

Beverley & District Motor Club

WHEELS



NOVEMBER 2004

Web Site www.bdmc.org.uk

Editorial November 2004

Kids came round 'Trick or Treating' the other Sunday. Dropped one of my Mars Bars from the freezer into their bag (stops the wife pinching them too). The little b**tards'll have real witches teeth when they bite into that little sucker! He! He! He! He! He! He!

Well the past few weeks have been busy. Three Autotests and a 12 Car in the space of three weeks certainly concentrated my attention. The resumption of the 12 Car season kicked off with Mark Edward's event. I drove like a granny on the first couple of sections 'til I got used to chucking the Primera around again.

Towards the end we were equal on time with Tim Rodgers and Matthew Atkinson running ahead of us in their Vectra. The last section would be the tie decider – timed to the second and using a stretch of 'white.' Petchy told me to take it easy if it was rough and concede defeat.

Tim set off and we had a running commentary from Andy Beaumont, marshalling the control with Danny Robinson, telling us Tim was going for it! A minute later it was our turn. The first junction right was tarmac with grass in the middle before changing to loose. It was smooth so we went for it. Petchy called a fast left and right, which didn't seem too bad 'til the Primera's back end suddenly stepped out big style! I can't remember how many times I wound the steering from lock to lock, but it seemed endless. We were kissing

the greenery on both sides and all I can remember is shouting something about the BTCC. What I was actually doing was copying the BTCC drivers who just floor the throttle to drag the car out of a slide. It eventually worked and I began to crack on again only to have the windscreen suddenly mist up. Bugger! I was trying to peer through the bottom 6 inches of screen to see where I was going. It certainly knocked my pace down a bit. By the time it cleared we were almost at the end of the section. The marshal's raised 'Vulcan' eyebrow confirmed my worst fear – Tim had beaten us by 2 seconds. I was gutted. I must've lost at least that with the tank-slapper and misted screen.

I ranted and cursed all the way to the finish in Driffield. On the way to the start me'n Petchy had been discussing the old adage, 'A driver can win a rally, but a navigator can only lose it.' As Petchy put it, "All a navigator can do is f*** up." On this occasion it was the driver's turn. The results told a different story however. The old adage came true for Matthew. They'd picked up a decoy letterboard off route, resulting in a fail. I was let off the hook as Petchy and me took the win. Well done to him and to Mark Edwards for an interesting event.

I seem to have spent a lot of time through the year sorting the cooling of Heepy's new 1400 engine, although the latest mods seem to be doing the trick. A Nova heater matrix, located in

the passenger footwell, has literally been plumbed in. Copper piping was used to keep everything tidy and away from the pedals, then Danny kindly helped out with some special coolant. An oil cooler now keeps the lubricant at a reasonable temperature though one of the pipes had to be modified by a local hydraulic engineer as it was too short to enable the cooler to be fitted in the right place.

Unfortunately Heepy's engine is out as I write this. Some very expensive noises put a stop to an enjoyable day on Rufforth Airfield and sending me home for an early bath. The post mortem revealed half the pinion stripped of teeth, the crown wheel also had teeth missing and the webbing across the casing was cracked. So now I'm looking for another gearbox casing to put all the bits in. any offers?

Had a slight problem with the Primera recently. On the way to the daughter's in Nottingham a message flashed on the screen that the engine was overheating. An awfully nice man from the RAC diagnosed a blown head gasket. A bit odd as the car's only done 25,000 miles (and a few 12 Cars!). It was towed to the dealers who had it for 3½ days and, despite me relaying what the RAC man had done to ascertain his diagnosis, told me they couldn't fault the car. They suggested I run it over the weekend and see how it was. As I fired it up to take it home the car was rocking due to the engine running on 2 or 3

cylinders. The next day I rang the dealer and told them about the car rocking. "That probably explains where the water went." Said the man on reception. Nowt gets past him! "Bring it in Monday."

On the Monday I told them the car was needed the following weekend to tow Heepy to an autotest. Off I went with a reassuring wave from the man on reception. The following Thursday the dealer let me know the head was off and they'd discovered, "An ingress of water in cylinders 1 & 2," – no kidding! The head would be crack tested and the block checked to see if it was still straight. "Oh and by the way, it won't be ready for the weekend." Alex Carr Engineering does their crack testing and Petchy told me he hadn't had a Primera head in yet.

An APB email was sent to 'all@bdmc' (thanks to Tim Rodgers for pointing out I forgot to say "please" on it) and I got 3 responses including one from James Everard offering his dad's donkey and Andy Beaumont with a Sierra (see Petchy's Cossack report for further news of this car). Gav Smith was the nearest so it was a TATA Safari for Sunday. What a monster! It must weigh about 3 tons. Thanks Gav.

IN THIS ISSUE

There's love on the Welsh stages from Tim Rodgers and Jo Briggs (and 'Reader's Wives' on page 19 - Hmm – that should get us a few thousand hits on our website). Talking of

websites, if you search for BTRDA on Freeserve's home page, almost all the first page of results is our 'Wheels' Mag. The others are battered wives websites. I think there's a very tenuous link there somewhere!

With so many stage rally reports in this issue we should see an immediate influx of stage rally crews joining our club.

What?

There are road rally reports from Petchy and even one from our illustrious Chairman in his 'Chunterings.' Talking of Road Rallies, after round 9 of the Kent Cams Northern Road Rally Championship, Beverley were holding top position for clubs with Eastwood 8 points behind. We had 3 crews finish in the top 7 of the latest round, The Cossack, so we should've maintained our position. In the driver's championship, Danny Robinson is 2nd with Andy Beaumont 3rd. John Dimpleby and James Everard are not far behind in 6th and 7th respectively. On the navigator's side Ian Gibbins is 2nd with David Dimpleby and Mike Ogram 7th and 8th. Dave Jobling and Petchy still have a bit to do in 12th and 13th places. As Petchy keeps saying, we must be one of the strongest road rally clubs in the north of England.

Thanks as usual to all contributor's to the Mag.

Read on.

Howie.

Chairman's Chunterings

I suppose it's about time another magazine should be issued. To be honest, I've been too busy organising the Beaver (That's a rally to those visiting our Mag to those visiting our Mag for the first time – *Ed.*) to get Chunterings done but an email from Howard stirred me into action.

Talking of the Beaver, the preparations are progressing well with 31 entries to date. Don't forget, if you wish to enter the event you can do so by completing the on line entry form through the web site. If you don't have Internet access, contact Matthew to request a set of regulations (And he'll probably rig you up with a decent computer too – *Ed.*). For those who aren't competing, your assistance will be greatly appreciated by helping us to marshal. If you do come out and man 2 points or more, then you will be rewarded with a breakfast as well as a goody bag.

Dinner dance

The annual awards presentation has been booked for Friday 28 January 2005 at the Ferguson Fawcett Arms in Walkington. Tickets will be available in the New Year. The cost has yet to be confirmed but will be similar to last year. We are aware that many of you will not get paid until the end of January and therefore you can pay for your tickets with a cheque dated 31 January 2005. Matthew will be collecting the money.

Email addresses

Quite often we send an email to club

members advising them of what's coming up in the club. If you don't receive these and have an email address please let Matthew Atkinson know so we can update our database. Similarly if you've changed your email address please advise Matthew.

Danum Rally

Matt Blood and I contested the Danum Rally organised by Lindholme Motor Club back in September. Things didn't bode well for the event as we wrong slotted for noise check and scrutineering, then missed the slot for documentation.

The first section took us from documentation to NTC2 south west of Messingham. The route had previously been used on one of our South Bank 12 Cars. The junction in East Borthwick was manned so Matt was on his best behaviour to make sure that he stopped at the give way (you see, the pain was worth it – *Ed.*). With the herringbones plotted we continued via the Everard's, marshalling STC3 to NTC5 north east of Scotter. The next section described the route to be taken. This caused some problems for me, as the footpath wasn't clearly marked on the roadside. After an overshoot we backtracked to get the footpath and managed to get to the next control. We asked the marshal for the next route handout but were informed that there was none to be given out. Somewhat perplexed I looked for the route handout and found that the next section was

printed on the reverse. This took us via a series of tulips up and down the A18 using lay-bys to collect route checks.

Some out-of-order spot heights took us up the B1208 on to the B1207 then to NTC10 where we were given a list of out-of-order bearings to depart junctions from. Once plotted we set off, only to discover the car had developed a misfire. The engine would tick over but when the accelerator was pressed there was no power. We managed to stagger slowly on to the A18 only to be caught up by a red striped car with blue flashing lights. Plod was satisfied with our intentions and we staggered on to the control. We dropped over 10 minutes on that section then stopped to look at the car. Nothing was apparent, but the problem cleared itself and we continued to the next control. A list of not-in-order grid squares was the next enigma to solve. The problem was that the number of squares on the route handout didn't match the number of squares driven through. As a result, we missed two route checks and picked up a 10 minute penalty. Things were now getting worse.

The run to petrol was a herringbone in the shape of a house. Once plotted, we headed off via Worlaby and Elsham to petrol at Wragby top.

The second half started in the same vein as the first, with a list of out-of-order grid lines. This caused problems for many crews, as we had to negotiate a white to use all the grid lines. The next

section was a mathematical one, as we had to pass through two spot heights totalling 112 metres.

From STC21 we headed northeast towards Barrow on Humber via the shortest navigation to date: the letters 'tc' that crossed the route. At STC22 a list of approaches to 5 out-of-order spot heights took us south towards Croxton with IRTC24 being located on the bend to the B1211. The organisers had put the next section on the reverse of the previous route. It was a list of coloured road junctions that didn't conform to the usual way they're presented. Confusion reigned, as I was unable to plot the route. At this point, the previous misfire/lack of power came back to haunt us and, being close to OTL, decided to call it a day. In fact the course closing crew arrived as we were trying to solve the problem. The time card and damage declaration form were duly handed in and we returned home for an early nights sleep.

That should keep Howard happy for the next couple of months (Couple? – *Ed.*).

GUNNER

Fred and Barney's Quinton Rally

Friday the 9th July saw the 3 local crews heading down to mid/south Wales for the next round of the BTRDA rally championship. Myself and Paul Train, Carl and Jo Briggs and Chris and Gord all made our separate ways down to the rally base at Llandovery. It was about a 6-hour journey with the trailer, a time that the ever-fast Mr Carter would slash by half in his Astra estate (He's just too quick for the rest of us!) later that evening. He, along with Mr Kirk and Mr Lund, travelled down after work. Jean-Louis and his employee Simon Parker came to do my spannering for the weekend and arrived at about 10pm.

After a steady night we all retired quite early to bed to be ready for the worst that Wales could throw at us the next day! Carl and Jo had been lucky enough to get a B&B in the town, ours was a 10-mile drive south!! Messer's Carter, Kirk and Lund slept in their usual luxury accommodation - the back of Carl's van!!

Saturday was a bright morning with a few heavy clouds drifting around threatening to drop their contents as they had been doing for the past few days! The run out from the start to SS1 was about 20 miles. Chris was car 69, we were 73 and Carl was 74, all close together so an excellent day was in store. As we arrived at SS1 the heavens opened and a short but heavy downpour soaked

the stage. Great! I was already concerned about my tyre choice, so this didn't help!

The stage was like a skating rink as we slipped and slid our way through the bends. I cursed the tyres more audibly than Paul on the pace notes! We emerged unscathed from the stage to find the other people in our class had been having the same trouble with grip. We were quickest so I stuck with the same tyres until first service where I opted for the softer Michelins. Oh, and a new driveshaft as it had snapped near the end of the last stage!

Carl's friend Steve had been texting results to us from home as he was logged on to the live results section of the BTRDA website. That told us we had dropped to 2nd place by just a few seconds because of the snapped shaft.

The Michelins worked well in the next couple of stages but the rain and wet conditions had washed the loose surface away leaving the 'BEDROCK' showing through. This soon ripped the soft Michelins to shreds, so at the next service we re-fitted the Dunlop's. Oh, and another drive shaft as it snapped half way through the last stage! Our text results showed we were quickest in the class but the drive shaft failures were costing us time and positions.

With 3 stages left we had to push hard. The first put us level with the class leader, Chris had thrown his chances away after putting his car well off the road on a deceptive left-hander. We almost

joined him and, by all accounts, so did most of the field behind us! He hadn't damaged the car, it was just stuck fast in the mud! So with only two 3-mile stages left it was going to be hard. The poor car was pushed to the limit, as was its fat controller. With the tyres being ripped to shreds again on the bedrock, we eventually emerged at the finish with a 20 second lead. We'd done it!! First in class and 41st Overall.

It was an excellent feeling to have had a good genuine battle, overcoming our problems and eventually shining through. We proved ourselves to be on the pace and quickest in class. Of the 7 stages we were quickest on 5 and joint quickest on another, not bad for my first season in the forests. Just need to sort the reliability now!

After the presentation it was time for a celebration! We made our way round the few pubs in the town until last orders, but were still up for more drinking. Some locals directed us to a quiet back street pub, a knock on the door and we were in! A Lock-in!!! Jean-Louis discovered 'Aftershocks' and tried to drink two locals under the table but failed miserably! Paul was beginning to re-live his youth and was getting into the swing of things as he got more and more p****d! We finally got thrown out about 2.00ish and made our way back to our digs, can't remember how!! Frenchman was spewing for England or should I say France back in his room and then fell asleep on the floor.

We woke next morning to rain, loaded the car on the trailer and set off home! Thanks to Frenchman Jean-Louis for causing more damage to the chase car than I did to the Rally car (dented tailgate, ripped off exhaust and cracked screen!) Simon and all others who helped keep the car mobile.

Tim Rodgers

Tyre Buyers Beware!

I bought some new front tyres very recently from a local dealer with a number of branches in the area. I got them on my way to Burton Pidsea where Roy and I were performing an autopsy on Heepy's gearbox.

The next day (Sunday) I checked the wheels and tyres (being the pernickety sort) and discovered the pressure was correct on one, but some 6 – 7 psi short on the other. However, I was mortified to find one of the wheel nuts was actually loose (the fitter probably confused by there being 5 of them!)

With the next 12 Car the following Thursday, I was thankful I didn't buy them on the Wednesday.

Howie.

Sunday 25 July 2004 Yorkshire Trophy PCT Ilkley & DMC Larkspeed League Championship

Hero to Zero

The 'borrowed' Vauxhall Corsa certainly looked the part as Jon Meacock and I set off to Bolton Abbey for Ilkley's PCT. At least the car hadn't been upgraded to some huge lumbering machine, considered a perk to some hirers. And we were riding on a wave following our class 1 and 2 finish on the last PCT in June.

It was July so I'd put the shorts on. But, heading into West Yorkshire the weather had different ideas. By the time we got there it was 'persisting' down, with a stiff breeze to boot (that's at the back you know).

On the way there Jon and I had chance to check out the level of trim in the car. It had everything, leccy windows, air-con, power steering, you name it, this car had it. Took a bit of braying to get any decent speed out of it though. Things wouldn't get any better.

Not long after we got through scrutineering, Graham Gardner turned up, hooray! Another BDMC competitor! Our joy soon turned to grief when his lack of a passenger (compulsory in PCT's) forced him to marshal instead. Bugger! (That's another thousand hits on our website). It did, however give him the opportunity to observe and learn what they're all about. We'll get him next year.

After donning the waterproofs Jon and I walked the sections to see where to drive. Hah! That was a laugh. I'd originally entered us in Class 2, front wheel drive over 1300cc, thinking we'd get the 1.5 litre diesel Clio we used in June. With the car only being 1200cc the organisers then had to move us to the back of Class 1. Now this would normally be a bonus on a dry day as the grass gets the juice chewed off by the early runners, leaving us with a grippier surface. However, on a wet (cold and bloody miserable!) day the early cars just churned the ground into a quagmire.

This phenomenon presented itself on my first section where the rear wheels didn't even clear the start line before the thing ground to a halt! Jon fared slightly better, scoring one less with an 11.

We soon found out the Corsa was seriously under powered and over weight. A massive score of 77 for Jon and poorer 79 for me on the first round did not bode well for the rest of the day.

The host club had a strong turnout with 11 Ilkley entries including 3 from the Spencer family.

The first run only had 8 sections for us to tackle, but the remaining three had 10, the extra two were through a hole in the dry stone wall. That's when the day took on a farcical look. Having tackled them both, all we had to do was drive up to the top of the hill to get back through the gap in the wall. Would the car drive up the hill? Would it

buggery (oops! there's some more). If we got grip the engine would stall, otherwise it just spun the wheels. So, it's front wheel drive, we'll reverse out. Still no way. We had grip, but the engine stalled. Gave the poor wet marshals some entertainment though. We eventually made a long detour on a bit that wasn't so steep.

I think it was on the second run we discovered the dead sheep. I hopped out of the driver's side to swap with Jon and was greeted with the vilest smell ever. I'd parked it with the rear wheel on a sunken dead sheep and disturbed the rotting carcass. Yuk!

Owing to the slippery mud, whatever progress we did make uphill was often confounded by the car sliding sideways towards the stakes marking each side of the section. If the car touches any of them on the way up, that's the score you get, even if you get higher. When Jon was driving, these slides would create a warning from me of, "Lookout!" or "Watch it Jon!" Being well aware of the danger at the time, Jon only had to shout at me once to effect the desired silence for the rest of the day!

After lunch the persistent rain turned to showers, but there was still mud and cak everywhere including inside the Corsa. Jon had the habit of gunning the engine between sections and spinning the wheels. The flying mud (and sheep cak) from the front wheels would then spray all over the inside of the car. At one of the sections Jon had

parked near to the start, but John Haygarth was trying to shuffle his Opel Kadett into it. The Corsa was just to the left and slightly behind the Kadett so Jon decided to boot the engine and reverse back a bit. It was like slow motion, I could see exactly what was going to happen. Jon floored the throttle and dropped the clutch. The front wheels spun backwards and a huge plume of mud and cak sprayed the nearside of the Kadett. Unfortunately passenger Yvonne Coppin had the window open, giving her and the inside of the Kadett a good layer of the vile stuff! She turned round and gave Jon such a filthy look (no pun intended). I was absolutely wetting myself!

One thing that puzzled us on the day was how Jon Graves managed to get further up some sections than we were. He was in an identical Corsa (his sisters), but was faring better than us. He pointed out the narrower tyres on his, which bit through the shush more efficiently than our Carlo Fandango's. We really got it wrong that day.

We struggled through the rest of the day just making up the numbers. When it was all over Ilkley took 7 of the 9 class awards including 1st overall, which went deservedly to Ian Waddington. He put his Mini Clubman to good use on a difficult day (well it didn't look too difficult for him). Fellow club member Malcolm Rainforth (topical name!) took 1st in our class with his Nova whilst Adrian Tate (Ilkley) claimed Class 2 honours in his Golf GTi. Airedale &

Pennine's John Haygarth pinched Class 3 from Ilkley (in spite of the muddy interior). From a Class 1 entry of 18, Jon Meacock salvaged 14th whilst I was saved the ignominy of being last by my Autotest buddy Gerald Holdroyd.

Jon and I have been enjoying the last few PCT's along with some success, but we really plumbed the depths on this event. The most annoying part was just as we were packing up to go home, the sky cleared and the sun came out! Bugger! (Even more!).

Howie.

St Wilfred's' Rally 7/8 August 2004

When I decided to do the St Wilfred's, everyone told me I'd enjoy it. Well, I had other thoughts, as there are a lot of blind brows and plenty of 'not-as-map' bends. Still, I thought we'd give it a go.

Setting off at 6.30pm we stopped at noise check in a field to the rear of Monkton Moor Garage. It was all very slick. Arriving at 8.30 we recorded 65db before heading to scrutineering at the rear of the Ripon Motor Clubhouse. That's when we found out the starter motor was giving up the ghost. After pushing it into a parking bay we signed on and asked for assistance to sort out the problem. Enter the young James Everard and the lovely Sarah. When the problem was

explained, Sarah said she'd sort it, fiddled under the dash for a while and declared the starter motor was faulty. The next minute she was under the bonnet beating seven bells out of the starter motor. The engine fired up brilliantly! What a girl, a must in anyone's service crew! Many thanks Sarah.

Running at car 52 our start time was 23.37. A time of 45 minutes was allowed for the long run out to NTC2, which was sited east of a lay-by on the main A19 towards Easingwold. As we were being counted down something went 'pop' under the bonnet. A water pipe had broken at the 'T' piece. We managed to fix it with the help of a Marshal who also donated his bottle of mineral water to refill the rad. That cost us 30 minutes so we ended up having to cut the first 6 controls and head for the rejoin point at NTC8, checking in at TC7 on the way.

The route then took us through the infamous Caydale Mill ford, which looked to have been dammed (Or is that damned? – *Ed.*), but not to the extent of 25 years ago.

Passing just south of Hawsby we finished the section before the 'brown' and were then given Tulip AR's. These took us down the 'white' to Crabtree Hall, which was rough! Well, it was for us. Skirting Rievaulx we finished at the 'brown' before a run down through Helmsley to the south of Sproxtton.

The next section led us down the second 'yellow' towards Ampleforth, the first 'yellow' being

'blackspotted.' After the triangle we headed up to Tom Smith's Cross, then back down the map through Wass, Byland Abbey then south of Coxwold. A neutral to Hutton Sessay crossed the A19 where the next handout, comprising of spot heights and grid lines, moved us back onto map 99.

The next section finished south of Dishforth Airfield followed by a short run up the 'red' taking us under the A1. A short section finished east of Ripon then we headed down the A61 to the petrol halt and noise check.

MTC 2 was situated back towards Ripon at the rear of the barracks at Clotherholme Farm. Here we got the opportunity to make up all our lateness, which meant a very short 5-minute rest before the blast over a stubble field. A 'yellow' then took us in the back of Lightwater Valley and on to Kirby Malzard.

A herringbone to Ilton via an angry resident brought us to NTC30. A series of 'avoids' took the route down another 'white' to Ripon Rowel Walk followed by another 'white' finishing east of Fearby. Some grid lines and map features to Jervaux Park preceded a loop to the south of the Wensleydale railway finishing at STC37 just below Halfpenny House. This control was manned/womanned by James, Sarah (the spanner) and Owen.

The final run via Masham, West Tanfield and North Stanley ended with breakfast at Ripon's clubhouse.

Apart from our initial problems at the start we really enjoyed the event, Lee's adrenalin really flowing as he pushed a competing Celica GT towards the end. So much so that he almost ran into the back of it when they slowed to collect a code board. But we didn't finish last, which was the expectation following our start line problems. Printed results were more than a tad late – 2 weeks. On checking them over and discounting our first half problems, I think we could've finished about 37th instead of 42nd. It would've been nice to finish a bit higher, but who knows?

Roger Stoneley

“Quotes”

“We were doing it quick under pressure.”

Claire Wilson (‘The new people’).

“Where’ve you had that?”

Mark Edwards to Roger Stonely.

“You were right.”

A rare statement from Matthew Atkinson to Mark Edwards at the end of the latter's 12 Car.

How Dunlop killed the Woodpecker!

Once again it was time for another trip down to Wales for the BTRDA forest Championship. Myself and Jo Briggs in my van, Andy, Shaun and Jean-Louis in the chase car, Paul in his Omega ('cos he needed to be home early on Sunday!) then Carl and Mike in the trusty Tranny! Andy Carter and Ian Kirk were travelling down after work as usual. We made our now familiar rendezvous at The Briggs workshop and set off in convoy, stopping only once to be fed and watered.

The event was based at Ludlow Racecourse, which seemed to be a good venue for the event with excellent facilities. Our accommodation was about 10 miles south in Leominster, where the nightlife was supposed to be a little more exciting than Ludlow! Are we rallying here or just out on the p***?! After all the usual pre rally stuff we made our way to the pub, which was to be our home for the next 2 nights. Quickly changed we were out on the town for food and then beer! I must confess at this point that I wasn't too well prior to the event and the beer was going down slowly. I made an early exit as did Jo, Carl following soon after. I was woken up by a rather drunk sounding Andy and Shaun at about midnight, then again by a phone call from Andy Carter at about 1.45am and once more by them returning about 30 minutes later. Feeling ill and being woken up in the

early hours on the day of a Rally did not amuse me! I finally dropped off at around 3.45am.

I won't even mention breakfast!

We queued up at the start control waiting for our time when I noticed that the Class N3 leader, who was supposed to be behind us, was missing and in his place was another of our rivals - Rob Yates. He informed us that Mr Sheppard had suffered an engine failure and withdrawn from the event. This was good news to us as we could earn some bonus points and close the gap for the lead.

SS1 was a short 3-mile uphill stage with several hairpins near the start. We were lined up with helmets on ready to go, when the stage was stopped. Car 72 had gone off and the co-driver needed hospital treatment! An hour passed before it re-started. The stage felt a lot longer than 3 miles and I didn't feel I'd driven it well. We were joint fastest with Mr Yates so it wasn't too bad.

SS2 was a longer stage and we had several moments, a couple of them brought us very very close to throwing it all away. I saw Paul tightening his belts on a few occasions, which is a sure sign he's concerned about my driving! We had a 7 second lead over Mr Yates who was pushing us hard.

SS3 was a good stage, I was getting into the swing of the event until we slid wide on a tight hairpin causing us to half spin and, guess what? SNAP another drive shaft! We limped out of the stage to meet up with Andy and Shaun. Paul had phoned

up to pre-warn them so they were ready on the roadside to do the change. I'm sure they can do it blind-fold now! It was my last spare short shaft that had been fitted, so we were praying it would last.

SS4 was a clean run and we emerged happy with our performance and made our way to service. On checking our times it appeared we had made up the time lost by the broken shaft and were just 1 second down on Mr Yates. This was getting exciting!

In service we only had 20 minutes, not a great deal of time, as it was the only service of the day! I sent Andy off to the Dunlop van for some new tyres as we had wrecked the front two on the hard stages. This is where rallying starts to get expensive when you're seeing off a £200 set of tyres in just 20 miles!! He came back empty handed, informing me the tyre vans had closed up! Red mist was descending as I rushed across to see what the problem was. Without going into too much detail, the tyre vans had closed and refused to re-open. They hadn't been informed of the hour delay from SS1 for some reason. I was running car 82 out of a field of 160 cars so the vans had only stayed for half the field! I was fuming! I had good tyres in my van but they were off rims and I had no way of fitting them! The only tyres I had left on rims were some Michelins, which I knew were no good for the conditions. Left with no choice, I had to run on them.

SS5 was the longest of the day and I

warned Paul at the start that he'd better be ready to stop and change a tyre because I just knew we were heading for problems! About half way through the stage BINGO! A front wheel puncture! With quite a distance to go I decided to stop and change it. By this time it was a very hot day and the tyre change was made worse by dust from the passing cars. Eventually we got it changed and belted up ready to go. I had to wait however, because I knew the next car was Carl and Jo Briggs. They'd been having a cracking day and were in line for a class win, I didn't want to make them eat my dust! We followed them with an ill handling car for the rest of the stage after fitting a different sized tyre, making the diff think it was on drugs!

SS6 had a familiar CRACKING sound half way through and yet another snapped shaft at a tight hairpin! The lads were on hand again to do the change after making a good shaft from the 'shafted' shafts they found in the van! We had a spirited drive on the road section to the next stage, Paul commenting later that if I drove like that on the stages we'd be leading overall! (Shut up and read ya notes navi!! He He)

SS7 was a re-run of an earlier long stage, but in reverse direction. This was our stage, it was s*** or bust. We were going to prove ourselves or retire with a big repair bill! We went at it hammer and tongs, emerging at the finish around 50 seconds quicker

than Mr Yates, who still walked away with the Class win. We were over a minute and a half quicker in the last stage than the Focus that took 2nd in class! What if....? But that's Rallying, full of 'if only's' and 'what if's'!

I was gutted though. We had been handed a free run against the Championship leader only to throw it away and come in 3rd!

Carl and Jo had another excellent clean run, finishing class leaders by a good margin. They were well pleased as you can imagine. This sets them up for a good battle to take the B10 Championship outright.

In the N3 Championship we're now 2nd in class with just 2 rounds remaining. Can it be done? Who knows!

We collected our silverware and made our way back to Leominster where I treated Jo to a romantic Fish and Chip supper on a park bench! Still not feeling 100% I retired for an early night and the lads all went clubbing! Paul was due at a football match at midday on Sunday so decided to head straight home on Saturday night.

We set off home on Sunday at about 10.00ish and had a steady plod back finally getting home at about 3pm - knackered! Yet again, thanks to all my helpers who were kept on their toes! Oh and to all those (you know who you are) who didn't pay for their bed and breakfast, a £410.00 bill is *not* a pleasant experience first thing on a Sunday morning (and my Bank

Manager will tell you the same too!).

Tim Rodgers

Danum Rally
Lindholme Motor
Sports Club
11/12 September 2004

It's becoming a bit of a standing joke now, that neither Andy nor myself are doing the ANCC Road Rally Championship this year. But here we are again, just doing this one because - because - just because we can!!!!

After the usual hassle free noise check and scrutineering, we wound our way from Scunthorpe towards NTC2, west of Messingham, for what was going to be a navigational style route with many short sections to drop time on. Fortunately we managed not to as we looped south through Scotter and onto the A18 for a very tricky 'neutral' regularity section. This went down and back up the dual carriageway, utilising the various lay-bys as we headed for RTC 8 at Gallows Wood. Simple as this sounds, it actually proved quite tricky to work out, causing many crews to go briefly astray, ourselves included as we almost followed Mr Tullie into Scunthorpe. Fortunately we all had plenty of time to get it right without dropping any time. Iain (Tullie) later likened it to a Beverley 12 Car. Fame/Notoriety at last!!

Next came a section around all the

grass triangles often used on my South Bank 12 Cars, East of Winterton. Andy and I dropped our first minute of the night as we overshot a slot by half a mile while I was plotting. When you drive as fast as Andy, you often go much further the wrong way!! From here we went to South Ferriby for a blast over Saxby Wold. More familiar territory, using the concrete square, triangles and Mr Potter's lay-by below the A15. At the Stop-and-give-way we looked very carefully before pulling out! (No sign of Howie - Ed.)

The petrol halt at Elsham saw crews swapping the usual tales of woe. I was surprised at how many had made errors during this early part of the night, losing loads of time. As stories came in it appeared that we had a clear 5-minute lead, having dropped only 1 minute - so far!!

Things were looking good until I messed up on the first section out of petrol. Neglecting to see a 'white' I hadn't used before soon had 4 minutes of our lead disappearing whilst correcting the mistake. Unfortunately I continued in this manner during the second time card, dropping more time as I plotted. This resulted in us falling back to 5th as we headed down Map 113 towards Binbrook. Fortunately I got back on track again and no further time was lost on this Map until we had to stop to plot some references on the section South of Nettleton. Andy chose this time to water the scenery until I realised we'd overshot a rough 'white' which took

us across onto Map 112 again. A quick shout got him back in the car and we were on our way again, eventually!! Once you start you can't stop can you!! We probably lost as much time while Andy was shaking it as we did on the rough 'white'!!!

A few more sections took us to the last blast, timed to the second around Hemswell Airfield via lots of code boards. Fortunately we had no punctures this year, the only problem being one poorly visible board, which we didn't see the first time past. So we circled around under some bunting to get it, losing just a few extra seconds in the process.

We both enjoyed the night's sport; finishing 4th would've seemed like a good result if we hadn't been leading earlier. I felt like I had given away what could have been a win if only.....But don't all events feel like that!!

The 'Spirit-of-the-Rally' award should go to Danny Robinson and Ian Gibbins for stopping to push the Dimpleby's out of a ditch late on in the event and dropping a minute in the process. This allowed John and David to continue to the finish and win the event. Congratulations to them on their first win together.

MIKE PETCH

MSA Press Release

Since the inception of a MSA Marshall's register in 2002, over 6,000 people have undergone training with nearly three and a half thousand progressing to Grade 3, 2,225 people reaching Grade 2 status and over 800 registrations for Grade 1. The training/upgrade sessions are held each year at venues around the country.

The dates and venues for the 2005 are as listed Myerscough College, nr Preston on 22nd January, Askham Bryan, York, the following day, 23rd January then at Northumberland College, Ponteland on the 29th. Rodbaston College, Penkridge, Staffs on February 27th, Rhyl College on March 26th and Cherwell Valley on 6th March.

Other dates for areas around the Country are yet to be confirmed but these are expected within the next few weeks.

Everyone is catered for at the Training events from New Marshall to Stage Commanders and Radio Operators. As well as how to perform the many aspects of Marshalling, the reasoning and consequences are explained. The day finishes with the opportunity to get a signature on your registration cards and a certificate.

Application forms for all the Training Days will be available on www.BRMC.org.uk this weekend.

12 September 2004
York Motor Club
Autotest
Larkspeed League
Championship

As soon as I stepped outside the front door I knew the shorts were a mistake! There was a chill in the air and an 'R' in the month. No matter, I pressed on to Acaster Malbis.

It was nearly 3 months since I'd done an autotest and only 2 weeks after some surgery on my left shoulder, so confidence wasn't too high. The surgeon told me it'd be 6 weeks before I could drive competitively. I told him I had a hydraulic handbrake!

With Beverley only 9th in the Larkspeed League Championship we weren't exactly in a position to relax. The last three events are Autotests so it was down to me to get my skates on.

The weekend didn't get off to a good start. On the Saturday I backed the trailer over my toolbox! Never was much good at reversing.

York Motor Club had wisely decided to use the main runway for this event rather than the very rough loose stuff off to the side as they had in previous years. The rough stuff is okay for the competitors who bring rally cars, but not much fun for low-slung autotest cars, with fist size rocks to contend with. Despite the regs declaring the surface change, a poor entry of only 24 laid testament to the roughness of previous years.

Many regular faces were missing and Ken Sturdy certainly felt

the draught as the only competitor from NHMC. No JT, Shorty, Whitey or Steve Young turned up. Reliable as ever, Ilkley turned out 6 competitors on the day, but even they were outgunned by Huddersfield's 7 entries! Still, the sun came out and the shorts didn't seem such a bad idea after all.

Four test sites were set up and stretched about ½ a mile along the runway. Who said motorsport wasn't good exercise? They weren't desperately difficult tests, but those are the ones that generally catch you out – as I found to my cost on the first one. Pulling out of the last gate my mind suddenly went blank. I didn't have a clue where to go next and sat for an agonising 10 seconds or so checking the test diagram before getting it right. Great start!

Just to compound my problems, a poor reverse 'dip' over a 'Stop Astride' rewarded me with a 10 second line penalty on test 2. Rusty wasn't the word! All the time I was being followed and carefully watched by Dave Sowman in his Mini Special. He was pootling round very tidily and just getting the job done.

By the end of test four I was down in 4th place, some 9 seconds behind leader Jon Graves in his funky Fiesta. He'd had a very tidy first run with Dave Sowman 2nd and Ken Sturdy 3rd in his Nova despite a seriously strained back. No kidding, it was like a geriatrics outing!

The second run of the same tests didn't do me any favours with a panicky handbrake on test

7 when Heepy seriously understeered on a loose bit of a slalom. The back-end promptly slewed round and clouted a cone resulting in another 10-second penalty. This didn't stop me slotting into 3rd though by dint of Ken getting 2 penalties on tests 7 and 8. Jon also had a disaster with all his times slower than on the first run. He slipped down to 2nd behind Dave Sowman, who had made a couple of mistakes, but was still without penalties.

The second run saw the demise of Mike Staves who's Nova persistently seized its rear brakes. He went home to watch the Monza GP. Carl Davis also gave up the chase. I'm not sure if it was the two washouts he got on the first run. Andrew Varley continued in their shared Nova so it wasn't for mechanical reasons.

By the third run of the morning's tests I was cooking on gas. Despite a stall on test 10 I'd hauled myself up to 2nd behind Dave Sowman. Jon Graves had dropped back to 3rd after a penalty and Ken Sturdy was 4th. The left shoulder was now beginning to ache noticeably so some hefty painkillers were brought into play during lunch. Ken was pleased I'd brought them, as he was still suffering with his back.

Four new tests were set up and the rain threatened whilst we were walking them. Fortunately it came to naught.

Despite a clean run, Dave still kept his lead and all the places behind remained the same. Coming up on the

rails though was Graham Hepworth in the Nova, hauling himself into 5th overall by test 16.

After putting in some cracking times on the final round I was loading Heepy up when Dave Sowman's Special limped into the paddock. A broken rear suspension wishbone giving the wheel a peculiar angle. When did it let go? Luck was on his side, the thing had given up the ghost at the end of the last test. That's Dave's second major suspension failure this year.

So at the end of an interesting day, Dave Sowman took the honours with me 'n' Heepy 2nd, but 1st in class. Jon Graves held on to 3rd overall and took the Class 2 win by some 30 seconds on Ken Sturdy who lost his way with a washout on test 19. Graham Hepworth scored some valuable Larkspeed Championship points with his 3rd in class and 5th overall. John Haygarth took a comfortable Class 3 win in his Opel Kadett (see Gibby drooling!) and Gerald Holdroyd likewise with his 998 Mini in Class 1.

Results were soon posted up on the caravan window with Stuart Cariss eventually declaring them final.

All in all the day was fun if a little frustrating. I've beaten Dave this year with the new engine (he runs a 1430cc) and was hoping for a win. But, he played it cool, kept it penalty free on the day and took a well-deserved win.

Howie.

PLAINsailing!

Friday 24th September saw the next round of the BTRDA Championship and was going to be a very important event for myself and Co-Driver Paul Train and Carl and Jo Briggs. We all needed good results to keep our Championships alive, but dropped points would make it an uphill struggle!

We met at the usual place, Derrick's workshop, then headed out on the now too familiar route to mid Wales, stopping only once at the usual Burger king for our nosebag! I travelled alone following Carl and Jo who had borrowed a Merc Vito from Frenchman Jean for this trip. Shaun and Paul had gone ahead in the Vectra and Omega, the latter being dropped off at Selby for my second spanner man, Richard, to travel down in later after work.

We had been making great progress and were well into the twisty welsh 'A' roads when I was rudely awakened from the monotony by the sight of Carl's trailer and Rally car suddenly getting closer. Time to jam on the brakes! A local farmer chap had decided to pull out in front of Carl, who did a sterling job in avoiding him by swerving onto the opposite side of the road with wheels locked. I was a split second behind and very nearly punted him up the rear! Shaun, enjoying the luxury of ABS, didn't realise the severity of the incident! After mopping our brows and settling back into the routine, we

came across a narrow bridge with an S bend over it. I followed Carl through and felt a large jolt, then a loud thud followed by a mobile phone ringing!

Shaun: "Tim - I think your car is going to fall off the trailer!"

Tim: "Wot?"

Shaun: "You just clipped the kerb and the Rally car jumped sideways and is on the edge of the trailer"

Tim: "Oh it'll be ok!"

Shaun: "Tim, it jumped about a foot in the air and it's made the straps come loose and the wheel is ON THE EDGE!!"

I looked in my mirrors and could only see the full rear quarter panel in one and the very front corner of the opposite side front bumper in the other. Shaun could be right, so I pulled up at the first available spot. "This was going to be a dramatic weekend." I thought!

We were soon on our way again and arrived at Noise Test with an hour to wait! After all the usual pre-rally doings we headed off to find our B&B, which turned out to be a house on a housing estate, very strange! The man of the house was lost for words as we arrived in 5 vehicles (2 rally cars, 2 service vans and the Vectra!) We didn't have the heart to tell him there would also be an Omega a little later on!!

After a quick shower and snooze we made our way down the very steep hill into Welshpool centre for food and beer! It took us a while to find anywhere, but we eventually came across a little Chinese restaurant. The food was good but the beer a little

cloudy!! After a long meal we made our way to the first pub of the evening. Richard phoned me just as we were walking in, he was outside the B&B after following Jo's excellent directions from Selby to Welshpool. Jo and I decided to walk and meet him, but, remembering the steep hill, we waited for him at the bottom! After 5 or so pints we decided it was bedtime and started back for our digs but had to stop for a pizza and burgers on the way! Lovely!!

Saturday was a nice bright morning with no sign of the predicted rain. We made our way to the start holding area to meet up with Andy Carter, Ian Kirk and Mike Lund who were coming down in the morning to do the honours for Carl. A quick phone call by Jo to check on their progress was some cause for alarm. They had set off from Hull at 7am and Carl was due to start at 10.30! The service van had to be at the central service area 40 miles away and they needed to be at the end of SS1 to do the chase car! It was an impossibility. My lads had left with what they thought was plenty of time, but had called to say they were going to struggle to make it themselves. Carl was looking apprehensive and Jo had gone quiet! With Shaun and Rich already en-route I couldn't even offer to double up with my chase car.

SS1 saw our biggest rival in the car behind us, Mr Sheppard the Championship leader. There's nothing like pressure, honest! After our problems with tyres

on the last event I'd managed to get hold of some 'Silverstone' tyres, which had come to me second-hand from the MG X-Power Rovers. They had been used but looked brand new! (Isn't black shoe polish great? – *Ed.*) The Rovers have to run on 'Silverstone' control tyres and every driver is issued with so many new ones for each event, which they hand back at the end. No offence to the MG drivers, but they are all young new drivers and the tyres don't get any abuse at all. I save about £60 a tyre by buying them this way!!

After the start we nearly went off at the first bend! "TYRES." I shouted to Paul. "BLOODY TYRES!" The stage was very slippery from recent logging etc, but as we got further into it the car seemed to start behaving and heading in the direction I was asking of it. We had fitted new drive shafts, a new steering rack and new lock stops to try and stop breaking drive shafts, a problem that has bugged us all year.

By the end of the stage I was happy with the tyres and just put it down to the wet conditions and the cold rubber. We only had one heart stopping moment in there, which was caught on camera by an official photographer!

SS2 was another cracking stage and we were in the groove. It was a fast run with some flat out straights, but fog high up made us back off a little.

SS3 was delayed slightly and whilst queuing, we stood and chatted to the other people in class N3 to see how they

were getting on. Everyone was reporting slippery conditions. Jo came over to see me for a chat and told me their chase car was nowhere to be seen at the end of SS1. Good job they didn't need it! I had signed up for text results at the start and finally received the first one. I was well over 30 seconds in the lead of my class after only 2 stages. I told Paul and Jo but kept it secret from the other N3 runners!

After clean runs through SS3 and SS4 we headed for service in Bala. The lads had gone on ahead and set everything up ready for a full spanner check and re-fuel. Everything was spot on and it was just a case of checking rather than the usual hurried services we're used to with the car having new components thrown at it! We even had time for a cup of tea and a piece of carrot cake! (Life just doesn't get any better! – *Ed.*)

With 3 stages to go we left the service area with a comfortable 1 minute lead over 2nd place. Carl and Jo had been having a big battle in their class and were up to 3rd now. They're doing exceptionally well in Class B10, which usually has between 10 and 15 competitors, all of whom are registered for the Championship. Carl's car (much to my annoyance!! He he) runs without major dramas on every round. We've both struggled with finances over the season and I don't think you'll see either of us out next year!

SS5 was another good stage, heading up through a lot of logging

works. The surface in these areas is very muddy and slippery and the number of warning triangles and crews stood on the stage side was causing us to back off slightly. The fog was still thick high up and the calls from Paul's notes of 'fresh air' on 6 lefts and rights gave us a couple of heart stopping moments. It was a hard stage, not particularly long, it was just the conditions that made it difficult. Paul gave me a few choice words and did his fatherly thing of making me get my act together. It was so nearly thrown away in there!

SS6 was the best stage I have ever done! Funny thing, I can't remember much about it, but hell it was quick!! The first half worked its way uphill with lots of open sweeping bends, then it tightened up and slowly wound its way back down the other side. The last third of the stage was pure class. We were flat out in 5th(112mph) through '1 lefts' and '1 rights' and small crests. I was holding the car just off the rev limiter, Paul was tightening his belts, and my mouth was so very dry! We must have done 3 miles or so at very high speed with no major bends to slow for before we crossed the flying finish. Paul let out a big cry of excitement like a kid getting his first bike! He looked over at me enthusiastically for a similar reaction, "How did you like that?" he asked. "I feel sick!?" I said, quickly removing my helmet and opening the window for some fresh cool welsh air!!

SS7 was a re-run of SS1 so we knew a clean run would bag us a class win and some nice points for the Championship. We nearly went off on the first bend again. It definitely was slippery there and not the tyres! We had a clean run through the rest of the stage until nerves got the better of me and I hurled the car into the undergrowth 100yds before the flying finish. Just don't ask!!

We arrived at the finish with a 2 minute 30 second lead in Class N3 and 7th overall in the two-wheel drive Silverstar class! We were both chuffed. Carl and Jo had kept hold of third in their class so we both had some silverware to collect later.

All the service lads set off straight away for the long haul back home leaving only the 4 of us to have some tea and wait for the delayed presentation.

It was a long long journey home. Paul went on ahead in his car and I followed Jo and Carl. We stopped for coffee at Heartshead Services and then I threw the towel in at Glews Garage near Goole, deciding to stop for a 20 minute 'power nap.'

Thanks to all my 'spanner' personnel yet again and to anyone else who helped along the way. See you all on the Trackrod Rally!!

Tim Rodgers

Plains Rally 25th September 2004

The run up to this rally was surprisingly smooth for us, probably due to the fact that nothing needed doing to the car from the last event apart from a good clean and change of tyres. Tim Rodgers on the other hand was working right up until the day before, and was even washing the car before we set off on the Friday morning (nothing to do with me, honest!!!).

The journey down to Welshpool wasn't too bad, we had our 'usual' stop at our 'usual' Burger King, then got on our way again. After a couple of hours driving we suffered our first 'near incident' of the weekend. A Land Rover towing an extremely large trailer pulled out in front of us just as we were cresting the brow of a blind hill. Carl slammed on the brakes, Tim woke up (he had to travel on his own with only his mobile for company) and slammed on his brakes followed by Shaun in Tim's Vectra. It's safe to say we were all fully alert for the rest of the journey!!

Both cars sailed through noise check and scrutineering. Well Tim did once he had scraped 'Are w**kers' off the Dunlop sunstrip, which he had written on the last event (don't ask!) (See Tim's 'Woodpecker' report in this issue - Ed.). We all signed on.

Next we headed for the Bed & Breakfast. It was run by a nice elderly couple with a big house and just enough room for 2 cars, fantastic!! Luckily both rally cars fitted on the drive so the Vectra could then block them in. Both the vans were parked down another street a few hundred yards away, which was a bit risky since ours doesn't lock. Paul's Omega was parked on the kerb after dark, when his final service man arrived, so the neighbours didn't see!!

After a couple of hours relaxing, we headed into town for some food, which turned out to be easier said than done. Eventually we found a Chinese restaurant where we emerged some two hours later having drunk many pints of cloudy beer and Paul was already complaining he was hungry again!!

So, while the boys went onto the next pub for a few drinks, Tim and me headed back to the B & B (don't get any ideas!) to meet his final service man. I soon wished I'd gone to the pub though, there is no way the hill was *that* steep when we walked down it (it's bloody Wales for goodness sake! – Ed.). Needless to say we stopped halfway and let him meet us. Sorry Rich!!

A few drinks and a few pubs later we headed back for the night. At least I wasn't going to feel 'the burn' so much now I'd had a few!! Just at the

bottom of the hill was a kebab shop, so Tim, Carl, Paul and Rich (who hadn't actually had any food yet) stopped for pizzas, kebabs, you name it. I have one word for you PIGS!!! Me and Shaun on the other hand, being the healthy two of the bunch (yer right!) headed back and left them eating. Time for bed!

The day of the rally dawned. We were all up bright and early, had our very nice, but sparse, breakfast then headed to the start. Carl changed a few wheels and I even had to check tyre pressures. A bit too technical for a blonde, but since our service crew hadn't arrived yet, I had no choice.

At the start of the rally we were all queuing ready and, as there was 10 minutes between our cars we had plenty of time to chat. Carl was sat in his car preparing himself when fate struck me a terrible blow, a car parked near us was sponsored by Matthew & Son. I then had to endure Tim and Paul's rendition of Matthew & son by Kat Stevens, which carried on for the whole weekend!!

As for the actual rally, there isn't really much to say. It was a wet and slippery event, there were a few patches of thick fog, some very fast sections, a few delays, but apart from a few 'moments' everything went well, for both of us. We all had scary moments on the last

stage when we came face to face with the woman giving us our stage stop time. We finished the stage, drove steadily down to get a time only to be informed that we mustn't take off our helmets until we had past the red Stop sign as we were officially still on stage. Surely she should have been stood next to this sign or even just after it, so we could remove our helmets and actually hear what she was saying. When she asked if we thought she was snotty Carl, being the nice guy he is, said "No." I, on the other hand, told truth, as did the 76 cars before us!! Women!!!

Final results gave us 3rd in class, 55th overall, which unfortunately means we cannot win our championship. But we do have a guaranteed 2nd, still a good result. Tim came 1st in class and 37th overall, which means he is also guaranteed 2nd in the championship, but still has a chance of winning.

Overall another fantastic weekend, a good event, good company and well earned trophies. But I have to say the highlight was back on Friday night when I was asked, "Do you want to hold my lion?!!!"

Jo Briggs

Bent TRACKROD Ends Rally!

After my success on the Plains Rally I decided to try and put a late entry in for the Trackrod Rally Yorkshire the following Sunday. I was going to do it with Jo. Errr I mean Jo was going to navigate for me! I called the organisers and with a bit of persuading, my late entry was accepted for the clubman's event on the Sunday. Luckily I had registered for one of the Championships using this event as one of their rounds so my National A licence would have to be accepted, this saved me about £150.

The car only needed a quick spanner check and clean after the Plains. Jo asked if I would put her name on the car instead of Paul's. Not a problem I told her. Me being me, I went one step further and removed the 'SPECTRUM' from the quarter panels and replaced it with a bright pink 'Jo Briggs' approx one metre long!! Jo loved it!!!

We scrutineered and did the paper work on Saturday afternoon and found we had been re-seeded. We were car number 444 but re-seeded between car 419 and 420 (No, I can't figure that one out either - *Ed.*). This was better than running at the back of the field especially with the two long Langdale and Givendale stages.

We drove up Sunday morning bright and early for our start at 9.12. Carl and his mate Steve were servicing for us at the Pickering Show

ground, where the 1st and 3rd stages were.

SS1 was a ½ mile spectator stage at the Showground. Not really my sort of thing but it brings Rallying to the masses I guess! We pulled up to the stage start but rolled too far and broke the timing beam. The marshal ushered me backwards 'til he was happy with my position. This was going to be a costly mistake for me! May I just point out that we were doing this event for fun and as a bit of a jolly for us both to compete together. 5, 4, 3, 2, 1, GO. With the engine revving I dropped the clutch and BANG, we snapped a shaft before Jo had even read a pace note. I was screaming and swearing down the intercom at my mistake. I should have moved forward again to take up any slack drive in the gearbox/diff after being in reverse! For some reason I had lost my, 'this is going to be fun,' frame of mind and was fuming. Jo on the other hand just started laughing and continued to do so for the full stage as we plodded through on one-wheel-drive and hazard flashers!! I can see the funny side of it now - honest!

With the strict running of the event we should have driven to Langdale and done a 16 mile stage then driven back to the Showground before we could work on the car! This was not going to happen as we would have damaged the diff or gone off the road so I called Carl and he came with the van and met us in a BP garage in Pickering. Andy Beaumont had seen

us on the stage and immediately recognised the problem and followed on to help. The shaft was changed and we were mobile again! There's a joke in there for Jo, ask her and she'll tell you!

SS2 was 16 miles of Langdale. Bloody hell this was going to make me sweat. We arrived at the control 5 minutes late because of our roadside repairs and rushed up to the stage start, not a good thing to be all stressed with a stage like Langdale in front of you. Before I knew it we were off. The first mile or so of the stage was just flat out stuff with slight bends and crests until we came to a 6 left (90°). We carried too much speed and slid wide. I cursed again! The next bend was a "6 right slippery maybe." And it was! We found ourselves sliding off into the soft earthy bank. I cursed again! God I thought, Jo must think I'm an idiot. (Mad videos thought so too as he has it on tape!!)

After the next couple of bends I settled down, it was unusual hearing Jo's soft voice delivering the notes after being used to Paul's louder and more aggressive style. At about the half way point we came across a chicane made of logs designed to slow us down on the long straight and promptly went off the road, costing us about a minute. It took about 10 people to get us back onto the road using manpower, a towrope and a large log! Now I'm not making excuses, but in pace notes, a left, right chicane made of logs in the middle of the road would be called out "6 left into

hairpin right into 6 left.” Now to me that’s not really very clear but I’m not going into all that!

We finished the stage hot and bothered and I was even more p****d off! This is meant to be fun Jo kept telling me but I just felt I was letting her down!

At service we fitted new tyres and spanner checked the car, no damage was reported by the boys from my off which was good news.

SS3 was the Showground again, which aint worth putting pen to paper!

SS4 was the Beverley stage. We had a good clean run keeping it neat and tidy and set a respectable time beating Chris Peart by 30 seconds even with his new GpA engine! We were smiling again now!

SS5 was the long Dalby stage. We had to sign an amendment at the stage start about some rough sections, 3 in all. We were going pretty well through the stage and had passed 2 of the cautioned areas, I had slowed for them but they were no worse than a normal stage in Wales so was not really concerned. We cut one corner a bit tight and clipped the inside. This launched the car up onto the nearside 2 wheels and,

as we were carrying quite a lot of speed, saw us driving down the stage on 2 wheels (eat your heart out Russ Swift!). The car nearly went over but I just managed to bring it back down onto all fours before we went past the point of no return! Jo was laughing her head off, “Did you see who was stood watching there. It

was Andy Carter and the usual crew!” Blimey can’t I have a moment without the whole world knowing about it!!!

About a mile further on was the third Caution warning of rough ground. After the previous 2 being so tame I decided not to slow, but this one was just after a crest. The car took off, we missed our braking point and landed in a massive rut in the stage. It was like hitting a brick wall. Then it launched itself over some other ruts and headed for the 90° left about 50 yards away. We just managed to stop in time with Marshals scattering in all directions. We made our way round the bend but I knew all was not well. The car was down to one wheel drive and trying to steer itself. We struggled on a few hundred metres then stopped in an opening to check out the damage. Getting out of the car I suddenly realised I’d stopped in the Woodyard in front of about 300 spectators!! The car had a wheel pushed back into the wing, a drive shaft had pulled out and it was leaking water from the radiator. So that was it. Game Over!

We pulled the car to the side of the stage and got a Radio Car to call Carl for recovery. Luckily there was a snack van so we had a cup of tea while we waited (So it was a lucky day after all – *Ed.*).

We both suffered whiplash injuries from the incident, Jo’s being worse and needing time off work plus a visit to hospital for a check up. We’re recovering well now though.

Thanks to Carl and Steve for servicing and the recovery, Andy and Ben for helping with the drive shaft change and Shaun for sorting the tyres from Silverstone at the service area!

Next stop is the Cambrian Rally on the 6th November.

Tim Rodgers

“Quotes”

“We were doing it quick under pressure.”

Claire Wilson (‘The new people’).

“Where’ve you had that?”

Mark Edwards to Roger Stonely.

“You were right.”

A rare statement from Matthew Atkinson to Mark Edwards at the end of the latter’s 12 Car.

COMPETITON

(No prizes, no time limit)

How far afield can you spot a Maple Garage logo (maple leaf) on the back of a car?

Graham Gardner kicks it off with one spotted at Trowell Services on the M1

Can you beat that?

VISUAL
PACKAGING
COSSACK RALLY
6/7 NOVEMBER 2004
EASTWOOD &
DISTRICT MOTOR
CLUB

As this event is renowned for being a bit rough, the Proton was rested while Andy decided to trash his Sierra Estate instead. In preparation, new gas suspension was fitted, fuel and brake lines run inside and the sump guard from his RS modified to fit.

The event was to use Maps 129, 130 and 141 in the Grantham area, utilising as many 'whites' as ever to produce what is always a fun event, as long as you're not too worried about your car!!!

We set off into the first section knowing that the Beverley marshalling teams would be spectating at the first 90° Right. Andy was well prepared to give a good sideways show into and out of the corner and didn't disappoint!

Shortly after came the first couple of 'whites,' a banging noise developing from the rear already. Andy was sure the tank straps had broken, which would no doubt result in retirement. When we stopped for an inspection however, he realised the tow bar had broken off as we banged down the track. Hopefully Danny and Ian didn't find it with the front of their car, as they were next on the road! As if that wasn't enough to cope with, the left headlight reflector was now loose, causing the beam to point skywards. This was a big problem as thick fog had descended

for the entire night, making visibility very difficult, particularly to the left of the car, as there was no light to pick out the verges!! Andy wasn't very happy, judging by the obscenities being muttered as we bounced and banged along the rough tracks. The rear part of the exhaust was now also loose and banging on the bodywork. It would need sorting out soon before it broke off. It was, after all, the infamous Cossack Rally!!

We expected to drop time on the rough parts, but owing to the headlight problem we were dropping loads on the other parts as well. We were getting as near to OTL as I ever have!!!

A mistake in the navigation caused us to drop even more time as we traversed a 'white' loop that appeared to 'go,' thus allowing us to avoid an extra spot height on the map, which wasn't included in the instructions. By the time we'd backtracked into the last sections before petrol, we really couldn't afford to hang around!! Unfortunately, despite the last sections already being plotted, a lot of it was down 'whites,' including one loop lapping around a field. This wasn't good for us as, by the time we arrived at the last STC, we were 3 minutes OTL. I don't think we were alone!!

Andy struggled to get the exhaust secured at petrol and was still not happy!! I began to feel his heart really wasn't in this. It was obviously going out to his beloved 'perfectly good car' before being wrecked down the tracks.

We hadn't expected a stunning result, but a 'fail' for going OTL, partly due to time lost which wasn't our fault was annoying. I guessed the relevant section would probably be scrubbed, but doubted the 'fail' would be.

So we headed off into the second half, ready for more of the same. We dropped about 10 minutes over the first two sections. I suddenly looked up to see Andy swerving to avoid a hedge looming towards us in the fog. He aimed for a gap just to the right, missed the hedge by about an inch, then got chucked into the field by a mound of earth. The car landed in thick mud, which quickly sucked us in as we tried to escape.

Game Over!!!!!!!!!!!!

To be honest we had been a bit unlucky. As the road went 30° Left, the right hand hedge line carried on straight into a field. As the fog was so thick and with the dodgy headlight, it looked like the road went straight on as we couldn't really see the left verge. This is about as good an excuse as I can come up with anyway!! (Pretty damn good I'd say – *Ed.*)

Two hours later, we were being recovered. The Discovery that was pulling us out nearly joined us in the field for the night!! Noting the next code board 50 yards up the road we cut route to the finish and breakfast. This meant picking up 'fails' for missing the rest of the second half while we sat in the field, plus penalties for all the code boards we never collected.

But, we may not have actually been last, despite Andy wanting to add it to his list of rallying achievements!! He was honestly disappointed not to be last!! We did finish the event though, rather than go home sulking!!!

As I write this, I haven't seen the final results confirmed, but provisionally Danny Robinson and Ian Gibbins were 3rd with James Everard and Dave Jobling a well-earned 7th. I don't know how Chris Dunn and Mark Edwards fared yet.

Mike Petch

SOCIAL SECURITY SEX

Two men were talking. "So, how's your sex life?" "Oh, nothing special. I'm having Social Security sex." "Social Security sex?" "Yeah, you know, I get a little each month, but not enough to live on!"

LOUD SEX

A wife went in to see a therapist and said, "I've got a big problem, doctor. Every time we're in bed and my husband climaxes, he lets out this ear splitting yell." "My dear," the shrink said, "that's completely natural. I don't see what the problem is." "The problem is," she complained, "It wakes me up!"

QUIET SEX

Tired of a listless sex life, the man came right out and asked his wife during a recent lovemaking session, "How come you never tell me when you have an orgasm?" She glanced at him casually and replied, "You're never home!"

CONFOUNDED SEX

A man was in a terrible accident, and his "manhood" was mangled and torn from his body. His doctor assured him that modern medicine could give him back his manhood, but that his insurance wouldn't cover the surgery, since it was considered cosmetic. The doctor said the cost would be £3,500 for "small, £6,500 for "medium, and £14,000 for "large." The man was sure he would want a medium or large, but the doctor urged him to talk it over with his wife before he made any decision. The man called his wife on the phone and explained their options. The doctor came back into the room, and found the man looking dejected. "Well, what have the two of you decided?" asked the doctor. The man answered, "She'd rather have a new kitchen."

WEDDING ANNIVERSARY SEX

A husband and his wife had a bitter quarrel on the day of their 40th wedding anniversary.

The husband yells, "When you die, I'm getting you a headstone that reads: 'Here Lies My Wife - Cold As Ever'." "Yeah," she replies, "When you die, I'm getting you a headstone that reads: 'Here Lies My Husband - Stiff At Last.'"

WOMEN'S HUMOUR

My husband came home with a tube of K Y jelly and said, "This will make you happy tonight." He was right. When he went out of the bedroom, I squirted it all over the doorknobs. He couldn't get back in.

A couple are lying in bed. The man says, "I am going to make you the happiest woman in the world." The woman says... "I'll miss you."

Matt Blood

2004 Kent Cams Northern Road Rally Championship - Standings after round 10

<h1 style="font-size: 2em; margin: 0;">DRIVERS</h1>			B r u c e	R y e r	D e r b y s	W i t c h y	M e r i a l	3 S w a n s	S t w i l f u m	W e s t m l d	C o s s a c k	B e a v e r	C S M A	M a P r o s i h n a t i s	TOTAL (Best 8)
1	Steve Webster	Eastwood	29	35	33	34	34	33	23	[20]	m1			25	246
2	Danny Robinson	Beverley		34	m1	m2	29	1	29	22	27	31		35	208
3	Andy Beaumont	Beverley		27	m1		m2	35	27	31	33	5		35	193
4	Dave Chapman	Ilkley	21	31		m1	5	33	13	24	29	m2		35	191
5	<i>Frank Evans</i>	Lincs Louth	25	17	22	[1]	26	17	17	14		30			168
6	John Dimpleby	Beverley	32	m1	m2			12	25	35		28		35	167
7	<i>James Everard</i>	Beverley	m1	10	14		17	14	m2	18	28	28		35	164
8	John Ross	Eastwood	26	24	21	m1	22		m2	27				35	155
9	Richard Chown	Eastwood	14		18			14	33	24		35			138
10	Malcolm Grisdale	Furness		1	m1	28	26	27	5		25			25	137
11	Stan Featherstone	Malton	1	30	12	1		m1	19	29	[1]	16		25	133
12	Adrian Green	Matlock	5		24	1	24	30	12			33			129
13	Malcolm Holdsworth	Hadrian			m1	m2		29	31	32	1			35	128
14	Terry Martin	Clitheroe	m1	21	13	1	32	1			m2	19		35	122
15	Simon Tate	Ripon	21	18	9	1	18	[1]	[1]	12	m1	11		25	115
16	Nick Topliss	Matlock	12	26	29	1	5	m1	15			1		25	114
17	David Howell	Ripon	9	m1	12	1	10	25	m2	1	[1]	12		35	105
18	<i>Alastair Crosby</i>	Selby	19	24		1		m1	8	m2		14		35	101
19	Bernie Watkins	Ripon	6		1	1	16	5	m1	m2	24	9		35	97
20	<i>Antony Baren</i>	Malton		12	10	1		11	20	m1		14		25	93
21	Bill Chadwick	Pendle	8	15	m1	21	6		7			10		25	92
22	<i>Mark Casey</i>	Ripon	11	7		1	14	9	11	m1	[1]	12		25	90
23	James Carter	Eastwood	15		15				19	m1		15		25	89
24	Nichola Hillier	Lincs Louth	31	12				19	5	17					84
25	Trevor Faulkner	Lincoln	34		m1			5	5	m2				35	79
26	<i>Jonathan Byard</i>	Mid Derbyshire	12	1	1		m1	7	1	15		15		25	77
27	<i>Kevin Wilson</i>	Ilkley		8		1		12	14	m1		13		25	73
28	<i>Geoff Henman</i>	Matlock	m1		20				11			16		25	72
29	<i>John Cottam</i>	Lindholme		22	6			10	8	m1				25	71
30	<i>Graham Reeson</i>	Eastwood	1		8			19	13			m1		25	66
31	John Haden	Matlock	1		28	31									60
31	<i>Michael Judson</i>	Pendle		9	5	m1	13		7		1			25	60
31	Andy Whittaker	Hadrian		23		1	1		m1		m2			35	60
34	<i>Craig Whithead</i>	Ripon	16		12	31									59
35	Dave Tubman	Stockton		m1				23	m2					35	58
36	Craig Burgess	Mid Derbyshire	1		26				1			21			49
37	<i>James Ashton</i>	CSMA				1		13	9	m1				25	48
37	Adrian Ancliffe	Eastwood	17					10		7		14			48
39	<i>Simon Taylor</i>	Lincoln	14						12			11			37
40	<i>Simon Byard</i>	Mid Derbyshire	m1					m2						35	35
40	Jon Lawson	Hadrian	m1								m2			35	35
42	Dave Broadley	Lincs Louth					25								25
42	Sandie Taylor	Whitby							m1					25	25
42	Stan Appleton	Ilkley								m1				25	25
45	Matt Blood	Beverley						21		1					22
46	<i>Meredith Combs</i>	Lindholme			5	1		8							14
47	Simon Daly	Clitheroe		10		1	1								12
48	<i>Annette Pashley</i>	Rotherham			7							1			8
49	<i>Andrew Howden</i>	Beverley				1									1

Contenders shown in italics are eligible for the novice awards

Dropped scores shown in [brackets]

If you notice any errors or omissions please contact the Championship Co-ordinator ASAP.

2004 Kent Cams Northern Road Rally Championship - Standings after round 10

<h1 style="font-size: 2em; margin: 0;">NAVIGATORS</h1>			B r u c e	R y e o r	D e r b o y s	W i t c h W y	M e r i a l	3 S w a n s	S t W i l f s	D a n u m	W e s t m l d	C o s s a c k	B e a v e r	C S M A	M a P r o s i h n a t l s	TOTAL (Best 8)
1	Roger Hage	Eastwood	29	35	33	34	34	33	23	[20]		m1			25	246
2	Ian Gibbins	Beverley		34	m1	m2	29	1	29	22	27	31			35	208
3	David Taylor	Ilkley	21	31		m1	5	33	13	24	29	m2			35	191
4	Paul Nelson	Lincoln	9	24	28	31	24	28	[1]	27		10				181
5	Paul Taylor	Whitby		21	13	1	32	[1]	27	27	33	19				173
6	<i>Dan Spittlehouse</i>	Lincs Louth	25	17	22	[1]	26	17	17	14		30				168
7	David Dimbleby	Beverley	32	m1	m2			12	25	35		28			35	167
8	Michael Ogram	Beverley	1	30	12	[1]	22	m1	19	29	[1]	16			25	154
9	Mark Wagstaff	Eastwood	14		18			14	33	24		35				138
10	Bob Hargeaves	Furness		1	m1	28	26	27	5		25				25	137
10	Iain Tullie	Ilkley	1	m1		1		m2	35	34	31				35	137
12	<i>Dave Jobling</i>	Beverley		10	14		17	14		18	28	28				129
13	Mick Fern	Matlock	12	26	29	1	5	30	15			1				119
13	Mike Petch	Beverley		27	21			35		31		5				119
15	Dave Broadley	Lincs Louth	31	12	m1			19	5	17					25	109
16	<i>Ian Beech</i>	Lindholme	m1	12	10	1		11	20	m2		14			35	103
17	Richard Holdsworth	Hadrian			8			29	31	32	1					101
18	<i>Dave Wilkinson</i>	Lincs Louth	30		m1	m2	25	1	6			1			35	98
19	Adam Roper	Ripon	6		1	1	16	5	m1	m2	24	9			35	97
20	<i>Lee Hudson</i>	Ripon	16		12	31			m1	m2					35	94
21	Alan Edwards	Hadrian	8	15	7	21			7		m1	10			25	93
22	Richard Wilson	David Brown	21	18	9		18	1	1	12		11				91
22	<i>John Thornton</i>	York / Selby	19	24		1		m1	8			14			25	91
24	<i>Glyn Casey</i>	Ripon	11	7		1	14	9	11	m1	[1]	12			25	90
25	Jonathan Stockdale	Lincs Louth	15		15				19	m1		15			25	89
26	Graham Raeburn	Knutsford	35		32		13									80
27	Chris Faulkner	Lincoln	34		m1			5	5	m2					35	79
28	<i>Glyn Byard</i>	Mid Derbyshire	12	1	1		m1	7	1	15		15			25	77
29	<i>Paul Caunt</i>	Ilkley		8		1		12	14	m1		13			25	73
30	<i>Sam Collis</i>	Matlock	m1		20				11			16			25	72
31	<i>Bill Parkin</i>	Lindholme		22	6			10	8	m1					25	71
31	Stephen Taylor	Ripon	9		12	1	10	25		1	1	12				71
33	<i>Peter Reeson</i>	Eastwood	1		8			19	13			m1			25	66
34	Charlie Tynan	Hadrian		23	m1	1	1			m2					35	60
34	<i>Derek Lewin</i>	Pendle		9	5	m1	13		7		1				25	60
36	David Wilson	Lindholme	26					8		m1					25	59
37	John Tubman	Stockton		m1				23	m2						35	58
38	<i>Mark Edwards</i>	Beverley		14				m1		14		1			25	54
39	John Chadwick	Eastwood	17					10	5	7		14				53
40	Graeme Potter	Beverley	26			1		21		1						49
40	Lee Burgess	Mid Derbyshire	1		26				1			21				49
42	<i>Chris Brown</i>	CSMA				1		13	9	m1					25	48
43	<i>Simon Gratton</i>	Lindholme			5	1		8		m1					25	39
44	<i>Ian Faulkner</i>	Lincoln	14						12			11				37
45	Stan Appleton	Ilkley				m1			m2						35	35
46	<i>Steve Pashley</i>	Rotherham			7				m1			1			25	33
47	<i>Irvine Holtom</i>	Pendle		6		1	13		10							30
48	Simon Bentley	Alwoodley	m1				1								25	26
49	Richard Wardle	Malton		m1											25	25
50	<i>Mark Gilmour</i>	Matlock/Malton			17	1										18
51	Paul Hudson	Matlock	5													5

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