

Beverley & District Motor

WHEELS



July 2004

Web Site www.bdmc.org.uk

Editorial June 2004

Aren't weekends busy?

Two autotests, one PCT and Armstrong Massey all in 4 weeks. Phew!

Heepy's kept me busy for the last couple of months too. The new 1400cc engine has been giving me a few headaches, not least it's debut event on the Bolton Autotest. Three tests in and the diff decided it didn't like the 70 BHP it was pushing out and lunched itself. Heepy didn't half fly though! An expensive 4 pinion diff later found me at Ilkley's King Brothers Autotest with Heepy now sporting power steering, thanks to a donor Corsa and much work from co-owner Roy Heath. Despite the unit falling apart during the day and having to be rebuilt, it didn't stop me from taking 2nd overall and some useful ANCC points. The power steering has been further modified and is absolutely brilliant! Why is it needed? Come Sunday afternoon on a grippy surface with hot Yoko's and any autotester will wish they had a can of spinach or power steering (does that date me?).

So, what do we have for you in this issue? Yet another report from the dependable Jo Briggs, one of only two stage rally competitors who let me know what's going on. I think the rest have gone to check out the colour of the grass, 'over the hill.' That's probably where they'll end up. Following his earlier exploits, Tim Rodgers got his rally car looking like an Astra again and also provides us

with even more stage rally coverage – hell, we might even attract more members this way! Petchy is always last minute, but never lets me down. Read about his (and Andy's) big win in this issue.

Yes, there might be an Autotest report or two, but I have to pander to my Internet readers too. Sorry to Ilkley Motor Club for the lack of a full report on their excellent event at Rufforth, but time just ran out.

The Armstrong Massey Rally went very well and we even got a full page spread in the Beverley Advertiser, for which we are eternally grateful to Dave Windass. Even better, they were so interested they want to cover the Beaver Rally as well. No thanks to all the other newspapers, radio and TV stations I contacted. Maybe if we could introduce some kind of ball into our beloved sports they might take an interest. Er... maybe not.

Of course there's all the regular Mag features. Watch out for the Armstrong Massey *Quotes*. I'm going to have to smack that Angela Cammish's legs, she's absolutely inundated me with emails. Thanks Angela. Unfortunately some will have to be held over 'til the next issue otherwise there's a fear the Mag will just become an occasional joke book (what?).

Well, we've finally dragged ourselves into the top 10 of the Larkspeed League Championship. At the time of going to press we were lying 8th after a good showing on the Armstrong

Massey by Keith Turner and Steve Ward in their Subaru and Neil Holland and Andy Rowe, who were going well until an engine misfire dropped them down the order. Pete Barnett and Mark Hoggard's Astra was lying 7th in class until the last stage when retirement beckoned. We don't have much of a lead on 9th place Malton Motor Club so hopefully we had some competitors on the Opposite Lock Stage Rally on 17 July. There's also a report on the Larkspeed Sprint, which our resident Golf GTi driver, Jon Meacock, always enters and does rather well at.

Congratulations to Ilkley Motor Club autotesters Dave and Adele Mosey whose daughter Nicole arrived into the world on 30 June. Unfortunately Nicole got a WD on the day and things didn't go exactly to plan! Mother and baby are both well though.

Read on.

Howie.

Chairman's Chunterings.

Armstrong Massey.

Well what an event. Rain and cold, Sunny and warm. An entry of 58 was whittled down to 37 by the end of 8 stages. As usual, the organising team and the army of marshals helped produce the best event on Melbourne this year. That was the comment from a competitor whose club also ran an event on Melbourne.

I would like to thank all those who assisted in running the event as well as those who competed and helped out competitors by servicing. For those of you who weren't there without a valid excuse you missed a cracking event.

Witch Way Rally

The event started in Gargrave, which appears to have become its traditional home, similar to Maple Garage on the Beaver. Andy Howden asked if I would sit in the left hand seat as he managed to get a weekend away from the operating theatre.

We duly met up at the Forest on the Inn at Strensall and abandoned my car whilst proceeding to the start in the Daihatsu Charade.

Arriving at the car park we presented ourselves to the noise official advising him that we were car 27. "Can't be," he said. "You've already been through." Looking at his entry list we discovered we'd been re-seeded at number 26 as someone had dropped out. Rather than place a novice at the start of the rally, everyone was subsequently reseeded. Noise passed unceremoniously as did scrutineering so we signed on and got a list of quiet zones and blackspots to plot before our start time. Plotting the spectator points gave us a few more clues as to where the event was heading. (No flies on this lad - Ed.)

At MTC1 we were given a list of not-as-map junctions as well as the route to petrol. This filled

2 sides of A4 paper and consisted entirely of map references. I made the mistake of trying to plot the entire route to petrol before we started from TC2. Andy pulled up behind a car whilst I was plotting and left me to get on with it. He asked what time we were to leave the control and checking the time card I told him we were to leave at 11:44. No cars had passed us but, more spookily, the car in front hadn't moved. Unfortunately by this time it was 11:47 and we were already 3 minutes late that was compounded by the fact that the car in front was not at the control. We got to the IRTC and found out that we had dropped only 2 minutes despite the roads being narrow and twisty. The brakes were a different kettle of fish. Despite Andy putting some new pads in, brake fade was evident and the marshals almost resorted to gas masks at each control.

Whilst Andy drove to the next control, I continued plotting to get the remainder of the route on the map. On the next section we dropped a further 3 minutes and 10 seconds with the brakes almost giving up on a couple of occasions. During the section to the start of the next one, the plotting seemed to go awry as the obvious routes were all blocked by black spots. Not knowing which way to go we went what appeared to be the shortest route but going through a blackspot.

The next section was a killer as this used some of the roughest whites I've been down. Andy was really p****ed

off as he was competing in his day-to-day car and didn't want to damage it. We took the decision to retire at the next control. As we made our way to the control, someone's exhaust silencer was lying in the track. On arrival at the next control, who should be there but Stan Featherstone and Oggy, minus a silencer on their car. They too were retiring unable to continue with a rasping exhaust.

The results arrived on 19th May and showed that out of an entry of 60, only 13 were classified as finishers. Many had fallen foul of trying to plot all the sections before TC2. That had the effect of using up your OTL allowance. Many lost time on the rough whites, as a 30 mph average was difficult to maintain unless you had a stage rally prepared car. From the email that came with the results it appears that the organisers had a few PR problems, but I have no further details. The full results showed that 1 crew was excluded, 23 were OTL and a further 23 retired for various reasons.

3 Swans

Matt blood was to be my driver for the 3 Swans organised by Selby Motor Club. As this was a local event it gave Matt the impetus to get the 205 Rallye ready for the event. Entry form submitted we eventually were seeded at 19 for the event. Matt was using it as a shakedown to make sure everything on the car worked and nothing was going to fall off.

On a personal note, and with it being a local event, I was looking for a top 10 position. (Have you tried number 8? – Ed.)

Arriving at noise check we were duly passed after the Marshal listened to the car as the rain played havoc with the noise meter. What is an umbrella for? After noise we paused at the end of the lay-by for our picture to be taken. At least you get a picture of your car before you retire!!!

Scrutineering didn't pose any problems although Jim Kilmartin advised Matt to make some modifications to the car. After signing on and checking the notice board, some guys from Cumbria were discussing the events that were remaining in the championship so they could get 8 events in. "What's the Beaver Rally like?" one of them asked. "Usually a good event," I replied. "And this year will be no exception." "Who organises the event?" he asked. "I do," was the reply. Only then did they see the T-shirts that Matt and I were wearing, proclaiming 'Beverley & District Motor Club Limited the best club and event for 2003.' Well, that's at least one entry.

Plotting the quiet zones gave us a good idea where the event was likely to go and we waited in the drizzle before assembling at MTC1 on Allerthorpe common.

Section 1 was a simple list of 7 map references that took us from Allerthorpe Common towards Newton upon Derwent before STC 3, located between the 2

crossroads near Yapham Common. From STC3 we headed up the famous 90° bends towards Bishop Wilton and to the control located on the A166. Car 18 had managed to put themselves in a field at the first 90° bend, but he caught us as we pulled into the control. So far we were clean and Matt was beginning to get to know the car. Whilst sat at STC5, which is our start lay-by for 12 cars, we observed other cars coming back towards the control having misplotted the spot heights. By now the fog was getting very thick on the top of the Wolds and this slowed everybody down despite it being the first section timed to the second. As you may have guessed this took us down Millington to finish outside Huggate where we dropped 3 minutes and 24 seconds. Fastest through here was Danny and Ian with 1 minute 9 seconds. On the road south from Huggate we were quickly picking up route checks on the concrete gaps at the side of the road heading through Warter and on to Middleton on the Wolds. We dropped our first standard section minute at STC9 as did almost half the entry.

At STC11 we guessed where the next section would be going, knowing that Kilnwick was a quiet spot we had plotted earlier. True to form, the out-of-order squares confirmed that we were heading through Bracken and Burn Butts to Cawkeld hairpin then through the cattle grid towards Kilnwick.

A set of map references took us through

Glebe Farm and on to the B1248 before heading off to find Mark Edwards marshalling at STC14 just before the nasty 45° bend after Corporation Farm. The last section before halfway saw us heading towards Goodmanham after successfully negotiating the long way round grass triangles south of Lairhill Farm. The control was just past the 45 left and the marshals were tucked out of sight in a pull-in. Needless to say we sailed past the control. Matt was all for reversing back to avoid me having to get out. Putting him right I escaped from the harness and walked back to find out that we had dropped a further minute.

Petrol and halfway was at the newly refurbished service station at Shiptonthorpe. The second half started with us going down the little white to the east of Market Weighton and, from the not-as-map diagrams, had the route plotted very quickly. Many crews dropped a minute or so at STC18 but I'm sure our local knowledge helped us to clean it. From STC19 we headed towards Newbald Hairpin and then Walkington, finally ending up at South Newbald where we'd seen the PR notice on Matthew's treasure hunt. TC22 was outside Hotham and a grid of map features gave us the route for the next section. I was convinced we were heading for Holme-on-Spalding-Moor, but the grid took us down a white that's not shown on the map, north of the roundabout in grid square 8339. This was smooth and Matt was beginning to

throw the car around a bit.

A short neutral through Moor End took us to the last handout of the night. This was a mixture of spot heights and grid lines. The white was a bit rough as we headed to STC25 and we managed to drop a further minute here. With Matt not having a sump guard on the car he was understandably taking it easy. We headed down the A614 through Welhambridge before taking the long way round the junction at Ivy House. A blast through Spaldington took us to STC26 where a car was following us at close quarters. A gap had developed at the control and Matt was now in full flight. Coming to the last junction he was not going to let him by and threw the car into the junction. This was the last section and was timed to the second by Mike Ogram whose entry hadn't been received. Hasn't that happened to our club members before? We dropped 2 minutes 33 seconds there whilst the top lads were dropping only half a minute or so.

Matt wanted to carry on but I had to break the news that the event had finished and so we set off for Selby's clubhouse for tea and toast for breakfast.

The first time-card results showed us down in 18th place, just one ahead of our start number. After a second brew, the next time-card results were ready for scrutiny. We had now moved up to 10th overall and my goal for the night had been achieved.

However this result was to the detriment of Danny and Ian who had been excluded for a standing-give-way infringement. It was ironic, but at the control where this happened I asked the marshal if we had stopped okay and the reply was, "Yes, but one crew didn't." The marshal didn't tell us who it was though.

The shakedown event was a real cracker and Matt now knows what small modifications he needs to do to make the car better. He was chuffed to little bits with such a good result on the cars first outing. Roll on the next event (Poor choice of words – *Ed.*), we're tackling The Danum.

Well, Howard is sending me threatening emails saying he wants the magazine articles, so I'll sign off now.

Gunner.

Rally School

I am hoping to open a rally school near Hull - in East Yorkshire and wonder if you have any members who may be willing to rent their cars/themselves to the school for money. It would be an ideal way to use your off road rally car more often, enjoy a hobby and get paid for it. This would be an ideal way of filling capacity at the school and ensuring that cars are not idle.

Contact Angela Nolan
angenol27@hotmail.com

North Humberside Forest Stages 6th March 2004

Unusually for us, the run up to the rally was surprisingly smooth. No major problems and not much to sort out from the last rally!!

Even the event itself didn't have much to report, it was definitely 'our day.'

It was our third attempt at this rally and so far we hadn't managed to finish one. So this was to be the decider, was this the last attempt or would it prove to be third time lucky?

It was to be the latter, as by now you have probably heard, we came 1st in class. Fantastic! And on home turf to, it couldn't have been any better. We just hoped it would rub off onto the next event!!

Red Dragon Rally 22nd May 2004

Back to normal, the week of the rally and everything was in turmoil!! The steering rack was late (Isn't that called understeer? – *Ed.*), the new modified brakes weren't straightforward and the car was still thick mud from the last rally. But we made it – as usual.

We headed off, in convoy for Swansea, Tim Rodgers, his service crew and us. It was quite a long journey of 5½ hours, which was made slightly longer by having to listen to 'Erasure' for most of the journey (Tim, why did you bring the *whole* compilation?). But we eventually arrived.

We went straight to noise check, which

caused no problems since finally fitting a rear silencer box on the car, then scrutineering and signing on. When we got back to the car park Tim was still waiting for his navigator (I'm sure I could see steam coming from his ears!!) We left Tim and his crew (getting redder by the minute) and went to find the hotel. Have you ever seen 'Hotels from Hell?' Well the one we had should definitely be nominated. It was disgusting, but too late to do anything about it, so after a quick change we headed for the pub.

Tim's co-driver finally arrived and they met us in the pub an hour later. We were all ready for a good night out, which we had.

On the morning of the rally we woke to find parking cones all over the van, car and in the drivers seat, a little joke from our very drunken crew. Carl decided he wasn't going to start the rally with a dirty car, so he flew off on his own to find a car wash. It looked a lot better when he came back.

The 1st stage went good for us, not so good for Tim who suffered another puncture!! Carl and I got quite a good time, just the boost we needed to get us in a positive frame of mind.

As we left the stage we drove into chaos. A car had left the public road and the local fire brigade, with a helicopter ready to take him straight for treatment, was cutting out the driver.

Then we went straight onto stage 2. For us this was another good one, we were really

beginning to enjoy the rally and Carl was going for it. Tim, on the other hand, broke a drive shaft and was not amused. The red shades were beginning to come back!!

During service we discovered we were lying 1st in class. Maybe it was a little early to start getting too confident, but you can't help it can you!!

Stage 3 was another good one and also trouble free. A good stage time keeping us 1st in class. Tim however, had more problems, managing to break another drive shaft. Is he the unluckiest rally driver ever?

Still being positive we all went onto the next stage.

At the beginning of the 4th stage we were all cautioned about a certain set of corners, which had seen a few cars go off. The pace notes were marked accordingly, but it made no difference. We were going really well when these corners suddenly appeared in front of us. There were quite a few cars in ditches and some mangled in the logs when we arrived and thought we'd join in. Straight down into a ditch!! The marshals were very good, but the car just wouldn't budge. Cars were screaming past us, Tim went by with his hazards on (steadily to get through the stage and onto service for more repairs). Then one of the marshals found a rope and we managed to pull the car from the ditch (my back is still bearing the brunt of it). So for the next half-mile I struggled to re-fasten my harness, try and plug both the intercoms back in then stretch myself into

unnatural positions to try and reach the pace notes I'd dropped. But we were finally going again. Unfortunately we were quite close to the car in front and it was so dusty we couldn't see a thing. But we got through.

Back at service we were pleased to discover the car was undamaged, which was nice surprise. Tim fixed his other drive shaft then we were on our way to the next stage.

Stage 5 was average, quick but not that quick. We had dropped back a few places by now and had an Impreza behind, which soon caught us up. Being the noble person he is, Carl pulled over to let it pass, especially as we were now out of the running for an award. It wasn't so important to give it our all.

Onto stage 6, which again was average. We were behind a car suffering brake problems so again were faced with clouds of dust and found ourselves in a ditch again. This time we managed to get out quickly, but then went straight on at a square left. Then, as we rounded the next corner, we came face to face with the Impreza from the last stage, now in a ditch!! Thankfully though, Tim had no more problems.

Overall, the rally was good, a bit disappointing for us, but we still enjoyed it. Tim on the other hand finally managed to finish an event and get a class win. It couldn't be better. Congratulations to him.

Jo Briggs

Internet Table-Top Rally Championships 2004/2005

You are receiving this email as a previous Internet Table-Top entrant or someone possibly interested in its content. If you no longer wish to receive information about Internet Table-Top Rallies, simply return this e-mail to nott@table-top-rallying.org.uk and you will be removed from future mailings.

Hi Navigational Rallying Enthusiast,

You are invited to take part in the Internet Table-Top Rally Championships for 2004/2005.

This season there will be three Championships:

Master Navigators Championship

Very similar to the 2003 Championship. There will be an easy start this time since the first part of each route card will be the same as the Road Rally Navigators competition (see below). In the second part you'll encounter tough navigation and tough route checks - more suited to mapping masters with patience and a need for something a bit more thought provoking.

Road Rally Navigators Championship

This is a new, simpler version of the Masters series to cater for those competitors who want to practice and hone the navigation skills they will typically need for road rallying. Expect straightforward route cards of the kind you might commonly encounter on a UK road rally - map references, grid lines, tulips, herringbones and spot heights etc.

On the Navigators' Championships there will be 12 route cards per event, each with questions to verify you have plotted the correct route. The scores on the best 10 route cards will count.

You will need Ordnance Survey Landranger maps 188(C2) and 193(C1) for the Navigators Championships - two events on each map. I highly recommend the excellent [Mapkiosk](http://www.mapkiosk.com) website for your Ordnance Surveys maps - only £5.50 each, post free.

Rally Round Championship

A new Championship based upon the Internet version of the Rally Round board game. Want to get the best times on road sections, regularities, stages and selectives? Then you'll need to pick the best combination of Driver, Navigator and car performance. Navigation is easy using a Tulip Road Book; the skill comes in controlling your speed to arrive on schedule or beat target times. Designed more for co-drivers this one.

Each of the four events in the Championships will have an elapsed

time of approximately four weeks and will run during September 2004, November 2004, January 2005 and March 2005 (Navigators' Championships) and October 2004, December 2004, February 2005 and April 2005 (Rally Round Championship). The best three scores will count towards the overall positions.

Championship entry fees vary from £8 to £12 for all four events. Trophies will be awarded to event winners and Championships' podium, but all ***profits will go to Cancer Research.***

Full details are available at the **newly styled and expanded Table-Top Rallying website** at <http://table-top-rallying.org.uk>.

Looking forward to receiving your entry

"Crow" tt2004@table-top-rallying.org.uk

COMPETITOR'S CHAMPIONSHIP

TO END JUNE 2004

Howard Everingham	698.60
Carl Briggs	677.39
Jo Briggs	677.39
Mike Petch	485.03
James Everard	355.08
David Jobling	355.08
Andy Beaumont	264.74
Graeme Potter	264.34
Jon Meacock	203.44
Mike Ogram	201.11
Ian Gibbins	158.89
Danny Robinson	158.89
Roger Stoneley	132.75
Lee Curtis	132.75
Matt Blood	127.51
Mark Edwards	115.83
Chris Dunn	115.83
Tim Rodgers	30.00

These results are compiled from results handed in to Mike Petch
If you have not handed in any results, do so quickly (before Howie gets too far
in front - *Ed.*).

Sunday 18 April 2004
Sprint
Larkspeed League
Championship
Sheffield & Hallamshire
Motor Club

After sleeping in his car at the Curborough venue overnight (keen, if a little tight-fisted) Jon Meacock was certainly punctual for the start of the event. The overnight rain persisted for the mornings practice and first runs.

This, the second of 10 events in the Larkspeed League Championship, giving Jon his Sprint 'Fix' of the year. Sharing the same class was my autotest pal Jon Graves, who can generally be found on most Larkspeed events. Jon brought along his Astra in the hope of having a more successful day against Jon Meacock's Golf GTi than on previous Sprints. Both were up against a much-modified Golf GTi in their class.

Jon M's first run was, by his standards, slow due to a poor start on the still slippery surface following the overnight rain. By the second run he, and the track, had improved considerably to record a time some 10 seconds quicker. By the end of the event he emerged with class honours, beating Jon G (again) and the other Golf in the process

This then kicked off our tally of points for the year. We just have to get more Stage Rally people involved in the championship now. Thankfully Jon enjoys competing on Sprints otherwise I think our club would be struggling even

more to get in the Larkspeed top 10.

See this issue for Jon's further Larkspeed adventures.

Howie.

"Quotes"

"There's a toilet at the end of the field for the ladies, and men who want a poo."

Dave Burrows, exercising great diplomacy at the driver's briefing on Airedale & Pennine's PCT.

"I was given a birthday muffin yesterday."

Wogan's news and travel reporter Fran Godfrey enjoying the perks of the job!

"It was covered in Beaver."

Matthew Atkinson wittering about his table-top map. (Should get us a few more 'hits' on the club website though).

"It was like Withernsea."

Jenny Edwards reporting on her idyllic honeymoon on the Scottish coast. Mark knows how to treat a lady!

"I hope the ball bursts!"

Parky, hosting his last show before the Beeb

replaced him with Match Of The Day.

"I wake children up when I'm in people's houses."

Howie's booming voice.

"She didn't squeal at all."

Graham Gardner.

"We got a new van at work and I tuned all the radio pre-sets to Radio 2 and 5-Live."

Short-trousered TYG, Mark Edwards.

"Do you want me to lick it off for you?"

Andrea Atkinson to Matthew. I think some tomato sauce was involved.

The Snappy Red
Dragon

22 May 2004

After a 5½-hour trip down to Swansea we arrived tired and weary. I towed the rally car down with my van with Andy Carter for company and Andy B, Danny and Caroline had come down in the chase car. We had followed Carl, Jo and Dave in Mr Lund's trusty tranny in a proper BDMC convoy. Mike Lund and Ian Kirk were to follow on later after work.

The car was offloaded and I made a phone call to my new navigator for the event. I needed a stand in co-driver for this event as Paul had prior arrangements and was unable to make it. After searching the Internet a couple of weeks before the event I found a Welsh lad, David Roberts, up for the job who had some local knowledge too!!

We met up and went to sign on and do all the usual paperwork before heading for our Hotel.

Well... I wish I'd taken my camera! The 'Hotel' was unreal, it was the biggest dump I've ever had the misfortune to set foot in! I shared a twin room with Andy B and we honestly considered sleeping in the van! Poor Jo had booked it and she was very embarrassed by it all (not your fault Jo, we still love you!). We all met up for food and drinks in Swansea City Centre and had a good night out, Messrs Carter, Kirk and Lund not getting back to their beds 'til gone 4am!

Saturday dawned bright and sunny, it was going to be a scorcher! We forced our breakfasts down and made our way to the start venue. Carl and Jo were running a couple of cars in front of us so we stuck together for most of the day.

As we drove out to SS1 we could see the plumes of dust high up on the hillside coming from the earlier running cars. Luckily we had plenty of bottles of water at the ready to quench our thirst.

SS1 was quite long and used the Walters Arena section, specially

made for spectating on the Rally GB. It was really rough through that section and no fun at all! We had only covered about a mile when David called, "300 over bad bumps." As Andy Carter will tell you most of the other cars lifted or slowed for the 'bumps,' but oh no, not us. We were on a mission after the poor outing on North Humberside's event and wanted to get into the groove from the word go. As we landed the second time the intercom went silent... Bugger! No intercom for a fast 6-mile stage in a rough Welsh forest, not the best start! Danny and Andy were sat ready for us as we exited the stage and soon had us fixed and on our way again.

SS2 was a 6-mile fast stage. Luckily we arrived early into the control because I notice we had a flat tyre, yet another puncture! 5, 4, 3, 2, 1, go. I could hear David now and was happy with the job he was doing. I felt very confident with the car as it was on a new rear beam axle, which eliminated the weaving back end we'd struggled with in the early part of the year. All was going well until the last bend of the stage, it was a tightening right-hander into an unseen hairpin left over the Flying Finish. We carried a little too much speed round the right hand bend and were unable to slow enough for the hairpin so had to let the car half spin to the right, dropping the right front wheel into the ditch. Just as the car came to a halt I felt the steering wheel, which was in full left lock, jolt to the left a

little more. As I found reverse and tried to back out I realised we had snapped a shaft! We limped over the finish line and down to meet Andy and Dan. Luckily the 90% diff managed to keep us on the move. It was a 10-mile road section to service so we decided to do the change there and sent Andy and Dan off ahead to prepare the tools. As ever, they had the job done in no time and we swapped tyres and spanner checked all round.

SS3 was a 9-mile classic with high-speed straights and fast flowing bends mixed with the familiar Welsh hairpins. About half way through we came to an uphill hairpin left, but instead of my usual setting up and handbrake heroics, which have been costing me time, I'd decided to play it calmly and was driving round the hairpins instead. We turned in on full left lock and buried the throttle, 'BANG,' another shaft! We limped through the remaining 4.5 miles to the finish, passing the sole surviving Class N3 competitor with his bonnet up looking terminal. This meant we just had to finish the event to claim a class win! There was no emergency service between stages 3 and 4 so we would have to tackle the next stage on just 1 wheel drive!

Fortunately the start was downhill so we ambled off through the 9 miles of Resolven. Junction 11 had been cautioned on the notes and a warning given at the stage start too. Carl obviously didn't listen because there he was in

the ditch on the outside of the bend as we plodded through, driving like 'Miss Daisy' in our one-wheel drive! There were plenty of people to get him back on the track so didn't feel too guilty about leaving him there! (Honest!!)

Back at service we had a hunt on for another shaft as we had used our only spare. Thanks to Tim Egerton (car 58) for the loan of a shaft, which soon had us mobile again, only to find we had another puncture! Luckily it was in the service area and not on stage.

SS5 was 10.5 miles long and we tackled it with no problems. It was fast going with plenty of fresh air corners and drops. Great stuff!

SS6 was just a short 3-mile sprint back through Walters Arena, we just kept it as clean as we could to finish the event. After the run back to Swansea and the car on the finish ramp I felt pleased by the day's motor sport, yes we had had problems but made it to the finish.... Now that's new for me!

After a nice meal and the presentation, it was the long haul back up the M5, M42 and M1, finally getting to bed at about 1.30 on Sunday morning.

Thanks to David Roberts for co-driving at short notice, Andy Beaumont and Dan Robinson for doing the servicing and chase car. Thanks also to Andy Carter, Ian Kirk and Mike Lund for assisting in the service areas and finally to Jo for finding what can only be described as the worst hotel in the South of

Wales. What a weekend.... I loved it!

Tim Rodgers

Sunday 13 June 2004

Production Car Trial
Larkspeed League
Championship

Airedale & Pennine
Motor Car Club

Diesel Fitter!

At 06.55 I'm just watching the end of the Canadian Grand Prix qualify when I heard a car draw up outside. It was Jon Meacock 30 minutes early! Bugger! The breakfast pots weren't washed, flask of coffee not done and Sato had just done a 360° spin at 100 mph!

Jon's excuse was due to the mole grips securing his clutch cable after it let go the other day. He didn't want to be late if it came apart.

Half an hour later (yes, I know I fuff!) we're heading for t' hills overlooking Keighley – Laycock to be precise. There was good news, good news, good news and bad news. We had a small car (Clio), we had a price reduction for 'borrowing' it, it was a diesel, but a 1.5 litre. The problem with the 1.5 is it took us out of the 1.4L class, which had the largest entry. For those of you not familiar with Larkspeed League scoring, the more people you beat in your class the more points you score. So we moved from Class 2 with 11 other entries to Class 3 with only another

3. No matter, we were going to give it our best shot.

As usual we (or I) got lost around Keighley, but a local gent directed us to our destination in good time and without visiting Bolton Abbey.

We fell foul of the scrutineer who informed me the tyre pressures were too low. Their website entry list said 15 psi, but he insisted it was 17. Wouldn't want an unfair advantage. We got some derisory comments from other competitors as the rear tyres were pumped up to 40 psi. You wait, next time they'll *all* be doing it.

There was only time to look at 5 or 6 of the eight hills prior to the driver's briefing (see 'Quotes') and some looked quite tricky. My hopes that the grass would be removed by Classes 1 & 2, giving us a grip advantage, were dashed when the organisers announced that Class 1 would start on Section 1, Class 2 on the next and so on.

Everything went reasonably well at first. Running at the back of Class 3 we could see how far up the hill the other competitors got. The Clio seemed to be doing very well, 'til we got to Section 6. Jon had already done it and cleaned the Section. On my run I didn't go wide enough on the first downhill bit, which went round in a horseshoe shape. Thinking I wouldn't get round I did what comes naturally in my first sport – I hit the throttle and hauled on the handbrake! Half a second later I'm sat with a dead engine and a lot of people staring at me. Oh dear. I

was only up to post 9 or something (zero being the best score). The final results told a different story though.

Then it was Jon's turn for some bad luck. Half way through Section 8 on a particularly tricky part, the car became beached with the front left and rear right wheels off the ground and the whole rig threatening to roll over on my side (who said PCT's were dull?). One brave marshal *below* my door held the car straight while Jon safely eased it off the hill. That unfortunately gave him a poor score of 5. On my run a boot-full of throttle slid the floorpan over the offending section and on to an eventual score of 1. Despite our difficulties Jon's total of 17 points and my 15, put us in the lead of our class.

The problems didn't end with our second run of the 8 sections and proved more of a disaster for Jon than the first. With 38 cars having run over the sections the ground was giving much better grip and clean hills were now more possible. However, Jon's first one threw up another anomaly. Powering up and looking to match my zero score on section 3, the bloody thing jumped out of gear! Hell, it'd only done about 6000 miles (in pristine condition sir, luvverly runner). Thankfully and strangely, that was the only time it did jump out. Jon was now beginning to feel like Rubens Barrichello. It got worse!

On section 8 where Jon got beached the first time, there's a run to a hairpin that climbs

about 5 feet then flattens out as you get round it. The trick is to attack the hairpin with some gusto (cans of it were available from the organisers), then back off the throttle as you crest the hill to allow the front end to pull round and avoid post number 9. Having got round it on the first run, Jon suddenly found the Clio pointing straight at a number 9 with nowhere to go! We just looked at each other in silence, but were both thinking, "What the **** happened there?"

We headed back to the paddock with scores for that run of 13 for Jon and 2 for me plus a front spoiler in the boot! There was some consolation in the fact that we were both still leading our class by a considerable margin. A group hug and pep talk during lunch decided our strategy for the afternoon. No heroics, just a steady drive to maintain our positions. No team orders though Rubens.

All the sections were slightly changed for the first run of the afternoon, using new grass areas to minimise grip. This is where the passenger's role is vital. It's all too easy for the driver to follow the tracks of the mornings runs and risk driving out of the section with a resultant poor score. We kept each other pointing in the right direction to score 27 for Jon and 22 for me, the new grass doing its job. Jon's luck changed somewhat when he clipped a number 7 marker on the first run, but it went unseen by the marshal as it was on my side and he went on to score a 1. We now headed back to the

paddock with a bootful of plastic undertray – they don't build 'em like they used to y' know!

Interesting to watch, as ever, was Chris Leeming in a huge Ford Granada. How the hell he got it round some of the tight bends I'll never know. We had also been keeping a close eye on John Haygarth's Opel Kadett, which seemed to be making short shrift of most sections. Rear wheel drive, yes, but there was some serious traction there.

The Clio was performing very well, it's the first time we've competed in a diesel. It did seem to do some odd things though. If the throttle was floored, nothing seemed to happen and you'd swear it was going to stall. But the thing just chugged on and up. We put it down to the engine management system, modern cars do some very strange things.

With only one more run to do we kept to our tidy strategy Jon beating me with a 19 to my 20, just to press the point that his driving *is* superior to mine. Amen to that.

So a good event from Airedale & Pennine's organisers, they even managed to lay on wall-to-wall sunshine. No mean feat.

We hung around for the presentations, which gave class 1 victory to Dave Mosey in a Mini (of course). NHMC's Robert Newlove just managed to beat his son Matthew in the same class. John Heppell from York Motor Club took his Corsa to a close fought class 2 win. I got the class

3 award with Jon still managing 2nd despite his morning problems. In the rear wheel drive saloon class 4, Yvonne Coppin, sharing the Kadett with John Haygarth, easily took the class win with the third lowest score of the day. John Spencer's Clan Crusader grabbed the final class trophy, which just left John Haygarth to pick up the overall winner's pot. He said he was surprised to win outright, but we weren't when we found out the Kadett was fitted with a limmy slip diff. No wonder the thing looked like it could climb walls! Chris Leeming was even more brassed off when he learned that cars fitted with LSD's as standard could be used. He had on sitting at home. Watch him on the next event.

So Jon and I headed home feeling like we'd done what we set out to do. Our 1st and 2nd places dragging the club into the Larkspeed League top 10 for the first time this season. As I probably say at the end of every PCT report, it's not an adrenalin rush, but it is challenging and a very sociable event too. So come and have a go, if you think you're good enough!

Howie.

Sunday 20 June 2004
Steve Powell Autotest
Huddersfield
Motor Club
ANCC, BTRDA &
ANWCC
Championships
Giz A Push Mate

The McAlpine Stadium Huddersfield was a brand new venue to all of us along with a new organising team for this event (although Richard Davis has been involved with it for some years). The set of test diagrams sent with the final instructions looked a bit Mickey Mouse-ish and put Ben Morten off coming. I was quite surprised at how small they were, given the huge amount of space at their disposal. There were also 4 test sites, all of which had to be committed to memory before the start.

I arrived early as the entry list showed Dave Goodlad as the only one in Class A and, as I was leading Class B, I would be 2nd on the road. Plenty of top drivers had entered, unfortunately two of them were in my class. Dave Mosey electing to use the developing Mini saloon rather than his Special and Mike Sones, who I only get to compete against on BTRDA events. I was in for a tough day. Little did I know how tough it would really be!

Walking the tests was hampered by the constant moving of cones as marshals and competitors strove for perfection. Having learned and walked all 4 tests I was working my way back through them only to find a finish had been moved or a line of cones changed.

My first run was a bit messy as I got to grips with the tests. Generally I was about 3 – 4 seconds a test adrift of Dave Mosey and about 2 from Mike Sones. Richard Wood (Ilkley) was sharing the Mini with Dave and

snapping at my heels, but a penalty on test two kept him at arms length. Heepy's new engine was still overheating and pinking slightly, despite the new 4-core radiator. I made a mental note to change the timing slightly at the next opportunity.

It wasn't until the second run that I realized there were two other competitors in Class A, father and son Roy and David Higginson. So I could've hung on and watched them before my attempt. Not that that makes a lot of difference to what I do. The power difference between an 1100cc and my 1400 (ish) means the Class A lads have to drive tidier as they can't generate the speed between sets of cones to allow them to chuck at gates.

The second run of the same 4 tests tightened the times up between me and Mike. The threatening rain also came into play for the first time during the day, resulting in a slower time on test 4 following a deluge. At the end of the morning Dave was leading our class by 5 seconds from Mike with me some 7.5 seconds further back. Runaway quickest after 8 tests though was Paul Swift in his Mini Special. He had about 10 seconds on Dave Mosey and looked to have the event in his pocket.

During the morning some of the competitors had a word with the organisers and an agreement was made to write some new tests for the afternoon, more suited to a BTRDA event. So whilst we all had an early lunch, (not so early when breakfast was at 6.00 a.m.)

the 4 small tests were turned into 2 very large ones using the same cone layout from the morning runs. These would serve us for the rest of the day with 3 runs at each.

That's when my problems started. The first test wasn't too bad to learn, but the second was a nightmare. It had no less than 8 changes of direction (i.e. approaching a gate forward, but reversing over the line). Remembering the sequence was very difficult. In the end I wrote notes on the side of the test sheet resolving to use them on test if absolutely necessary. One of the problems was trying to run through the test from the start line as I usually do, but it just didn't seem to work. Then I saw Ian Chapman stood at the start with his eyes closed (he often drives like that too!). He was obviously running through the test in his mind rather like the downhill ski racers do. That was it. I would emulate one of my all time hero's (no, not Ian!), Herman Maier. It worked! Suddenly the whole test came together

Having committed the tests to memory I was keen to get going. There was an awkward part on the first test travelling from one section to the next and handbraking through the end two cones in a line of 4. I'd done my usual trick and selected a landmark to make sure I went through the correct gate, it was a high post with some loudspeakers at the top. Through the test I went spotted the loudspeakers and executed a fairly respectable handbrake reverse

through the gate. Working my way down the line of cones I suddenly realised there weren't enough. Unusually I also knew where I'd gone wrong. Somehow I'd reversed through the second gate along instead of the first so the whole sequence was wrong. Not only did I realise I was wrong, but I also remembered the BTRDA rule for attempting part of a test wrongly. Competitors are allowed to get back to the place where the mistake was made and correct it. This I did at a cost of some 18 seconds. However, I did save myself the pain of a washout (fastest time in class plus 30 seconds), unlike a number of other competitors such as poor Ken Sturdy who told me he didn't know where he'd gone wrong until the finish marshal explained it to him. Apparently a number of competitors were shouting themselves hoarse trying to tell me I'd gone wrong. Thanks lads, but that new engine's a noisy beggar! In my defence I must've been in a different position sat in Heepy to when I was walking the test and still spotted the loudspeakers, but through the wrong gate. Buzzer!

As before, most of those who followed me (but not all) were able to avoid making the same mistake, costing me even more time against my competitors. This also allowed Richard Wood to close within 7 tenths of a second, but more importantly Dave Mosey and Mike Sones both got in front of Paul Swift due to the latter notching up 3 penalties on the one test. It was all very tight though.

There were lots of competitors gathered round the next and most difficult test to see whose memory would fail them. My first run was a bit messy, but got it right. However, my foot slipped off the brake for one of the reverse gates and three wheels over the line punished me with a 5 second penalty, strangely still quicker than Richard though. Mike lost an overall position on this test to Westfield driver John Wilson in Class F by a tenth, but a cracking time by Paul put him 2nd behind Dave, albeit some 13 seconds down.

In Class 1 Dave Goodlad was struggling with a recalcitrant hydraulic handbrake, which we unsuccessfully attempted to bleed during the day, but this didn't hamper his domination of the class. Gavin Dickson was putting his Nova to good use in Class C, pushing William Herbert and Jon Graves down to 2nd and 3rd in class. Jon was having a good battle with Ken Sturdy until Ken had his washout.

The next run of the two tests were good, knocking over 18 seconds off my time for the test I nearly got wrong and over 11 seconds quicker on the following one. Unfortunately everyone else was getting better times too and I was still only 1.2 seconds ahead of Richard. The very difficult test was just so much fun to drive with all the changes of direction and some really chuckable gates! Richard had a problem on the second run though, dropping some 19 seconds to me. Paul Swift really blotted his

copybook with a wrong test, momentarily dropping him behind the ever-waiting Duncan Wild in his ABS Freestyle Special. The second test also saw the demise of David Sowman in a rare and bizarre failure of his special's left front suspension. The whole shebang coming adrift and wrapping itself round the drive shaft.

I was looking forward to the last run of the two tests. When you know where you're going they're just so much fun to drive. On the first I shaved another 4 seconds from my previous time and then spent a long time queuing for the last one. During this time I was stood chatting to Richard when we saw Andy McAinsh and Ian Perrott trying to bump-start their Nova. We both watched them for a couple of seconds 'til it hit us that they would probably appreciate a push! The thing eventually started and was suffering with a duff alternator, but they'd spent a lot of time in the paddock recharging the battery and were trying to catch up on the tests with the rest of us.

Eventually I got on to the last test and was having huge fun chucking Heepy at all the gates, feeling a competitive time was on. At the end of the test is a 360° round a cone followed by a reverse across a gate then the finish line about 8 metres away. As I grabbed reverse and dropped the clutch there was a funny clunk followed by high revs as I hit the gas. Thinking it'd jumped out of reverse I whacked it in again and let the clutch

out. Still no backward motion. Realisation struck me there was a serious problem with the transmission. I let out a huge, "No!" that sounded strangely Neanderthal and startled me. I was not going to suffer a washout on the last gate of the very last test. I leapt out and saw the rear wheels were only about 4 feet from the stop-astride line, so I put my shoulder to the door frame and heaved. The car moved surprisingly easy – notwithstanding the fact I was also turning slightly green and my shirt felt tight! As soon as the wheels were over the line (you can see them so much better *outside* the car!) I leapt to the front and shouldered Heepy towards the finish line. The engine was still running so I was easily able to turn the power steering left over the line, but had to jump in for the brake so we didn't hit any cones. For a couple of seconds I just stood there catching my breath, waiting for the marshal to write my time down. Then I became aware of a strange sound. I looked round and saw lots of people stood round the test clapping and cheering. My efforts hadn't gone unnoticed.

Two people, I think it was Richard Wood and Ken Sturdy suddenly appeared behind the car to push it back to the paddock. It was quite a way and uphill too. I was sat in the car still a bit stunned and suddenly though it'd be much easier if I got out and pushed too.

The whole episode, two attempts at reverse, unbuckling my belt, pushing it over the stop-astride then to the

finish cost me about 18 seconds over my previous attempt. Bizarrely it was still a tenth quicker than Richard's time, but I'm sure he doesn't want reminding of that fact.

Not until later did I realise that if anyone had come on to the test to help me out, it would've been considered outside assistance and my time disallowed. Thankfully everyone just stood and watched, like I did when Andy McAinsh and Ian Perrott were shoving their car round the paddock.

A quick peek under the car revealed a drive shaft no longer attached to its CV joint, the 1400 engine still finding weak points on the transmission.

So when all the dust had settled Dave Mosey took Fastest Time of Day by a slender 4.6 seconds from John Wilson's Westfield in Class F. Mike Sones grabbed 3rd overall by a mere 4 tenths of a second from my mentor of the day, Ian Chapman. Mike also took Class B honours with me trailing a distant 2nd.

Ken Sturdy's washout on test 9 cost him 3rd in Class C, with Jon Graves happy to lift that award. Gavin Dickson was the winner of that class. Mike Biss took his Nova to an easy Class D win despite his self-confessed, "Driving like a prat," on the afternoon tests. Dave Goodlad's handbrake maladies didn't hamper him too much on his way to a Class A win in his 1071 Mini. Paul Swift and Duncan Wild still managed to salvage 1st and 2nd in Class G despite

them both getting a wrong test penalty.

Apart from the morning's tests, Huddersfield put on a good event and everyone seemed to like the new venue. Hopefully we'll get to use it again next year. I'm taking a spare shirt, just in case!

Howie.

TBM Cutters 3 Swans Rally 2004

26/27th June

Having won this event in 2003, Andy Beaumont and I led the field away for what promised to be a good thrash around the familiar territory of Map 106.

ANCC Championship leaders, Steve Webster and Roger Hage were behind us in a very rapid Impreza, but my hot tip for victory was Dan Robinson and Ian Gibbins, running at number 4.

I figured the result was very likely to be decided on one of the sections timed to the second, and, with Danny's Proton Coupe being faster than Andy's, we may not be quite quick enough. But we had as good a chance as any. Of course, other competitors may have had other ideas!!

The first section took us in and out of Allerthorpe picnic area, all marked with cones, before looping around Newton upon Derwent and across the A1079. We then headed north through the Yapham 90's, lots of sideways driving to

impress anyone watching!! Namely Chris Dunn and Mark Edwards, who really should've been competing!!

Onwards through the fog past Bishop Wilton, south through Millington Grange and then down the Millington Hairpins, all timed to the second. We caught a local at the top hairpin, but passed him before the bottom one, only just catching sight of the letter board over his roof in the process. Andy was sure he'd read it correctly, so on we went, taking in sections via Warter, all the grass triangles to Middleton before a clockwise loop around Cawkeld. We then turned south to Holme, also on the wolds, two more grass triangles on the way down to the halfway petrol halt at Shiptonthorpe via Goodmanham.

Speaking to crews at halfway it appeared that Dan/Ian were ahead of us by about 20 seconds over Millington, with Steve/Roger in 3rd. As none of us had dropped any other time we were the top 3. There would be one more section timed to the second, the last one, so if we could all keep on time, a final thrash was imminent.

After petrol we took a slot left into the 'white', east of Market Weighton and up to Grannies Attic, through Gardham and down to Newbald hairpin. Then, yes, you guessed it, none other than Monckton Walk. I made a silly mistake after Hotham, which I only just got away with. We had used this route on the way to the start and had had a slight

confrontation with a nice man letting his dog run loose. While we were having a laugh about it, I completely lost my bearings. I was convinced we had turned south after Hotham and upon receiving the route instructions, got a bit confused as they plotted north. We lost a minute checking with the Marshal and set off following Car 2. Having quickly sorted my head out, we now needed to push like hell; we *had* to get to the next control on time. To achieve this I had to force Andy to pass Steve Webster's Subaru on the grass in thick fog as we headed for the A614, west of Cliffe. Steve then nipped back past us as we overshot a slot hairpin right down a not-as-map 'white.' We flew into the control behind them, but made our minute, just!!

The next section south of the Land of Nod would have a 'rough white' near the end, so we had to push hard on the tarmac section to ensure we were not slowed down on the rough. Just made this section in time as well!!

Nearly home now. No more time was dropped and all was on for a dash through the last section taking us from Spaldington to Wressle. Dan/Ian had 20 seconds on us, so we were unlikely to take that much back, but Webster/Hage were only 7 seconds behind us. That could be made up in a Subaru. I told Andy we had to go for it!!

We had a huge amount of trouble stopping for the standing-give-way at the B1228 as it loomed up in the fog. We heard the course cars also

had the same trouble, the marshal subsequently being very lenient with penalties!!!! We pulled 1 second back on Dan and lost 3 to Steve, leaving the top 3 unchanged at the finish.

Back at Selby Motor Club we were having coffee and toast, waiting for confirmation of a Beverley Motor Club, Proton racing one, two. Everyone was gutted when Dan and Ian were excluded for a standing-give-way infringement at the top of Monckton Walk. That promoted us into 1st, but we felt undeserved winners, nice as it is to win. It had been a close 3-way fight and morally they had won!! It was a cruel blow particularly as others, including Andy and I, had got away with similar infringements during the event unpenalised. I felt I had to accept the trophy on their behalf and had to say so. The event had been excellent, but left us feeling rotten for Dan and Ian, their championship assault severely hampered by this loss of points.

Mike Petch

Sunday 27 June 2004

2004 National Autotest

BTRDA & ANCC
Championships

Hartlepool & District
Motor Club

French Letters!

The Hartlepool
event is always one to look

forward to. Lots of spectators, grippy tarmac and wide flowing tests make for a cracking day.

As usual the regs declared that a TV crew would be recording the event for the BBC program 'Inside Out,' but the regs have promised that for a few years now and they never materialise.

A hot sunny day and the usual seagulls greeted competitors on the day. Thank goodness the covered car park paddock was air-conditioned. Despite being a BTRDA championship round, there were a lot of serious competitors missing, the event location possibly being too far for some of the southerners. Other notable absences were Dave and Adele Mosey, who were very close to the birth of their first child, which meant Richard Wood didn't attend either. Midlander Mike Sones was also missing and my sparing partner Dave Sowman obviously hadn't got his Mini Special repaired from the previous weekends suspension failure.

This all left local favourite Paul Swift with a chance to shine, his only problem was going to be Duncan Wild in his ABS Freestyle Special and Malcolm Livingston's Lotus 7.

I'd spent the previous night memorising the first two tests, which, as usual were very long and complex. (Hey, do I know how to spend a good Saturday night!) The reason for this brainstorming was due to me 'n' Heepy running 2nd behind Dave Goodlad. So there'd be no time for

watching others do the tests first.

Whilst preparing to walk the second test, I was suddenly aware of something to my right and in very close proximity. Looking round I discovered a man with a large TV camera perched on his shoulder, the lens of which was about a foot from my head. And he didn't stop filming even after I'd seen it. Now I felt very stupid waving a finger around the test to learn the sequence of gates. My only escape from the thing was to walk the test. It was at this point I wished I'd not bottled out of wearing the Iron Maiden 'T' shirt planned for today. No, it wasn't mine, it belonged to my son Simon when he was at college or Uni. I just thought it'd deter the camera on the day.

Seeing the camera crew were interviewing Paul Swift I returned to the start of the test to have another walk round it. Waving the finger around, I heard a voice say, "You okay with this?" it was Paul, with camera and soundman in tow. "Er, yes, I think so," I replied. Then he began explaining how the test went. Was he taking the p*** or something? "Shall we walk it?" he asked. "Er, okay." Half-way round the test Paul suddenly ground to a halt - lost! I led him through to the finish then made my excuses and left him to the camera. He did tell me during our walk, he was going to take it easy on the tests and hopefully have a clean day. Hell, don't we all start out that way!

The two morning tests were to be run three

times and the first one caught me out on all three occasions. Walking it seemed to take forever, but driving it seemed to bring me to the last gate very quickly and cast doubt in my mind that part of it had been missed. I wasn't the only one, so a slight hesitation on the last gate was de rigueur for many drivers (that's French y' know).

Test two was just a collection of wonderfully chuckable gates with a showboating reverse flick over the finish line. Not until the omnipresent Bob Clouston had completed the time card did I realise a camera was pointing my way.

"It got away from you there Howard," was the somewhat diplomatic comment from timekeeper Richard. My third run of the first test produced no less than two line penalties and a clouted cone. I was having too much fun! Just to top the morning off, my last run of test two also saw me stall the engine after getting too close to a cone on a 360° reverse. Then a failing starter motor solenoid annoyingly just clicked every time I hit the starter button. That cost me around 10 seconds but, just to add insult to injury, my reverse flick over the finish line didn't quite make it and Bob had to give me another 5 second penalty. Doh! Up 'til then I'd been doing quite well overall, but there were too many drivers making fewer mistakes than me so the faux pas (more French) dropped me down to 10th overall.

My main problem was Classes A & B had been amalgamated so poor

Dave Goodlad in his 1071cc Mini saloon had Heepy's 1400cc and Phil Mayne's 1300cc Mini's to contend with. Phil is still developing his, so I wasn't really being challenged in the class and complacency was creeping in. During lunch I had time to think long and hard about the afternoon to come. Stop driving like a prat was the result!

In the battle for the lead Malcolm Livingston was putting his Lotus 7 to good use and was 6.2 seconds ahead of Duncan Wild. It would've been closer had Duncan not incurred a penalty on test 5. Paul Swift didn't stick to his morning's promise and had dropped to 3rd with three penalties.

Two new tests were learned for the afternoon. As usual most of the cones stay in the same place, we just drive round them in a different order. The big worry is trying to erase the previous tests from your mind so they don't inadvertently creep into the new sequence. The camera crew seemed busy interviewing Paul most of the time so were not such a problem. I also learned that he was the main reason for them being there. We all just hoped they got some shots of Chris Leeming noisily smoking his Escorts rear tyres round every test. His, 'drive it like you stole it,' philosophy makes for a great spectacle!

With camera crew and spectators to keep interested, C o C Chris Langan hustled us to restart the afternoon's entertainment. I lined up behind Dave Goodlad and we waited and waited.

Then we were told Gordon Holmes was kicking off the afternoon's proceedings in the Westfield. That meant our class would run almost last. Bit of a bugger (even more French!) when you've just psyched yourself up ready to go. Ho-hum.

As we stood watching the rest of the field for a change, there was a bit of a rumpus following Paul's run of the first test. He was sat on the finish line and all the marshals were in a huddle on the test. Something was written on his card and, with a face like thunder he stopped his car alongside us and announced he'd got a washout. This wouldn't go down well with the documentary. With most autotests, there is some scope for driver interpretation and Paul had driven part of it slightly different to the diagram. It was correct - slightly wussy - but correct. We told him this (not the wussy bit). "Come and back me up," he said. Er...no. Most of us didn't want to get into that, but some kind soul went and explained it to the marshals although Paul should've been able to do that himself.

A slight hesitation on test one (where the hell am I?) didn't help my cause, but a maximum by Ian Chapman brought me nearer to his 9th overall place. For him it would get worse. He kindly shares his Westfield with Gordon Holmes and a cracked rear axle casing had been giving them problems during the morning. It finally let go and they were both out. This didn't immediately move those

behind up two places, as Ian and Gordon (60's duo?) were able to take maximum times for the last few tests and still figure in the results. After a cracking second run though I was 9th, but still trying to make up time lost in the morning. Local driver Richard Pinkney was my target and I was slowly catching his Dutton Phaeton.

The documentary crew were now interviewing Paul on the finish line of test two, which held things up slightly as the next car had to wait. After two runs Paul was now only 2.4 seconds down on Malcolm and closing.

The regs said the pair of tests running at 15.45 would be deemed to be the final ones. So after another two cracking runs I was ready to load up for home. But no. For some reason Chris Langan decided we would run the same tests a fourth time. And Paul was now only 6 tenths behind leader Malcolm Livingston.

My final two tests were both slower than the previous ones. Had they been as good, I would've beaten Richard Pinkney by 8 tenths. As it was, I ended up 1.1 seconds behind him in 8th place. Malcolm also had two slower times, dropping 5.6 seconds to Paul. A result!

The usual arrangement is that class winners are presented with their awards, followed by the overall winner. This was discarded however, in favour of a more, suitable-for-TV format where Paul Swift was presented with his first, along with the applause of the other

competitors. No sooner had it subsided than the TV crew were loaded up and driving off. I'm thinking now if any of us get on this program, it'll be at such times like when I was stationary on the test trying to coax Heepy back into life.

That at least allowed us to get on, albeit very late in the day, with presenting the awards and the usual bottles of wine Hartlepool always provide. I apologised to Dave Goodlad for being in his class and unfairly pinching his award, but to his credit he took 2nd in class, beating Phil Mayne's 1300 Mini. Mike Biss took the combined Class C/D in his Nova and an excellent 5th overall. Malcolm Livingston had to be content with 1st in Class F with Gordon and Ian still managing 4th and 6th in class respectively despite their retirement. Duncan Wild maintained his 3rd overall and 1st in Class G.

Camera crew apart, the event was as enjoyable as ever. Heepy still needs some fettling, the new engine still pinking when hot. I've got some more mods up my sleeve though before we hit the next event, which will now be in September as I'm having to miss the next ANCC round. The surgeon's knife beckons!

Howie.

THE REVIVAL RALLY TOPS 100 ENTRIES

The Revival
Rally, the new event set

for next November, which aims to rekindle the atmosphere of the Lombard RAC Rally, with a full three days and three nights around-the-UK route - has topped 100 entries.

Cars are coming from as far as Bermuda, Finland, Canada and Ireland, with manufacturers supporting entries from Peugeot, Vauxhall, MG, Suzuki and Daihatsu.

The event is exclusively reserved for cars up to 1400cc with standard engines, transmissions and brakes, prepared to the all-new Endurance Rallying formula recently agreed by the MSA (governing body of UK motorsport).

The event will be flagged away from York - a traditionally start venue of the Lombard RAC - and head via a competitive section at Scarborough seafront (closed specially for the event) into the Yorkshire forests and then Northumberland, finishing a long day at Carlisle after a surviving Kielder Forest.

The next leg will run down western England to Chester, another well-known RAC Rally resting-point, before setting out for the full length of Wales, where the course will be 80 per cent gravel, taking in such famous rally venues as Esgair Dafyd, Epynt, Sweet Lamb and Caerwent. The event will finish in Cheltenham, with a competitive section in a street closed specially by Cheltenham Borough Council.

There will be more than 300 miles of off-road competition, in

addition to demanding roads and a time schedule, which has to be met for three long days in unpredictable weather, over a course of more than 1,200 miles.

Colway Motorsport's 'Road Plus' reinforced rally tyre is the approved control tyre, the only rally tyre competitors are allowed to use, providing a greater level of competition by placing everyone on the same rubber, rain or shine. At £38 each, the tyre also drastically cuts costs for competitors. Seen as the ultimate test of the showroom-standard production car, the Organisers have now received the backing of six major manufacturers.

The event is supported by Scarborough Borough Council, Cheltenham Borough Council, Colway Motorsport, Safety Devices and the csma, Britain's largest motor club and is organised by the Endurance Rally Association.

For more information, please contact: The Endurance Rally Association 12 London Road Blewbury Oxford OX11 9NUT: 01235 851291 F: 01235 851292 mail@endurorally.com

**Sunday 4 July 2004
ARMSTRONG
MASSEY RALLY**

**MASSIVE WIN FOR
PROCTER**

Kevin Procter and Mike Gilby took their Ford Puma to a lights-to-

flag victory on Beverley & District Motor Club's Armstrong Massey Rally held at the new venue of Melbourne Airfield near York.

Leading from stage 1 Procter was never seriously challenged, but the real battle was being fought behind by the MG Metro 6R4's of Phil and Mick Gallagher and, winner in 2000, Andy Elliott/John Heppell. After 8 stages these two were separated by a mere 7 seconds, finishing 2nd and 3rd overall respectively.

After a year out running as a road event, the Armstrong Massey Rally returned to its usual stage format, crews were generally happier with the loose surface stages compared to the all tarmac of previous events at RAF Leconfield.

In the classes Robert Barrett/Gavin Wright were throwing their Nissan Micra into every corner on stage plus a number of oil drum markers! They took a comfortable Class A win from Adam Ellerker /Andrew Welbourne in their Daihatsu Cuore who inherited 2nd in class following the early demise of Penrose/Taylor's Mini.

Another retirement, following a strong showing was the rear wheel drive Ford Fiesta of Hopewell/Johnson, two prop shaft failures sending them for an early bath. Never far behind and benefiting from the retirement was David Duff/Stephen Jennings taking the Class B award in their Talbot Sunbeam. Second in class and just over a minute behind was the Ford Escort of Barmby/Woodcock.

Beverley crew Neil Holland/Andy Rowe had been running as high as 3rd in class until their Peugeot 205 developed an engine misfire, dropping them down the order to an eventual 5th. Class B also saw a very unusual entry of Chris and Lorraine Leeming also in a Peugeot 205, Chris forgoing his usual Ford Escort.

Some early problems saw Nick Dobson/Jamie Forrest well down the Class C order, but consistently good stage times in their Ford Escort eventually got them past the similar machine of Martin Kilburn/Tim Buckley to claim the class win.

Beverley crews had a mixed day. Keith Turner/Steve Ward rounding off the top ten with an excellent run in their Subaru. Not so fortunate though were Pete Barnett/Mark Hoggard. They retired late in the day after a strong run in the Vauxhall Astra. The Ford Sapphire Cosworth of Shaun Hazel, co-driven by NHMC's Paul Train, took them to 18th overall and 13th in Class D. Mike Lund had a long line of marshals wanting a word with him. At the front was Neil Sargent whose corner Mike demolished almost every time he went through it ('through' being the operative word!). Mike eventually finished 9th in class with his Talbot Sunbeam still mostly intact.

Eight stages ran with few problems on the day thanks to the efforts of an experienced organising team, the only glitches were initially with the new stage timing lights system.

The day ran mostly in good weather save for a deluge of rain just prior to stage 3, which made for some very interesting lines through the corners. Traction was at a premium and much bodywork was being reshaped until the stiff breeze dried everything out again. Out of the 57 cars that made the start, 37 of them completed all 8 stages. Notable retirements were James and Robert Sparrow who managed to complete one or two rolls in mid air before destroying their Escort Cosworth on stage 5. The Subaru Impreza of Taylor/Thompson was running high in Class D until a loose oil pipe created a small under bonnet fire on stage 6. Efficient marshalling soon put it out, but retirement was inevitable.

Final placings were available only minutes after the last car finished thanks to Clerk of the Course Matthew Atkinson's excellent results system. Competitor's declared the event a success and generally had a good days motorsport.

Howard Everingham
Press Officer

“Armstrong Massey
Quotes”

“The sponsor's here, shall I let him in?”

Un-named gate Marshal
radioing Rally HQ.

“It's upright and if it sticks out it's not a problem.”

Howie struggling with Potts' camcorder tripod in his rucksack.

“Remember me, I came up here panting last time?”

Ilkley Co-driver Sioned Kitching, in Rally HQ, suddenly realising Howie was in earshot.

“Oh, it's too early in the morning for me to get it up.”

Graham Gardner.

“When do you want my wife on Saturday night and when do you want my wife on Sunday morning?”

The benevolent Gibby to Matthew.

WARNING!

The following link takes you to some really helpful stuff for navigators. Nobody needs to look at it, but some of it might well turn up on a 12-Car Rally in mid November.

<http://www.hrcr-roadrally.freeserve.co.uk/navigation/navigation.htm>

Graham Gardner

Words of Wisdom

1. Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me, either. Just leave me the hell alone.
2. The journey of a thousand miles begins with a broken fan belt and a leaky tire.
3. It's always darkest before dawn. So if you're going to steal your neighbour's newspaper, that's the time to do it.
4. Sex is like air. It's not important unless you aren't getting any.
5. No one is listening until you make a mistake.
6. Never test the depth of the water with both feet.
7. It may be that your sole purpose in life is simply to serve as a warning to others.
8. If you think nobody cares if you're alive, try missing a couple of car payments.
9. Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.
10. If at first you don't succeed, skydiving is not for you.
11. Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.
12. If you lend someone \$20, and never see that person again, it was probably worth it.
13. Don't squat with your spurs on.
14. If you tell the truth, you don't have to remember anything.
15. If you drink, don't park. Accidents cause people.

16. Some days you are the bug, some days you are the windshield.
17. Don't worry, it only seems kinky the first time.
18. The quickest way to double your money is to fold it in half and put it back in your pocket.
19. Timing has an awful lot to do with the outcome of a rain dance.
20. A closed mouth gathers no foot.
21. Duct tape is like the force. It has a light side & a dark side, and it holds the universe together.
22. There are two theories to arguing with women. Neither one works.
23. Experience is something you don't get until just after you need it.
24. We are born naked, wet, and hungry. Then things get worse.

Supplied by
Angela Cammish

Living in 2004

You know you're living in 2004 when...

1. You accidentally enter your password on the microwave.
2. You haven't played solitaire with real cards in years.
3. You have a list of 10 phone numbers to reach your family of three.
4. You e-mail your mate who works at the desk next to you.
5. Your reason for not staying in touch with friends is that they do not have e-mail addresses.
6. When you go home after a long day at work you still answer the phone in a business manner.

7. When you make phone calls from home, you accidentally dial "0" or "9" to get an outside line.
 8. You've sat at the same desk for four years and worked for three different companies.
 10. You learn about your redundancy on the 11 o'clock news.
 11. Your boss doesn't have the ability to do your job.
 12. Contractors out number permanent staff and are more likely to get long-service awards.
- AND THE REAL CLINCHERS ARE
13. You read this entire list, and kept nodding and smiling.
 14. As you read this list, you think about forwarding it to your "friends".
 15. You got this email from a friend that hardly talks to you anymore, except to send you jokes from the net.
 16. You are too busy to notice there was no No. 9.
 17. You contemplate scrolling back up to check that there wasn't a No.9.
 18. And now you're laughing at yourself!

Supplied by Mike Petch
(Who was laughing when he emailed this to me – *Ed.*)

Plants

According to today's regulators and bureaucrats, those of us who were kids in the 60's, 70's and early 80's probably shouldn't have survived, because;

Our baby cots were covered with brightly coloured lead-based paint,

which was promptly chewed and licked. We had no childproof lids on medicine bottles, or latches on doors or cabinets and it was fine to play with pans.

When we rode our bikes, we wore no helmets, just flip flops and fluorescent 'clackers' on our wheels.

We drank water from the garden hose and not from a bottle and it tasted the same.

We ate chips, bread-and-butter pudding and drank fizzy pop with sugar in it, but we were never overweight because we were always outside playing.

We shared one drink with four friends, from one bottle or can and no one actually died from this.

We would spend hours building go-carts (bogies to us locals) out of scraps and then went top speed down the hill, only to find out we forgot the brakes. After running into stinging nettles a few times, we learned to solve the problem.

We would leave home in the morning and could play all day, as long as we were back before it got dark. No one was able to reach us and no one minded.

We didn't have Play stations or X-Boxes, no video games at all. No 99 channels on TV, no video movies, no surround sound, no mobile phones, no personal computers, and no Internet chat rooms. We had friends -

we went outside and found them. We played street rounders, and sometimes that ball really hurt.

We fell out of trees, got cut and broke bones. We had full on fistfights but no prosecutions followed from other parents.

We played knocking off ginger and were afraid of the owners catching us.

We walked to friend's homes. We also, believe it or not, WALKED to school; we didn't rely on mummy or daddy to drive us to school, which was just round the corner.

We made up games with sticks and tennis balls.

We rode bikes in packs of 7 and wore our coats by only the hood.

The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law.

This generation has produced some of the best risk-takers and problem solvers and inventors, ever. The past 50 years have been an explosion of innovation and new ideas.

We had freedom, failure, success and responsibility and we learned how to deal with it all.

And you're (possibly) one of them. Congratulations!

Pass this on to others who have had the luck to grow up as real kids, before lawyers and government regulate our lives for our own good.

Now let's check if we're getting old...

1. You understand what was written above and you smile.

2. You need to sleep more, usually until the afternoon, after a night out.

3. Your friends are getting married/already married.

4. You're always surprised to see small children playing comfortably with computers.

5. When you see teenagers with mobile phones, you shake your head.

6. You remember watching Dirty Den in East Enders the first time around.

7. You meet your friends from time to time, talking about the good old days, repeating again all the funny stories you have experienced together.

8. Having read this, you are thinking of forwarding it to some other friends because you think they will like it too...

Yes, you're getting older!!!!

Supplied by Roy Heath

Larkspeed League Results Round 5 4th July 2004

Alwoodley			
Driver	No.in Class	Position	Points
24 L. Pinder/ J. Pinder	27	r	5.0
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			5.0

Airedale and Pennine			
Driver	No.in Class	Position	Points
54 A. Wells/ A. Martin	11	7	46.4
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			46.4

Beverley			
Driver	No.in Class	Position	Points
22 K. Turner/ S. Ward	27	10	73.0
42 N. Holland/ A. Rowe	11	5	64.5
48 P. Barnett/ M. Hoggard	13	r	5.0
			0.0
			0.0
Total (Highest 3)			142.5

David Brown			
Driver	No.in Class	Position	Points
25 D. Duff/ S. Jennings	11	1	100.9
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			100.9

DeLacy MC			
Driver	No.in Class	Position	Points
			0.0
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			0.0

Huddersfield			
Driver	No.in Class	Position	Points
7 Ian Barrett/ Simon Law	27	4	95.2
30 Martin Kilburn/ Tim Buckley	13	2	94.6
32 Robert Barrett/ Gavin Wright	7	1	95.7
50 M. Boulton/ P. Greenwood	27	r	5.0
52 C. Leeming/ Lorraine Leeming	11	8	37.3
Total (Highest 3)			285.5

Ilkley			
Driver	No.in Class	Position	Points
10 N. Dobson/ J. Forrest	13	1	102.3
23 Gavin Parry/ Henry Carr	13	4	79.2
46 David Dobson/ Graham Hepworth	13	r	5.0
60 H. Kitching/ S. Kitching	11	6	55.5
			0.0
Total (Highest 3)			237.0

Keighley			
Driver	No.in Class	Position	Points
8 G. Wilkinson/ J. Padgett	27	9	76.7
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			76.7

Malton			
Driver	No.in Class	Position	Points
53 Nicola Harper/ Graham Harper	7	4	52.9
58 J. Fletcher/ T. Jeffrey	11	4	73.6
			0.0
			0.0
			0.0
Total (Highest 3)			126.5

North Humberside			
Driver	No.in Class	Position	Points
6 J. Sparrow/ J. Sparrow	27	r	5.0
31 R. Pattison/ A. Pattison	27	r	5.0
36 Rob Brook/ John Brook	11	3	82.7
37 Steve Barmby/ Michael Woodcock	11	2	91.8
41 R. Overend/ A. Overend	13	7	56.2
Total (Highest 3)			230.7

Ripon MC			
Driver	No.in Class	Position	Points
1 Kevin Proctor/ Mike Gilby	27	1	106.3
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			106.3

Wakefield			
Driver	No.in Class	Position	Points
12 R. Wormald/ D. Hammond	13	3	86.9
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			86.9

Selby &DMC			
Driver	No.in Class	Position	Points
			0.0
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			0.0

Sheffield and Hallamshire			
Driver	No.in Class	Position	Points
			0.0
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			0.0

Slaithwaite			
Driver	No.in Class	Position	Points
			0.0
			0.0
			0.0
			0.0
			0.0
Total (Highest 3)			0.0

Trackrod			
Driver	No.in Class	Position	Points
21 D Marshall/ M. Midgley	27	12	65.6
44 S. Sanderson/ C. Downes	13	9	40.8
45 C. Goward/ D. Parker	13	10	33.1
			0.0
			0.0
Total (Highest 3)			139.4

York			
Driver	No.in Class	Position	Points
2 Andy Elliott/ J Heppell	27	3	98.9
20 S. Rodgers/ S.Mortimer	27	11	69.3
4 C. Myers/ M. Whattam	27	r	5.0
27 S. Adamson/ M. Blenkinsop	27	r	5.0
38 M. Penrose/ S. Taylor	7	r	5.0
Total (Highest 3)			173.1

YSCC			
Driver	No.in Class	Position	Points
14 Alex Taylor/ Colin Thompson	27	r	5.0
34 R. Varley/ A. Varley	27	r	5.0
			0.0
			0.0
			0.0
Total (Highest 3)			10.0

Larkspeed League Results Round 5 4th July 2004

1	Huddersfield	285.5
2	Ilkley	237.0
3	North Humberside	230.7
4	York	173.1
5	Beverley	142.5
6	Trackrod	139.4
7	Malton	126.5
8	Ripon MC	106.3
9	David Brown	100.9
10	Wakefield	86.9
11	Keighley	76.7
12	Airedale and Pennine	46.4
13	YSCC	10.0
14	Alwoodley	5.0
15	Slaithwaite	0.0
16	Sheffield and Hallamshire	0.0
17	Selby & DMC	0.0
18	Delacy MC	0.0

Round 5 of the 2004 Larkspeed League returned to Melbourne airfield. The Armstrong Massey single venue stage rally attracted an entry of 60. With all the rain of June the competitors were hoping for a relatively dry day. To their surprise the day stayed mainly fine with only a small cloud burst to dampen Lunch. The impressive Puma of Kevin Proctor claiming a clear victory and entertained the spectators. On the day Huddersfield took victory by a good margin with Ilkley and North Humberside close in second and third respectively. Many thanks to all the Marshals and Organisers. The next event will be Huddersfield's Opposite lock rally at Manby on 17th July followed by Ilkley's PCT on the 25th July.

Larkspeed League Overall Results 2004

		Round										
		1	2	3	4	5	6	7	8	9	10	Total
1	Ilkley	235.1	193.3	212.8	232.5	237.0						1110.7
2	Huddersfield	286.0	35.0	211.8	105.0	285.5						923.3
3	North Humberside	209.7	0.0	282.5	80.0	230.7						802.9
4	Airedale and Pennine	100.0	170.0	110.5	238.0	46.4						664.8
5	York	187.1	10.0	112.9	174.5	173.1						657.7
6	YSCC	105.5	100.0	288.1	49.1	10.0						552.6
7	Trackrod	222.1	0.0	120.5	0.0	139.4						482.0
8	Beverley	0.0	85.0	84.3	160.0	142.5						471.8
9	Malton	267.7	0.0	70.0	0.0	126.5						464.2
10	Sheffield and Hallamshire	0.0	230.0	0.0	224.5	0.0						454.5
11	Selby &DMC	71.9	0.0	145.3	0.0	0.0						217.2
12	Ripon MC	105.2	0.0	0.0	0.0	106.3						211.5
13	Keighley	62.6	0.0	5.0	0.0	76.7						144.3
14	David Brown	0.0	0.0	0.0	0.0	100.9						100.9
15	Wakefield	0.0	0.0	0.0	0.0	86.9						86.9
16	Delacy MC	0.0	0.0	78.8	0.0	0.0						78.8
17	Alwoodley	38.6	0.0	0.0	10.0	5.0						53.6
18	Slaithwaite	0.0	0.0	0.0	0.0	0.0						0.0

Beverley District Motor Club

Thursday Night Championship 2004

				Curtis Mem 12 Car	Pete Anable 12 Car	Quiz	Sarg Elec 12 Car	FREE	Spectrum 12 Car	FREE
Position	Competitor	date joined	Points	08-Jan-04	22-Jan-04	29-Jan-04	05-Feb-04	12-Feb-04	19-Feb-04	26-Feb-04
1	Matthew Atkinson	21-Jan-04	53	Ast	2nd	2nd	2nd		4th	
2	Mike Petch	16-Jan-04	48	2nd	Ast	4th	Ast		6th	
3	Mark Edwards	16-Jan-04	45	4th	5th		Org		2nd	
4	Graeme Potter	1-Jan-04	34	3rd	Ast	2nd	4th		Ast	
5	Howard Everingham	7-Jan-04	32	2nd	Ast	4th	Ast		6th	
6	Ian Gibbins	8-Jan-04	30	Ast	3rd		5th		5th	
7	Graham Gardner	8-Jan-04	29	1st	Ent		Ast			
8	Andy Beaumont	16-Jan-04	28		Ent	Org	3rd		1st	
9	Tim Rodgers	8-Jan-04	24	Ast	2nd	3rd	2nd		4th	
10=	Danny Robinson	15-Jan-04	20	Ast	3rd	1st	5th		5th	
10=	Chris Dunn	16-Jan-04	20	4th	5th		Ast		2nd	
10=	Roger Stoneley	16-Jan-04	20		Org	5th	Ent		Ent	
10=	Owen Morgan	12-Feb-04	20	Ast/NM	Ast/NM	Ent/NM	Ast/NM		Ast	
14=	Matt Blood	6-Jan-04	14	3rd	Ast		4th		Org	
14=	Mike Ogram	6-Jan-04	14	Ast	Ent		3rd		1st	
14=	Gavin Smith	16-Jan-04	14	1st	Ent		Ast		Ast	
17	James Everard	29-Jan-04	13		Ent/NM	Ent	1st		3rd	
18=	<i>Janie Potter</i>	1-Jan-04	11						Ast	
18=	Lee Curtis	16-Jan-04	11		Ast	5th	Ent		Ent	
20=	<i>Sheron Gibbins</i>	8-Jan-04	10							
20=	John Dimbleby	25-Jan-04	10		1st					
22=	<i>Jennie Edwards</i>	16-Jan-04	9							
22=	<i>Andrea Atkinson</i>	21-Jan-04	9							
22=	Nick Everard	29-Jan-04	9			Ent			Ast	
25	David Dimbleby	25-Jan-04	8		1st					
26	Dave Jobling		5		Ent/NM		Ent/NM		3rd	
27=	Carl Briggs		4	Org						
27=	Phil Burton		4	Ast/NM						
29	<i>Sarah Bratley</i>		3			Ent/NM				
30	Richard Walton	31-Jan-04	2		Ast/NM				Ast	
31=	Andrew Howden	7-Jan-04	1							
31=	<i>Angela Cammish</i>	7-Jan-04	1							
31=	<i>Jayne Blood</i>		1							
34=	Andy Rowe	7-Jan-04	0							
34=	Lloyd Walker	7-Jan-04	0							
34=	Tony Dickinson	7-Jan-04	0							
34=	Keith Turner	15-Jan-04	0							
34=	Guy Gladwin	16-Jan-04	0							
34=	Steven Ward	25-Jan-04	0							
34=	<i>Abi Smith</i>		0							
34=	Alex Petch		0							
34=	<i>Amy Atkinson</i>		0							
34=	Bill Parkin		0	Ent/NM						
34=	Brian Moore		0							
34=	<i>Caroline Gibbins</i>		0							
34=	Chris Faulkner		0							
34=	Chris Parsons		0							
34=	Craig Grist		0	Ent/NM			Ent/NM		Ent/NM	

Beverley District Motor Club

Thursday Night Championship 2004

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

Thursday Night Championship

