pleased to know this Mag will be an autotest free zone this month. As usual I missed the first ANCC round on 7 March due to the above adventures. Much work has been going on with Heepy though. The all-happening new engine is finally in. Originally a 1275cc unit donated by Matthew Atkinson when his mother made him clear it out of her garage (his legs were still red!). It's been bored out to 1380cc's and the crank stroked to give somewhere between 1400-1420cc. With a 510 cam and a single 1¾ inch SU, co-owner Roy Heath described it as, "awesome," after a shakedown at NHMC's March autotest while I was away. Even during running-in down at the farm, the power was very noticeable. After two hours at Boggy's rolling road and some

very interesting tweaks, Dave Bogg managed to produce just short of 70 BHP at the wheels. Even he thought it had a lot of poke. Bolton-le-Moors will be the debut event on 25 April, bet it rains!

Apologies for the loss of the Web-page a few weeks ago. Some kind of technical problem. If you really want to know what it was and have a couple of hours to spare, ask Matthew.

Congratulations to Chris Dunn and Mark Edwards for their first outright win on the South Bank 12-Car and for providing the rest of us with a route! The Semi-expert class beckons!

Further congratulations to Mark, who tied the knot with the lovely Jenny on 10<sup>th</sup> April. I'm sure you'll join me in wishing them both a long and happy life together. I'm trying to persuade him to do a Mag report on the honeymoon.....

The above event and the previous weeks stag night (which ended up at an interesting place around the Waterhouse Lane area) provided much fodder for the "Quotes" page. There will be some concerned faces when this issue hits the streets – not to mention the webpage!

As I'm typing this (18 April) Jon Meacock is chucking his Golf GTi round Sheffield & Hallamshires Sprint, hopefully notching up the first Larkspeed League Championship points for the club. The next round is NHMC's Stage Rally on 16 May when we'll be relying heavily on our Stage Rally competitors to boost our tally.

Many thanks as usual to the contributors to our Mag who take time out to provide us with an insight into what they get up to on a weekend. We have a rare and exciting report from Tim-'Goodness-Gracious-Me'-Rodgers. Hopefully there'll be more (providing he manages to make the car look like an Astra again!). Talking of which, I've

included an extract from the *Holderness Gazette* portraying one of our kinder club members as a 'Knight of the Road.' Jo Briggs continues to report her Stage Rallying adventures with brother Carl, the report on their recent Class win on NHMC's event unfortunately unable to make this issue. Congratulations to them both. And we have material from Angela Cammish along with a 'Free Drinks' flowchart from Graham Gardner. Keep 'em coming. Plus we have the usual action-packed Road Rally reports from Petchy (despite his so called sabbatical) and our illustrious Chairman.

Wasn't it worth waiting for?

Read on.

*Howie.*

\*\*\*\*\*

### **PUBLIC APOLOGY**

Following *Howie's Quiz* on 1<sup>st</sup> April, I wish to acknowledge that Read's Island *is* in North Lincolnshire and that Mr A Beaumont's answer was factually correct. Furthermore, I would like to thank him for spending his time the following day in researching the fact and relaying this jewel of knowledge, by text message, to me. I humbly prostrate myself before him.

*Howie.*

\*\*\*\*\*

## Chairman's Chunterings

Time has come round again for yet another magazine. Since the last one I have competed on the Bruce Robinson Road Rally and came a creditable 7<sup>th</sup> overall. John and David Dimpleby managed 3<sup>rd</sup> overall giving us a good start to the 2004 ANCC road rally championship.

John Ross from Grantham had telephoned me in early January to see if I knew of anyone who would be interested in doing the Bruce Robinson. Knowing Mike Petch was not competing this year with Andy Beaumont, I put his name forward not knowing that he would be entering hospital for an operation on his hand. In the end I agreed to navigate and duly obtained my licence and sent off the entry form.

We started the event seeded at number 15. Mike Ogram was just ahead of us at 14, with John and David Dimpleby on home territory at number 10.

The event started at the leisure centre in Lincoln and the first section took us to the start just off the A57 and the first of the 'whites' we were to use during the event. After waiting for about ten minutes we were handed the first of many route cards for the event. This consisted of 10 map references to be plotted in reverse alpha order. Trying to plot map references in a car travelling on white roads is difficult whilst writing down the numerous route checks on the section. Most crews dropped time on this section varying from 1 to 9 minutes. The second section caused all navigators a real headache despite this only being a herringbone. The organisers had decided to ignore all gated roads on the map and had not told the competitors despite the regulations saying all white roads would be used in the navigation. I managed to guess

the route cleaning the section and getting through to TTC8 without dropping any time and getting all the route checks.

A series of 23 alpha order tulips was the next section of navigation, but again not using any gated roads on the map. Just by looking at the orientation of the tulips, I managed to plot the route and got us to STC10, again without dropping any time.

A series of 13 out-of-order map references took us to STC12 where we were given a grid of 24 grid squares to visit that were out of order. We dropped 4 minutes at STC13 but managed to plot the remainder without any further time lost. In fact we went about 2 miles up a white the wrong way before arriving at the next control and still pulled time back as the section was very slackly timed. Route card 7 was a list of out of order map references, which was not in accordance with the East Midlands rules. We dropped 1 minute at STC16 but somehow managed to miss a grass triangle on the section and picked up a 5 minute penalty.

From STC17 we passed through a series of grid lines and spot heights. This was the only section of the night when I felt that my tea was going to be seen again. We managed to clean it by 2 minutes, which gave me time to recover my composure before heading off to the halfway halt in Horncastle. We'd dropped 11 minutes on the road along with 5 minutes for the missed route check, which left us joint 13<sup>th</sup> overall at halfway.

The second half continued in much the same vein as the first, except that we managed to clean the first 9 controls, only dropping our first minute at STC29. Only 5 crews managed to clean STC29 with most dropping time at TC32 and STC33. This was because of 'avoid' map references, which caused us to drop time. The

remainder of the event saw us clean all the sections until we came to the IRTC, which was a thrash round what can only be described as a muddy airfield. The route handout was given at NTC39 and started part of the way through the section. As it was getting late in the event, brain fade was starting to kick in and it took some time to get my head round the information given. Owen Morgan was manning a PC and we managed to see him before getting a fail for passing through the control twice or missing him completely. We missed the not-as-map entrance to the airfield and were starting to drop time in handfuls now. Managing to find the entrance we drove round the airfield collecting the six 2 digit route checks that had been placed on route. Looking at the results for the second time card, we were 6<sup>th</sup> overall pushing our total penalties to 30 minutes 11 seconds and a final finishing position of 7<sup>th</sup> overall. Breakfast was very welcome and the results were declared provisional just after 8 o'clock. John and David Dimpleby came 3<sup>rd</sup> overall whilst Mike Ogram retired at halfway.

\*\*\*\*\*

It has been brought to my attention that there is some consternation amongst the stage rally members that the club is becoming a 'Road Rally' club and that the stage rally crews are being alienated. Nothing could be further from the truth as the club rulebook states that the aim of the club is to foster and promote motor sports in the East Yorkshire area. Nowhere does this indicate that the club is only interested in road rallying. Indeed many of the rallies that we marshal on are more often than not a stage rally. In fact many of the club members don't know that people are competing on stage rallies or read reports in the magazine of how they got on during the event. The only way to promote your efforts is to put pen to paper or type your

report and e-mail it to Howard Everingham (Or just tell me what you've been doing and I'll type it – *Ed.*). This will then be published in the magazine and every club member will read of your exploits.

This of course relates to all members competing on any event whether it is any of the following: -

- Autotest
- Karting
- Production Car Trial
- Race
- Road Rally
- Sprint
- Stage Rally

Talking of stage rallies, a number of crews competed on the North Humberside Willingham's Stage Rally on Saturday 27<sup>th</sup> March. The performance of the day goes to Carl and Joanne Briggs in their 1600 Escort who finished 1st in their class and 65<sup>th</sup> Overall. Next on the overall crews, were Keith Turner and Steve Ward in their Impreza who finished 69<sup>th</sup> overall and 16<sup>th</sup> in their class. Andy Carter ably co-driven by Leonie Dykes finished 106<sup>th</sup> overall and 17<sup>th</sup> in class after a roll cost them over 4 minutes and a potentially better result.

Unfortunately these were the only finishers, as Tim Rodgers and Paul Train became the first crew to retire after SS1 when a brake pipe decided to give up the ghost. Gavin Smith and Guy Gladwin managed to get to SS2 before their fuel pump decided it wasn't going to work any more. Andy Rowe also managed to get to SS2 before retiring.

Well that's all I have to say for now, so in the tradition of the Two Ronnie's, it's goodnight from me and it's goodnight from him.

Gunner

\*\*\*\*\*

## Wyvedean Rally Saturday 14<sup>th</sup> February 2004

This was to be the first round in the BTRDA championship for us and we were really looking forward to it.

After spending plenty of time, money and effort building and fitting the new engine, then many journeys getting it tuned and set up, it spun a crank shell two days before the rally. Needless to say we were gutted and, sadly, had to cancel!

## Malcolm Wilson Rally Saturday 6<sup>th</sup> March 2004

As usual the run up to the rally was stressful, and somewhat eventful, only this time it centred on the journey there.

We set off full of good spirit for this rally, looking forward to getting safely through scrutineering, then for a well-earned drink. Unfortunately this took a little longer than anticipated.

We were driving along the A1, minding our own businesses when this nice policeman pulled in front of us and a "FOLLOW ME" sign lit up his rear screen. Obviously we did so.

He led us to a weighbridge and proceeded to weigh the van and the trailer, which ended up being slightly overweight (I knew I shouldn't have bought Mike that bacon sandwich!). He let us off on that, but did write us out a prohibition order on the trailer, seeing as the handbrake didn't work. By this time Carl had gone so pale he was actually see-through!! Anyway the officer gave us 48 hours to get to the rally and home again, then the trailer was off the road.

So an hour and a half later we set off again and this time managed to get all the way to scrutineering without stopping.

First we sailed through noise check and then went onto scrutineering, where all was going well until the scrutineer pulled the master switch. It didn't work. Back to the van for plan B.

We then proceeded, well Mike Lund proceeded, to spend the next 3 hours trying to re-wire half the dash! What a nightmare, but eventually with a bit of coaching from Andy Carter, we did it. Then we finished scrutineering and signing on.

Now we really were ready for that beer!! But more problems were coming our way. The coil wire had been cut too short whilst repairing the master switch, so the car kept cutting out. Carl did a little modifying and it seemed to work.

To the pub - yeah!!!

Early the next morning we carried out another modification to the coil wire and it was fixed, for now.

### Stage 1

Pretty uneventful. The stage was average, average time, average speed but, bearing in mind we had a new engine to get used to, we were satisfied (Isn't it called running-in? – *Ed.*).

### Stages 2 & 3

Slightly better, a little faster into corners, I was a little better on the pace notes, but we were still trying to get used to different power of the engine.

### Stages 4 & 5

We had to drive for an hour to get to these next 2 stages. Stage 4 was 12.5 miles long. Try reading pace notes for 12.5 miles (forty pages) with no drink. It's not easy, especially when I kept coughing into the intercom (Uurgh! – *Ed.*) then getting shouted at for deafening Carl. But overall the stage was good.

Then onto stage 5. We were all prepared, got to the start, only to be told there had been an accident with one of the previous cars. The stage was cancelled to avoid any delays (both driver & co-driver were okay), but we still sat there for 40 minutes before we could move. I even managed to have a nap on the way back to service!

Then the rain started.

### Stages 6,7 & 8

We were just leaving the service area when the car cut out. The coil wire problem again. With Carl now being an expert in fixing it, not too much time was lost.

We got a bit lost on the way to stage 6 (I don't know why they don't use tulip diagrams instead of maps like most motor clubs, what do they think I am a navigator?). This didn't cause us too many problems. Carl's confidence was growing with every stage. By now we were flying and really beginning to see the benefit of the power the new engine was delivering. But, by now, it really was a little late to make much difference to the results. When we received them it was comforting to know that quite a lot of drivers didn't do so well in the rain. We, on the other hand, even managed a faster time on one of the last 3 stages in the wet than the guy who came 1<sup>st</sup> in class.

Overall we had a good, safe and enjoyable rally. We were 5<sup>th</sup> in class and 68<sup>th</sup> overall. We were satisfied, but determined to do better next time.

So North Humberside Stages next. Hopefully third time lucky and, thankfully, we don't need a trailer for this!!

Jo Briggs

\*\*\*\*\*

## Stand and Deliver!

Standing Give Ways became the focus of attention on Mark Edward's recent 12-Car, especially for those who fell foul of the rule on the double usage crossroads where I was marshalling. Just to clarify the rule, stopping *means* stopping dead.

As competitors approached the crossroad for the first time they were required to stop and turn left. At this point they could see me 50 metres beyond the crossroad at my control. They then completed a loop bringing them into my control, after which they turned left at the crossroad again.

It was interesting to watch the cars as they approached it the first time, as I was highly visible in their headlights. I found myself muttering, "Come on – just stop," but to no avail. Adrenalin-powered drivers are difficult beasts to stop! A shining example though was overall winner James Everard. He executed two perfect examples, car and wheels were stationary and he even added a half-second of none-movement just so any observer could be in no doubt that he had actually stopped. Mind you, with old hand Dave Jobling by his side, he shouldn't really be going wrong.

One other driver worthy of note was Andy Beaumont who, after exercising a blatant disregard of the SGW rule in sight of me'n' Petchy on the previous 12-Car, showed extreme restraint in managing two within a short distance of each other. Pity Oggy sent him into my control WD!

For most of the other competitors, I couldn't believe crews would allow themselves slightly rolling wheels in full view of a marshal and *not* expect a penalty.

The body language at the finish was interesting after the results

were read out and crews queried their fails. The most 'open book' was Matt Blood who's glowering face was a picture! Sorry Matt, but the whole idea of marshalling that crossroad was to lure careless navigators into a WD with a second Control Board facing the junction and/or to catch sloppy drivers contravening the SGW rule. Crafty these new organisers, aren't they?

Thanks to Mark for organising his first 12-Car and for keeping it running in the face of adversity.

*Howie.*

\*\*\*\*\*

## Elephants in Sherwood Forest!

Robin Hood Rally  
7th March 2004  
Tim Rodgers & Paul Train,  
Vauxhall Astra.

The Sunday morning dawned bright and clear if a little wet underfoot from the overnight rain. Our friendly farmhouse landlady dished up a fine feast of eggs and bacon to set us up for the day. After a 15 minute drive to the Wilkinson's depot, we met up with Andy Beaumont, Shaun and Ben, our trusty service and chase car mechanics.

11.00 am saw us over the start ramp at the Clumber Park Hotel and off to do battle with our closest rivals Chris Peart (Astra), Gav Smith (205) (Is that his age? – *Ed.*) and Chris Firth (Mk2) into SS1. I had been pre-warned about this stage by lots of people and there were big red caution marks on the maps to it. It was a long straight with a dip and a sharp bump in the centre. I treated it with respect, braking down from 5<sup>th</sup> to 4<sup>th</sup>, then, as the coward I am, I went down to 3<sup>rd</sup> only to find that this bump was little more than a wobble in the car at that speed. So a mental

note was made to take it flat later on in the re-run!

SS2 was a longish stage by the days standard and I attacked it hard. Two days prior to the event the car had been set-up on a 4-wheel alignment system and the 'loose' feeling backend had gone so I was building confidence in the car for once! We had just travelled down a long straight and had reached near flat-out point and came upon a square left which then dropped down a 75 yard straight into a square right (junction 20). Ruts on the bends had already been formed by the historic and the 30 cars running ahead of us in the modern field. I was carrying too much sideways speed and momentum into the right-hander and, before Paul or myself knew what was happening, the car flipped onto its nearside. The front edge of the bonnet and nearside window pillar dug into the soft ground flicking the car over and back onto its wheels without even so much as a scratch on the roof. As soon as the wheels touched the ground I dropped the clutch, the engine was still running and we were on our way, the stage finish being only half a mile away!

After collecting our time we hurried out on to the road section where I got out to assess the damage! The front edge of the bonnet had been squashed down and the front lights were smashed. Both front wings were flattened down at the front and every panel along the nearside was knackered, as was the mirror. The passenger door glass was gone and the screen had smashed on the nearside next to the 'A' pillar. I tried to open the bonnet but it was too badly damaged so peaked underneath for leaking fluids. Everything was dry as a bone! Paul had been on the phone to the chase car informing them of the situation and he repeated out loud the question he'd just been asked by Andy as he looked at me, "Are we carrying on?" "Yes," I replied, the rear beam

looked bent but the engine was still running. So in true 'Works' style we climbed into the damaged machine and put on our helmets.

SS3 was an interesting affair, the car was cold and draughty from the roll. The intercom had gone down too, so Paul was shouting at the top of his voice and the car was handling rather strangely due to the bent rear beam. It was okay on the twisty stuff but get it on a straight and I had a fight on my hands! This was about a 6 mile stage too and about 2.5 miles in I felt that all to familiar tugging and shaking on the steering, the next right-hander confirmed a puncture as we understeered wide. I couldn't believe it, that's the 5<sup>th</sup> puncture on the n/s/f in 3 events! After travelling about a mile Paul confirmed we were only half way through the stage so I decided to stop and change it. On the past 2 events I've plodded on and paid the price with damaged suspension both times! The surface in the Sherwood Pines is very sandy and soft and the first attempt to lift the car saw the jack sinking into the ground. Paul found some pieces of wood but this attempt failed too, the jack sinking yet again. I ran around looking for something and found a metal man hole cover up a nearby fire break, driving the car across the stage and 20 yards up the fire break soon saw the wheel changed and us on our way again. What's a drainage system doing in the middle of Sherwood Forest? I'll never know, but I was grateful for it! We dropped over 6 minutes in the stage, which was not good, seeing as we'd beaten our closest rival by 5 seconds on the stage we rolled on! We headed into service with a long list of jobs for Andy and Shaun. We had 40 minutes so I just left them to it and went for a wander to gather my thoughts. Funny thing is, I was more upset by the puncture than I was by the body damage (It'll polish out! – *Ed.*), 5 flats in 3 events though is just unheard of!

We set off out of service for 4 small stages, which we managed to do without incident, and kept on the pace with Chris Peart and Chris Firth. Gav was dropping off the boil a bit and then retired with suspension failure soon after. At each stage arrival, stage start, stage finish and PC the comments aimed at the car's damage were wearing thinner and thinner. "Looks like you need some T-cut mate", "Are you trying to turn it into a Peugeot 206?" "Has an elephant sat on your bonnet?" (The last 2 referring to the TV ad for the 206) Paul and I just looked at each other without even a smile!

The last 2 stages were longish ones again and a re-run of the first stage with the cautioned dip. This time I thought to myself, "It's flat." A quick look across to Paul on the start line and I just said, "It's flat this time." I don't remember if he nodded his head or shook it! We approached the fast downhill straight towards the dip in 5<sup>th</sup>, pretty much flat out, the car weaving due to the bent components. A lone spectator waved his arm eagerly, egging us to keep it flat, but the sight of an historic Saab wedged between the trees a short distance after the bump made me uneasy. I lifted off the throttle and dropped down to 4<sup>th</sup> just in time to hit the bump. The car was launched into the air like a locust and landed half in the shrubbery on the right hand side near the Saab. I managed to control it and get ourselves squared up for the rest of the straight and finished the rest of the stage okay. "It's not flat," we both commented at the stage finish!

The final stage was a re-run too and was very rough. The car was taking a real beating and jumped out of gear several times. In my opinion it was just too rough and should have only been used once.

The Final time control was just out on to the road section and then it was a free for all. Andy

was on the ball having already collected the trailer and was waiting just up the road in a pub car park. Shaun took Paul to the finish venue whilst we loaded up and had a swift pint. We all met up back at the Clumber Park Hotel to tell our tales of the day before a steady ride home.

Thanks to Andy, Shaun and Ben for doing an excellent job and putting up with my constant requests. Next report after the North Humberside Motor Club event on 27<sup>th</sup> March.

Tim Rodgers

\*\*\*\*\*

### The Guys Rules

We always hear 'The Rules' from the female side. Now here are the rules from the male side. Please note these are all numbered 1 on purpose.

1. Learn to work the toilet seat. You're a big girl now, if it's up, put it down. We need it up, you need it down. You don't hear us complaining about you leaving it down.

1. Sunday sports. It's like the full moon or the changing of the tides. Let it be.

1. Shopping is NOT a sport. And no, we're never going to think of it that way.

1. Crying is blackmail.

1. Ask for what you want. Let's be clear on this one:  
Subtle hints do not work!  
Strong hints do not work!  
Obvious hints do not work!  
Just say it!

1. Yes and No are perfectly acceptable answers to almost every question.

1. Come to us with a problem only if you want help solving it.

That's what we do. Sympathy is what your girlfriends are for.

1. A headache that lasts for 17 months is a problem. See a doctor.

1. Anything we said 6 months ago is inadmissible in an argument. In fact all comments become null and void after 7 days.

1. If you won't dress like the Bay Watch girls, don't expect us to act like soap-opera guys.

1. If you think you're fat, you probably are. Don't ask us.

1. If something we said can be interpreted two ways and one of the ways makes you sad or angry, we meant the other one.

1. You can either ask us to do something or tell us how you want it done, not both. If you already know how best to do it, just do it yourself.

1. Whenever possible, please say whatever you have to say during the commercials.

1. Christopher Columbus didn't need directions and neither do we.

1. All men see in only 16 colours, like Windows default settings. Peach, for example, is a fruit, not a colour. Plum is also a fruit. We have no idea what mauve is.

1. If it itches, it will be scratched. We do that.

1. If we ask what's wrong and you say, "Nothing," we will act like nothing's wrong. We know you're lying, but it's just not worth the hassle.

1. If you ask a question you don't want an answer to, expect an answer you don't want to hear.

1. When we have to go somewhere, absolutely anything you wear is fine. Really.

1. Don't ask us what we're thinking about unless you're prepared discuss such topics as rallying, gearboxes or autotests.

1. You have enough clothes.

1. You have too many shoes.

1. I am in shape. Round is a shape.

1. Thank you for reading this. Yes, I know I have to sleep on the couch tonight, but did you know men really don't mind that? It's like camping.

Pass this on to as many men as you can – to give them a laugh.

Pass this on to as many women as you can – to give them a bigger laugh!

Supplied by Danny Robinson

\*\*\*\*\*

A 90-year old man said to his doctor, "I've never felt better. I have an 18-year-old bride who is pregnant with my child. What do you think about that?"

The doctor considered his question for a minute and then said, "I have an elderly friend who is a hunter and never misses a season. One day when he was going out in a bit of a hurry, he accidentally picked up his umbrella instead of his gun. When he got to the creek, he saw a beaver sitting beside the stream. He raised his umbrella and went, "bang, bang" and the beaver fell dead. What do you think about that?"

The 90-year old said, "I'd say somebody else shot that beaver."

"My point exactly," the doctor said.

Supplied by  
Angela Cammish

\*\*\*\*\*

RYEMOOR TROPHY ROAD  
RALLY  
20/21 MARCH 2004

As Andy Beaumont is supposed to be rebuilding his RS2000 this year in time to use it both as course car for the Armstrong Massey Stages and to show it off as Car 1 on the 3 Swans, I had no plans, or money for doing many events year. Also I had been struggling with my wrist (How I Learned to Stop Worrying and Love the Bomb! – Ed.) towards the latter part of 2003 and, after having it operated on in January, it was going to have to heal anyway. Consequently no ANCC Championship had been planned for this year. As Danny and Ian are competing in the full ANCC Championship, we had also agreed to swap with them as regards assisting on the 2004 Maple Garage Beaver Rally, so that they can win... compete I mean!

So there we were, lined up at Car 4 at the start of the Ryemoor, the second round of the Championship we're *not* doing this year! We missed the first round, the Bruce Robinson, in Lincolnshire due to no one being allowed out on the evening of St Valentines Day. It's a bad night to organise a Rally to be honest, it takes enough sweet-talking to go rallying as it is! Mind you, Valentines Day is not just for women is it? Surely, if they *did* love us they would've let us go and come out to cheer us on!! (In your dreams sunshine! – Ed.)

We, or rather, I dropped 2 minutes early on by thinking we'd missed a code board, returning only a few hundred yards before I realised we hadn't actually got to it yet. I'd marked its position incorrectly on my map. Very stupid!! Further time was dropped as we struggled through Stan Featherstone's neighbour's farm. This, 'special stage', offered the Proton's tyres no grip at all. Stan and Oggy were quick though, beating everybody.

The event proved to be fast, taking us around the top part of Map 100, including loops over the North Yorkshire Moors via Rosedale, Cockayne Loop and a thrash through the forest, then down to Helmsley. Another mistake in plotting lost us time as we went back for a missed code board and a brief wrong slot at the top of Cockayne cost us even more. Danny and Ian were suffering more at this point; the time lost possibly depriving them of what could well have been a win, as they had been leading all night up to here. Gutted is not sufficient a description!!

Stan and Oggy, running at Car 1, had dropped time earlier on the sections around his home. Stan driving where he thought the route went while Oggy plotted. Local knowledge is not always an advantage!! By the end of the night we netted 7<sup>th</sup> overall, Stan and Oggy 5<sup>th</sup> and Danny and Ian a very disappointed 2<sup>nd</sup> for the second year running. Our novice crews also had a decent night, Chris Dunn and Mark Edwards finishing 19<sup>th</sup>, James Everard/Dave Jobling (Novice?) 21<sup>st</sup> and Lee Curtis and Roger Stoneley 27<sup>th</sup>.

Anyway, it now appears that the poor Escort is still being neglected as Andy is believed to be searching for a Mitsubishi Evo instead and is maybe planning more than just a run on 3 Swans. Also I've been offered a seat with John Ross in his Impreza for a race around Map 119 on the VK Derbyshire. That should be fun!!

Mike Petch

\*\*\*\*\*

“Quotes”

*“That’s the first time I’ve not felt sick in this car.”*

Petchy finally learns to love the Primera.

\*\*\*\*\*

*“I watch, ‘I’m A Celebrity Get Me Out Of Here.’”*

Richard Walton.

\*\*\*\*\*

*“My hand’s alright as long as I don’t grip anything too hard.”*

Petchy.

\*\*\*\*\*

*“Look how tiny that cars number plate is, it’s only 6 inches high.”*

Janie Potter, marshalling on the NHMC Stage Rally and proving once again that a woman's perception of 6 inches is still far removed from that of a mans.

\*\*\*\*\*

*“Is Chris allowed to stay out late?”*

Mark Edwards, phoning Karina Dunn.

\*\*\*\*\*

*“I’ve been in the back seat of a Sierra with Gav (Wilson).”*

Mark Edwards, loose talking on his stag night.

\*\*\*\*\*

*“How long was it? It seemed to take forever.”*

Mark Edwards, after a tenners worth in ‘The Office’.

\*\*\*\*\*

*“We had a better time in the bogs.”*

Chris Dunn.

“More Quotes”

“Does anyone watch ‘Celebrity Fit Club?’”

Chris Dunn.

\*\*\*\*\*

“I blew his whistle.”

Chloe at ‘The Office’ following Mark Edward’s request.

\*\*\*\*\*

“I want a blow-by-blow account.”

Howie, trying to get a Mag report on the forthcoming honeymoon of Mark and Jenny – what?

\*\*\*\*\*

“If I hold it in my hand for a few seconds it’ll go soft.”

The current Mrs Everingham.

\*\*\*\*\*

“It’ll come better when it’s not on the table.”

The loose talking Karina Dunn.

\*\*\*\*\*

“Don’t do it while I have a mouthful of something.”

Karina Dunn, who wished she hadn’t sat next to Howie at the wedding.

\*\*\*\*\*

**VK DERBYSHIRE**  
**ROAD RALLY**  
**3<sup>rd</sup>/4<sup>th</sup> April 2004**

I hadn’t competed on this event before; my only ever visit was marshalling last year. It has a reputation for being a bit rough in parts, but very competitive. A real drivers event with no-

nonsense navigation, some of it pre-plot. Sounded good to me!

The entry list was of such good quality, with many very quick, established local crews and top Championship contenders that John Ross and myself were seeded down at 21 in his Subaru Impreza.

I’d driven across to meet John at the finish venue, The Robin Hood, west of Chesterfield. We were planning to have a quick chase around prior to heading for the start to get acclimatised with each other in the car. Note - this is nothing to do with ‘Dogging’! (That’ll be another few thousand ‘Hits’ when this gets on our website – Ed.)

When John said he’d prepared a little route to follow to the start, I was a bit taken aback when he handed me a herringbone to plot. It didn’t plot anyway, so I chucked it and off we went.

The format for the night was to have the first half plot-and-bash, timed to the minute, with the second half pre-plotted. Our pre-plot was to be issued 30 minutes before leaving MTC1, leaving time only to plot a little over half of it before setting off. There would be time at petrol to finish it.

As predicted, the event was very quick, the navigation was not hard, but junctions seemed to be coming up so quickly that at times I was only just keeping up with the pace of the event on the map. We dropped a bit of time here and there, went back to look for a missed loop and code board in High Rake quarry, only to find it didn’t exist. I had slightly mis-plotted a reference, which made the location 150 metres out. We also returned to pick up another two missed codeboards later on, but unfortunately only managing to find one. As the penalty was 5 minutes per missed board, we were now carrying 10 minutes in penalties. By petrol our total was 21 minutes and we were languishing down in 20<sup>th</sup> overall.

Things improved vastly in the pre-plotted second half. We cleaned at least 2 of the IRTC’s timed to the second and were very quick on all the rest. With mistakes being made by other crews on this part of the event, including fails and retirements due to over enthusiasm behind the wheel, we ended up finishing 11<sup>th</sup> overall. It transpired at the end that the 10 minute penalty didn’t actually drop us any places, being 12 minutes behind the end of the top 10.

I really enjoyed the event. These things are very fast, and you have to call corners much earlier as 500 metres disappear so quickly. I think John was disappointed not to be in the top 10, but, having looked down the entry at the start, I knew it was going to be a hard fight to get there. Yes it was possible, but the pace of the first half was such that crews with more local knowledge of the area wouldn’t have been so easily drawn into making errors.

Now I know the loop around the building on High Rake exists, I won’t get it wrong again! The biggest laugh of the night was taking a slot right near the end of the night to be faced with a madman in the middle of the road, in torrential rain, dressed only in his pyjamas and dressing gown (were they red? – Ed.), believing that he could stop a Subaru Impreza in full flight by waving his arms madly as if trying to fly. He very nearly did, assisted by the bonnet!!! This was reported at the finish as a little job for the P R man on Sunday.

Stan and Oggy had been doing well early on, seeded at 5 and running in the top 10 I believe. They later got stuck in a field looking for a code board, which had been flattened on a grass triangle. This board was eventually scrubbed from the results, but going OTL while stuck dropped them out of contention. James Everard and Dave Jobling came home 19<sup>th</sup>

overall. I know they'll be finishing even higher up the order as the year progresses.

So thanks to John Ross for a great nights rallying. I didn't know John before this, although I saw him out on events last year. He did ask me early in the year if I would be interested in navigating for him on the Bruce Robinson as he heard Andy wasn't coming out to play this year. I had to decline due to my forthcoming wrist operation, but did say I may be interested later. As he has had 3 different navigators on the first 3 rounds, including Mr Potter taking them to 7<sup>th</sup> overall on the Bruce Robinson, I have no idea who's next!! Andy is hinting at another event soon, unable to stay away, so watch this space. Trouble is, rallying is not cheap. I spent a lot of the stuff last year and someone will string me up!! But, you only live once, even if your wife does shorten it!! (No Howard, not that!!!!!!)

Andy, you really do need to get that Evo or something. If I dare get in it with you!!

Mike Petch

\*\*\*\*\*

#### THINGS I LEARNED FROM THE MOVIES

Large, loft-style apartments in New York City are well within the price range of most people--whether they are employed or not.

At least one of a pair of identical twins is born evil.

Should you decide to defuse a bomb, don't worry which wire to cut. You will always choose the right one.

Most laptop computers are powerful enough to override the communications system of any invading alien society.

It doesn't matter if you are heavily outnumbered in a fight involving martial arts: your enemies will wait patiently to attack you one by one by dancing around in a threatening manner until you have knocked out their predecessors.

When you turn out the light to go to bed, everything in your bedroom will still be clearly visible, just slightly bluish.

If you are blonde and pretty, it is possible to become a world expert on nuclear fission at the age of 22.

Honest and hard working policemen are traditionally gunned down three days before their retirement.

Rather than wasting bullets, megalomaniacs prefer to kill their arch enemies using complicated machinery involving fuses, pulley systems, deadly gasses, lasers, and man-eating sharks, which will allow their captives at least 20 minutes to escape.

All beds have special L-shaped cover sheets that reach the armpit level on a woman but only to waist level on the man lying beside her.

All grocery shopping bags contain at least one stick of French bread.

It's easy for anyone to land a plane providing there is someone in the control tower to talk you down.

Once applied, lipstick will never rub off - even while scuba diving.

You're very likely to survive any battle in any war unless you make the mistake of showing someone a picture of your sweetheart back home.

Should you wish to pass yourself off as a German or Russian officer, it will not be necessary to

speaking the language. A German or Russian accent will do.

The Eiffel Tower can be seen from any window in Paris.

A man will show no pain while taking the most ferocious beating, but will wince when a woman tries to clean his wounds.

If a large pane of glass is visible, someone will be thrown through it before long.

If staying in a haunted house, women should investigate any strange noises in their most revealing underwear.

Word processors never display a cursor on screen but will always say: 'Enter Password Now.'

Even when driving down a perfectly straight road, it is necessary to turn the steering wheel vigorously from left to right every few moments. (Especially in a Nissan Primera - it helps to keep navigators on their toes! - Ed.)

All bombs are fitted with electronic timing devices with large red readouts so you know exactly when they're going to go off.

A detective can only solve a case once he has been suspended from duty.

If you decide to start dancing in the street, everyone you meet will know all the steps.

Police departments give their officers personality tests to make sure they are deliberately assigned a partner who is their total opposite.

When they are alone, all foreign military officers prefer to speak to each other in English.

Supplied by  
Angela Cammish

\*\*\*\*\*

# Beverley District Motor Club

## Thursday Night Championship 2004

				12 Car	12 car	Quiz	12 car		12 Car
<i>Position</i>	<i>Competitor</i>	<i>date joined</i>	<i>Points</i>	08-Jan-04	22-Jan-04	29-Jan-04	05-Feb-04	12-Feb-04	19-Feb-04
1	Mike Petch	16-Jan-04	28	2nd	Ast	4th	Ast		6th
2=	Mark Edwards	16-Jan-04	27	4th	5th		Org		2nd
2=	Matthew Atkinson	21-Jan-04	27	Ast	2nd	2nd	2nd		4th
4	Andy Beaumont	16-Jan-04	21		Ent	Org	3rd		1st
5=	Graeme Potter	1-Jan-04	20	3rd	Ast	2nd	4th		Ast
5=	Howard Everingham	7-Jan-04	20	2nd	Ast	4th	Ast		6th
7	Tim Rodgers	8-Jan-04	19	Ast	2nd	3rd	2nd		4th
8	Chris Dunn	16-Jan-04	18	4th	5th		Ast		2nd
9	Graham Gardner	8-Jan-04	17	1st	Ent		Ast		
10	Danny Robinson	15-Jan-04	16	Ast	3rd	1st	5th		5th
11=	Matt Blood	6-Jan-04	13	3rd	Ast		4th		Org
11=	Mike Ogram	6-Jan-04	13	Ast	Ent		3rd		1st
11=	Owen Morgan	12-Feb-04	13	Ast/NM	Ast/NM	Ent/NM	Ast/NM		Ast
14=	Gavin Smith	16-Jan-04	11	1st	Ent		Ast		Ast
14=	Roger Stoneley	16-Jan-04	11		Org	5th	Ent		Ent
14=	James Everard	29-Jan-04	11		Ent/NM	Ent	1st		3rd
17=	Ian Gibbins	8-Jan-04	10	Ast	3rd		5th		5th
17=	John Dimbleby	25-Jan-04	10		1st				
19=	Lee Curtis	16-Jan-04	8		Ast	5th	Ent		Ent
19=	David Dimbleby	25-Jan-04	8		1st				
21=	Carl Briggs		4	Org					
21=	Dave Jobling		4		Ent/NM		Ent/NM		3rd
23	Nick Everard	29-Jan-04	3			Ent			Ast
24=	<i>Janie Potter</i>	1-Jan-04	2						Ast
24=	Richard Walton	31-Jan-04	2		Ast/NM				Ast
26	<i>Jennie Hearson</i>	16-Jan-04	1						
27=	Andrew Howden	7-Jan-04	0						
27=	Andy Rowe	7-Jan-04	0						
27=	<i>Angela Cammish</i>	7-Jan-04	0						
27=	Lloyd Walker	7-Jan-04	0						
27=	Tony Dickinson	7-Jan-04	0						
27=	<i>Sheron Gibbins</i>	8-Jan-04	0						
27=	Keith Turner	15-Jan-04	0						
27=	Guy Gladwin	16-Jan-04	0						
27=	<i>Andrea Atkinson</i>	21-Jan-04	0						
27=	Steven Ward	25-Jan-04	0						
27=	Bill Parkin		0	Ent/NM					
27=	Craig Grist		0	Ent/NM			Ent/NM		Ent/NM
27=	Joanne Briggs		0	Ast/NM					
27=	John Cottam		0	Ent/NM					
27=	Jon Meacock		0						
27=	Mark Randall		0	Ent/NM			Ent/NM		Ent/NM
27=	Meredith Combs		0		Ent/NM				
27=	Phil Burton		0	Ast/NM					
27=	<i>Sarah Bratley</i>		0			Ent/NM			
27=	Simon Grattan		0		Ent/NM				
27=			0						
27=			0						

# Beverley District Motor Club Thursday Night Championship 2004

		G Gardner T Top		12 Car	Howard's Quiz	Micro Scalextric	
Competitor	26-Feb-04	04-Mar-04	18-Mar-04	25-Mar-04	01-Apr-04	08-Apr-04	15-Apr-04
Mike Petch				2nd	3rd	1st	
Mark Edwards				1st	4th	3rd	
Matthew Atkinson				Ast	2nd		
Andy Beaumont					1st		
Graeme Potter						Org	
Howard Everingham				2nd	Org	2nd	
Tim Rodgers							
Chris Dunn				1st			
Graham Gardner		Org			3rd		
Danny Robinson							
Matt Blood							
Mike Ogram							
Owen Morgan				Ast	1st	4th	
Gavin Smith							
Roger Stoneley					5th	Ent	
James Everard							
Ian Gibbins							
John Dimbleby				Org			
Lee Curtis					5th		
David Dimbleby				Ast			
Carl Briggs							
Dave Jobling							
Nick Everard				Ast			
<i>Janie Potter</i>							
Richard Walton							
<i>Jennie Hearson</i>						6th	
Andrew Howden							
Andy Rowe							
<i>Angela Cammish</i>							
Lloyd Walker							
Tony Dickinson							
<i>Sheron Gibbins</i>							
Keith Turner							
Guy Gladwin							
<i>Andrea Atkinson</i>							
Steven Ward							
Bill Parkin							
Craig Grist							
Joanne Briggs							
John Cottam							
Jon Meacock					Ent/NM		
Mark Randall							
Meredith Combs							
Phil Burton							
<i>Sarah Bratley</i>							
Simon Grattan							

2004 COMPETITORS CHAMPIONSHIP

DATE	04-Jan	14-Feb	07-Mar	20-Mar	27-Mar	03-Apr	SUB
	NHMC	Lincoln	National A	Malton	National A	Matlock	TOTAL
TYPE	Autotest	Road Rally	Stage	Road	Stage	Road	
			Malc.Wils	Ryemoor	NHMC For	VK Derbysh	
H Everingham	155.45						155.45
G Potter		????					????
Carl Briggs			165.92		247.79		413.71
Jo Briggs			165.92		247.79		413.71
M Ogram		10		129.73		51.37	191.11
I Gibbins				158.89			158.89
D Robinson				158.89			158.89
A Beaumont				110.28			110.28
M Petch				110.28		126.29	236.57
C Dunn				115.83			115.83
M Edwards				115.83			115.83
J Everard				100.55		126.16	226.71
D Jobling				100.55		126.16	226.71
L Curtis				65.83			65.83
R Stoneley				65.83			65.83