

Beverley & District Motor Club

Wheels

January 2005



Web site www.bdmc.org.uk

Editorial January 2005

This issue is just to get that nattering Potts off my back, not to mention James Everard. Do you think they're working together?

To everyone else, a happy New Year! Hope you had a good one.

Due to a lack of material, the Mag was originally just going to comprise of all the jokes and stories people emailed me during 2004 that didn't get printed, but, thanks to Graham Gardner, there's actually some intellectual content to this issue as well. He's put together two reports, one on his and Dags win on the Westwood 12 Car and the Cottingham MOT 12 Car, which he organised. For the latter he's reproduced the expert route, along with the answers, for some of our budding navigators (and some maybe not so budding!). If you sit in the left seat, it's a must read. Thanks also to Potts for his 'Chunterings,' mind you he doesn't have much choice - comes with the job.

Despite sending out an APB, no Beaver report was forthcoming even though we had a home win from Tim Rodgers and Mike Ogram. Congratulations to them, but then they must've had the route! I couldn't even do a report myself as I missed the event due to it clashing with my granddaughters christening (how many babies do *you* know who were christened during the night?).

2004 also saw the last Larkspeed sponsored championship, ending with Ilkley securing top slot again and us in our usual spot of 8th (see this issue for the full results). I know we could do a lot better, but thanks to all those who competed to score points for the club. Jon Meacock and myself had a tougher year than usual and I'm surprised we didn't finish lower than 8th. I've a feeling 2005 will be better. If you scored points, please collect your money from the Committee. It's like our private room at the club, if we don't use it we may lose it altogether. For this year the championship will be known as the Yorkshire League. A

full list of events can be found in this issue, please try to enter as many as you can.

And what a finish to the 2004 12 Car Rally season, with Chris Dunn and Mark Edwards topping the charts in the Main Championship. Congratulations to them. Run in its new format, me 'n' Petchy had a real crack at it this time, resulting in him picking up the Expert Navigators award and I got the Driver's title. And, just to press the point home, we grabbed 1st overall on the final event. Mind you the conditions were tricky with temperatures between 0° and 2° centigrade all night. However, it did provide a more level playing field to pitch the Primera against Tim Rodgers' Evo 8. Despite Petchy's protestations - you still can with a Nissan!

Heepy's in the wars again. The NHMC shakedown event at Reader's Yard early in December produced yet another problem - jumping out of first gear. The whole shebang has now been transferred into a later Metro 'box along with all the new gears I bought in 2003. Our gearbox builder, Craig, discovered that the new reverse idler gear was too big around the selector groove by some 2 - 3 thou, which is why the thing kept jumping out of gear early in 2003. The reverse gear has now been modified and I'm keeping my fingers crossed that the 'box will run through the year without further problems. Dragging the engine out every couple of weeks is beginning to get tiresome. I've also decided to register for the BTRDA Championship this year although I may restrict events to the north of England.

With Heepy being hors de combat I had to miss NHMC's New Year's autotest, but went along just to watch. Taking my place as the only BDMC competitor was Andy Beaumont, who certainly didn't disgrace himself at what I believe is his first autotest, finishing 5th out of 7 entries.

The festive season, in particular the Christmas Pub

Crawl, certainly loosened some tongues and provided a bumper bundle for the "Quotes" section. Check this issue to see how many gaffs *you* made! Hope Heidi doesn't read it.

In case you miss the notice elsewhere in the Mag, don't forget the awards dinner on 28 January at the Ferguson Fawsitt Arms.

And finally, some exciting news for 2005. Carl and Jo Briggs will be competing in Barbados on 18 May. Here's the package; return flights, two weeks accommodation, hire car, shipping the rally car there and back, entry to one sprint event and one stage rally for them both, total cost £2,000. FIND ME A CAR! All I want to know is - will they fly Coconut Airways?

Read on.

Howie.

Chairman's Chunterings

A Happy New Year to one and all.

Howard has been nattering me for Chairman's Chunterings. This must mean that a magazine is again imminent. What are we going back to, *Wheels Monthly* or are we trying to get back to a bi-monthly edition of the magazine. I must admit that we have been a little slack in getting a magazine out on a regular basis (We? - Ed.), but as most of the magazine contributors have been involved in some way on an event, things have been put on the back burner. I hope that we can get back to some form of normality this year as we need to keep the members informed of our successes and tribulations more frequently. With this in mind, if you do an event, please do a small write up to let other members know how you got on. It doesn't have to be 4 or 5 pages long and you don't need to be Shakespeare to put pen to paper or finger to keyboard. Any article for the magazine should be sent to

Howard Everingham either in the post or by e-mail.

As a prelude to having a new roof put on the house (after the big fart in bed? – *Ed.*), I had to clear out the loft and came across the magazines I had collected over the time I've been a member of the motor club. These include those that Gloria Everingham typed up on Gestetner transfers before Paul Collins and I manually printed them on our own machine. This took the best part of 2 nights work to print all the pages before assembling and stapling them. In those days we used to produce over 90 magazines each month. Looking back at them, they follow much the same format as today with Competition secretaries trying to badger people to come out on events; Magazine editors trying to get articles from those who compete on events and the chairman whinging on about anything or nothing (No bloody change there then – *Ed.*). If anyone wants to have a look at them please let me know. There are also some old copies at the Central Library that go back even further than the ones I have.

DINNER DANCE

I'm pleased to announce that the Beverley & DMC Prize Dinner has been booked for Friday 28th January 2005 at the Ferguson Fawcett Arms in Walkington. The format will be similar to last year, which is a four-course meal, with the main course being a carvery, so there's plenty of choice for everyone. The food is always impressive at 'Fergies'; just ask anyone who went last year. The meal will be followed by the prize presentation, which will, for the first time, include the 12 Car Championship awards. The timing is 7:30pm for 8:00pm. There will also be a raffle.

Tickets cost only £15 per head and can be obtained from Matthew Atkinson. Book this date in your diary now.

MEMBERSHIPS

Just a reminder that memberships for 2005 are now due. If you have lost your membership

application form (James – *Ed.*), please let me know and I will get another one in the post for you.

CALENDAR

This is now available on the web site for events up to the 3rd of March. For those without Internet access a copy is somewhere in the magazine. If you are unable to put on an event you have been allocated, please let Matthew or me know as soon as possible rather than leaving it until the last moment. The first 12 car of the year will be Roger Stoneley's and starts in the lay-by at 021½/365 and uses map 106 only. For those not competing, Roger will require some marshals, so please come out and help.

LARKSPEED/YORKSHIRE LEAGUE

This has now changed its name since Larkspeed are not sponsoring the league this year. For those who competed on these events in 2003 and 2004 there is still money to be claimed if you scored points for the club. You have until the end of March to claim your reward. Details of the amounts won by individuals are on the Beverley web site.

Well, better not keep Howie waiting too long or I'll get another e-mail asking where the Bl**dy H**l are those Chunterings (Perish the thought – *Ed.*).

Gunner.

Westwood 12 Car

4 November 2004

By Graham Gardner

Having missed Mark's event, I didn't want to miss any more, so a quick phone call to Gibby saw an entry arranged. A second phone call to Deg Burton confirmed that our earlier partnership was a goer. So Gav Smith and Jon Vine were free to reprise their successful debut pairing.

I arranged to meet Deg at Huggate, as I knew this would give a

minimum of disruption to his route home and was also the finish for my 12 Car. Little did I know just how convenient it was for the end of Ian's event.

We squeezed out of the tiny car park at Leavening with a herringbone to solve. This was the low point of our evening as we took a wrong slot almost immediately and managed to go WD into the first control as well. I'd spotted the Not-As-Map triangle, but decided it was the long way round. Much muttering, and a steady run to the end of the section ensured no more mistakes.

The next navigation was a set of spot heights, to be passed in reverse order. Sounds simple and would've been if I'd bothered to check the plot of the first one on the list. Instead, I stupidly assumed it was the one we had just passed close to on the previous section. Another wrong slot, but we found the letter boards and settled down a bit.

My confidence had risen enough to plot the next long section myself, rather than follow Howie and Mike who had left the control on the same minute as us. This was time consuming, but led us a long way round and across onto Map 101 before returning to 100 then back on to 101 for a loop up to Sledmere. We collected two letter boards, both were where we hoped they'd be. James Everard and Dave Jobling apparently drove past these, but only saw one of them. Deg scraped some part of the brand new Proton on the BBB junction at Grimston, which had a big drop into it from our direction of approach.

The run back onto Map 100 was achieved with the help of a set of "tenths" to plot. I hadn't seen these before coming to Beverley but, like most things, they are easy when you know how. We were able to approach Ian Sargent's control with confidence, using the short side of the Burdale Warren triangle. The route then returned to the area near the start with a set of grid squares to cross, but was changed at the last minute because Thixendale became unavailable to us. This left a stray Not-As-Map on the Water dale road

which apparently confused some crews.

The final couple of sections looked innocuous enough, with just a few grid references to plot. However, our sneaky organiser had put Directions of Approach to controls in the road book. Several crews overlooked the significance of this, picking up WD's at both the last two controls and finding some decoy letter boards off route for good measure. For once we managed to avoid the trap and were surprised and delighted to be announced the winners at the end of the event. Gav and Jon picked up a class win as well, so the entire Cott MOT connection was satisfied as well as the Maple Garage (Beaver Sponsors) connection. If Jon continues to give Gav such good results I'll struggle to get back into his left hand seat. This may well mean the Burton/Gardner partnership is reformed on a more permanent basis and organisers get two crews instead of one. We just need to find a way of stopping Jon from suffering the dreaded 'mal de navigateur.'

The only fly in the ointment was that Gibby reckoned I should join the ranks of Experts. That'll certainly be the end of my good results. Winning an event by solving Intermediate navigation is not the same as winning by solving expert navigation. Perhaps some system of promotion and relegation should be considered, so failed experts can sneak back into the semis with their tails between their legs.

“Quotes”

“I don't get it any more.”

Petchy.

“Will she go further?”

Gibby.

“Thank you ladies.”

A slightly distracted waitress in the Skidby Mill restaurant after serving Howie and the current Mrs Everingham with the office Christmas lunch on 22 December.

“You didn't have anything meaty, did you?”

The current Mrs Everingham cross-examining Howie after he admitted visiting a Kebab takeaway at the end of the Christmas Pub Crawl.

“Did he hold yours?”

Matthew Atkinson.

“Is he your son?”

Heidi, (a Sargent's employee) clarifying with Howie some information Andy Beaumont had just given her during the Christmas Pub Crawl.

“We told Heidi we're all your bastard sons.”

Andy Beaumont, spokesman for a small number of club members, (belatedly) explaining to Howie why Heidi had been interested in chatting to him in a very crowded hostelry.

“People are queuing up to bury you Ann.”

Hearse driver to Ann Robinson on 'The Weakest Link.'

“Have you seen the Beaver pictures?”

Matthew Atkinson (and just another excuse for keeping the website buoyant).

“What you need is an old woman.”

Matthew Atkinson - to no one in particular.

“I've suddenly lost the will to live.”

Howie, after hearing Matthew's theory on how a 150MPH car can travel faster than one capable of 200MPH (yawn).

Cottingham MOT Centre 12 car Rally

Organiser's Report

By Graham Gardner

The inaugural Cott MOT 12 Car has been on the map since January so there was no excuse for it being a shambles. In my humble opinion, the most important thing for any rally is a good route that'll keep the drivers amused. From the comments received afterwards, I'm pleased that my efforts were well received. The next thing is to give the experts enough to think about so they can't just turn up and clean the event. At the same time the Semi-Expert and Novice navigation needs to be at a level that they can have a good crack at, without making it too difficult for absolute beginners, nor too easy for those semi-experts who are almost good enough to be experts. I regret that the novices had stuff that was a bit too tricky - a lesson for 2005 duly noted. The semis found it okay, finishing second and fourth and claiming to enjoy the event. I was paid the compliment (I think) of being called devious by Dave Jobling. As last year, the navigation was in sealed envelopes, and many sections covered more than one Time Control, allowing some leeway if marshals were not available. Happily, I was able to man all Time Controls and three secret checks as well. Thanks to all the marshals who turned out on a cold night.

As last year, I copy here the expert navigation, so you can get a feel for the warped processes that go on inside my brain:

Section 1

This was spot heights, except I omitted to mention what the heights were. You were told:

From MTC1 at 800.00 474.50

Take a route that passes four spot heights.

The first has a value that is:

Twice the second

Three times the third

Four times the fourth

Your route will take you past ∇ A (7947) and ∇ B (7744)

STC2 is in 7544

The location of STC2 pretty well gave the route away, when combined with the two Not-As-Map junctions. The first, right outside the start pub was used twice, and caught out a few crews who did not take the loop by the gliding club. Matt and Iain initially missed the board here, despite it being visible from the car park and had to scamper back for it, in spectacular fashion - handbrake assisted.

The last spot height was just by STC2, and had a value of 6. From this, it was not exactly rocket science to calculate the first at 24, the second at 12 and the third at 8.

The only other question to resolve was the route around the triangle in 7744. Short way was correct and nearly everybody got this right. The secret control marshal only had one WD to penalise.

Section 2

This was coloured junctions, hidden inside a load of window dressing. This section proved too time consuming for the novices, but didn't seem to slow the experts and semis down. If I use coloured junctions for novices next year, I'll make it a shorter section and include the white junctions, which make plotting much easier. I might even avoid it altogether, although it is good practice for the Beaver.

The navigation was:

From STC2 at 758.50 445.00

To STC4 in 7640

BBB = 0, BBBB = 0, BBBY = 0, BYYY = 0, BYYB = 0, BYBY = 0, G= 0
R= 0, W = 0, YBBB = 0, YBBY = 3, YBYB = 0, YYYY = 1, YYY = 16

STOP at Junctions 1, 3, 5, 10, 13, 16, 17

STC3 is between the 11th and 12th junctions

Via ∇ : C (6th Junction), D (10th Junction), E (12th Junction), F (14th Junction)

I've marked in bold the colour sets you had to do something with. The key to this section was the three YBBY junctions. Two of them were straightforward cross roads and the third was the angled cross roads in 7140 that was negotiated by turning right. The two NAM triangles either side of East Cottingwith could conceivably be taken either way round. Shortest route was achieved by going East. I put number plates on both sides of the stake on these, so you got a board either way. Mr Tullie recorded a fail here. Round of applause for organiser.

Section 3

From STC4 at 766.00 408.00

Via	
864.50 453.50	STC 6
837.00 440.00	775.50 417.00
Apex of ∇ H in 8142	862.50 472.00
866.25 454.75	851.75 436.50
853.50 447.50	Apex of ∇ G on GL 79
837.00 442.00	

To STC6 in 8548

Quiet in Seaton Ross, Everingham, and Shiptonthorpe Villages

This was called the South West Approaches because all points in the navigation were to be approached from the South West. This caused a degree of consternation for Gibby when he guinea pigged the event because I included a non-via, which Gibby took to mean “Black Spot”. My interpretation is different. Non via only means Black Spot if there is no specified direction of approach or departure. If approach or departure is specified, non via means don’t go through this point in such a way as to approach or depart by the non-via direction. The point can be used as long as you approach or depart from a different direction to the one in the navigation.

Anyway, I took the line of least resistance and changed it to another via, which gave you all the little white road that joins the two carriageways of the A1079 at Thorpe le Street.

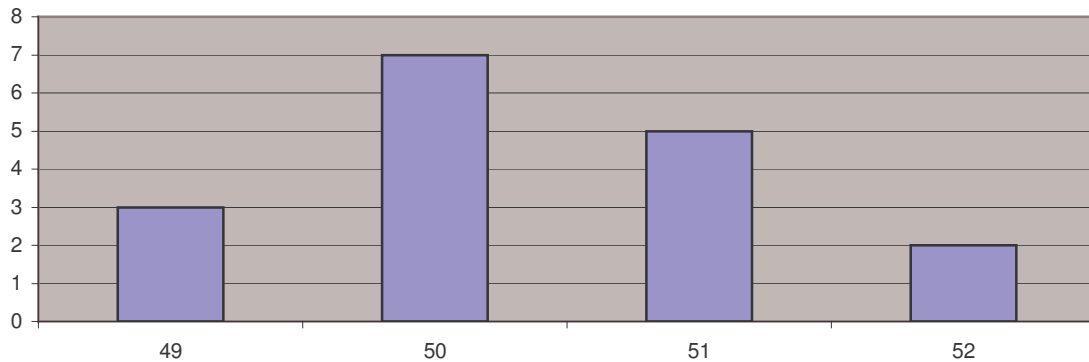
Howie questioned the safety of this road (Turning right across the central reservation, through the bushes - *Ed.*). I used it specifically to stop competitors from flying out of the yellow, SGW notwithstanding, straight across the first carriageway of the main road, which I thought was potentially more dangerous. Only one crew missed the direction of approach at the cross roads in 8647.

The Quiet Zones gave you the general route. Novices were also given the exact location of STC6 although there was only one road in square 8548m that you could use to approach anywhere from the South West, particularly as you had to use the cross roads in 8647, approaching it from the SW. For good measure, Burnby was made a Black Spot, but I don’t like to use black spots to define the navigation, except for Phido. Be patient, he will appear one day.

Section 4

This was grid lines to cross, presented in the form of a bar chart. The navigation didn't need them, so I ignored the Eastings altogether. Translated into a thousand words, this picture tells you to cross 49 three times, 50 seven times, 51 five times and 52 twice.

From STC6 at 856.00 486.00 to STC8 in 8751



Via ∇ : J (8650), K (8449), L, M (both 8848), N (8950), P, R (both 8750)

Stop at Junctions 2, 5, 7, 8, 10, 11.

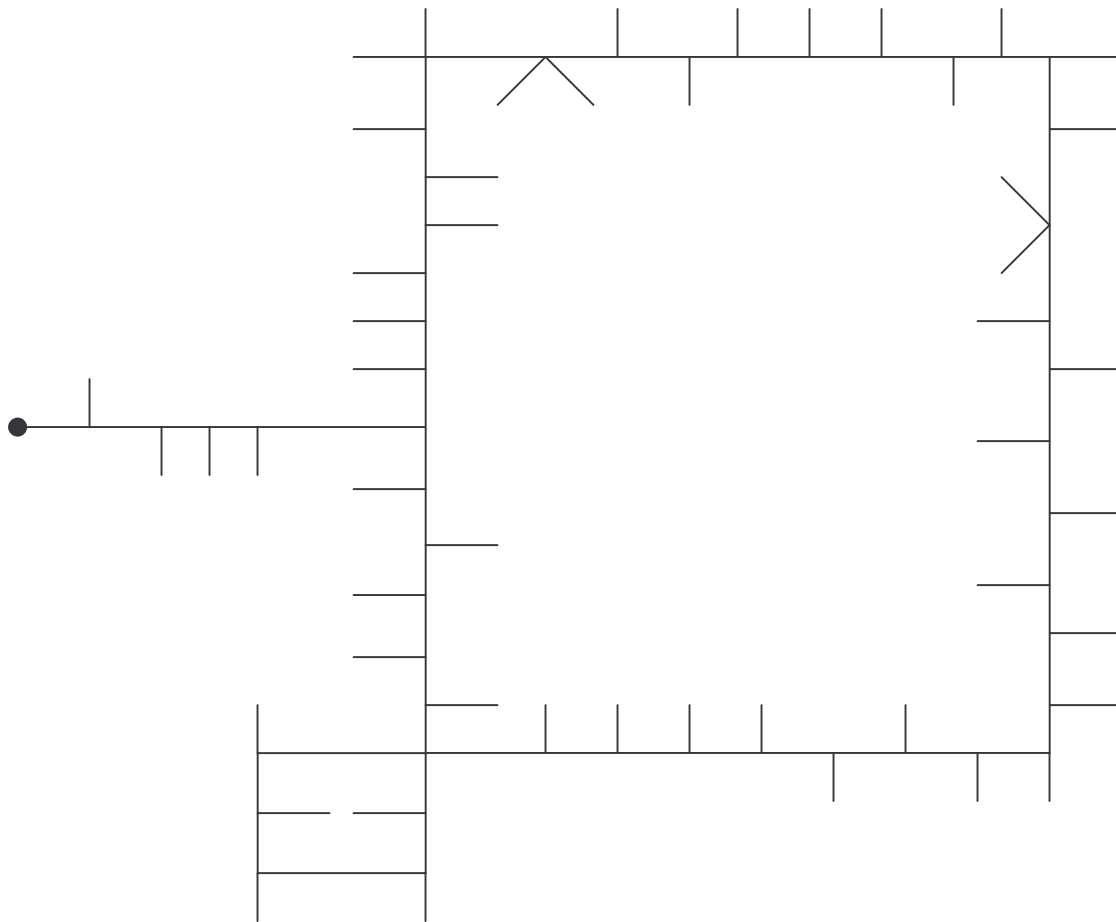
I repeated the code board on the back of the stake trick on the two NAM junctions in 8750 and hoped that crews had not learned from Gibby's 12 Car a fortnight earlier. This time the direction of approach was on the NAM sheet. You can apparently fool lots of people lots of the time!

On my events the code board will be on the left of the road, unless you are told otherwise in the finals. You would have found code boards on the wrong side of the road if you approached them WD. Iain pointed out that by going the correct route, it was possible to read both boards on the last triangle as you handbraked round the apex of the triangle (What bloody handbrake? - Ed.). This is indeed true and I would not have penalised anybody who recorded both codes. Nobody did.

Section 5

This was a variation of the lollipop shaped herringbone that you saw last year, only bigger. It had 50 junctions. Novices were given the grid references of the junction in each corner of the herringbone, plus the location on the diagram of the three Time Controls. They could complete most of the route simply by plotting the grid references, although this would not give them the route around the picnic area in 8356.

From STC8 at 877 515 to MTC11 in 8755



Stop at Junctions 4, 13, 14, 15, 21, 27, 30, 36, 41

Via ∇ S (bone 10), T (bone 13), V (bone 15), W (bone 23)

This caused few problems for experts and semis, possibly because you had a four mile straight before you got to your first junction. I spoil you. Of course it included Millington Pasture, Great Givendale, and Cot Nab. It was a bit too guessable. You won't get away with that next year. I know this because I have already got a route on the map and some more sneaky tricks up my sleeve. I've found a stretch of road to use the "Quick March" instruction on, but this will be held back for another day.

Sunday 5 December 2004
December Autotest
NHMC Motor Club

2C What?

By Howie

This was the last bash of the year and a chance to shakedown the rebuilt gearbox following its demise on the last Larkspeed event. It was also an opportunity for Heepy co-owner Roy to have drive in it since the power steering was fitted.

Despite the time of year, the sun was shining, as it often does when we visit Reader's Yard. The ground was wet and remained so throughout the day so grip was at a premium, necessitating almost slick Yoko's.

There was a reasonable turnout of 8 entries, with myself and Ken Sturdy being the only regular competitors during 2004. However, embarrassment was just around the corner as I had a slow start resulting in a slender 1.1 second lead over Dave (Shorty) Short after the first 3 tests. Worse was to befall Ken. He was sat on the start line waiting for me to finish my second run and all I remember seeing was a huge pall of smoke or steam as I headed for the finish line. It transpired that a radiator hose split under pressure and the soggy end hit the plastic radiator, knocking a huge hole in it, hence the plume. Another rad was quickly obtained from Ken's house, but the lengthy repair meant he, and car sharing Rob Stokoe, missed the next 5 tests, resulting in 'washouts' being awarded just to compound their problems. There were some mumblings in the paddock when it was thought Ken and Rob might be allowed to catch up on the tests, but this came to nought.

To Steve Whitelock, this was a gift from heaven as he'd been struggling in last place with the 2CV Special (Yes, you're right - it's based on a Citroen!) he'd bought from Ian Bovill, a regular on the northern Autotest scene. Ian built the car some years ago, but never managed to get the thing to be competitive. He might not be the world's best car builder, but he's a hell of a salesman!

The next test to be run 3 times, included 4 gates, hammered up to in forward motion, but requiring a reverse stop-astride. Me 'n' Heepy love these so by test 6 we were over 9 seconds ahead of the pack, still led by Shorty, himself another 11 seconds in front of John Taylor. Time to learn another test.

Tests 7 to 9 included a 'box' made up from 4 cones. The car had to enter the box fully from each side. JT seemed keen to get this test under way as he lined up first on the start line. He was to rue this rash decision when his method proved not to be the most efficient way of tackling it and completely different to how the rest of us had planned it. He could only manage 6th fastest on his first run. Shorty made full use of JT's indiscretion by pulling out another 10 seconds on him during the three runs - he was on a roll! Roy also leapt on the bandwagon, hauling himself ahead of JT into 3rd place with some very impressive times.

The next three tests started with a 180° left turn round a cone and it was my turn to go first. As I completed the first manoeuvre Heepy jumped out of first gear. I thought nothing of it at the time and completed the run, albeit 6 tenths of a second slower than Ken - the time it takes to slot the thing back into first. I went straight back out to do my second run before handing over to Roy and the same thing happened again. Having just put the bloody gearbox back in, we weren't looking forward to dragging it out again. It continued to jump out for the rest of the day, strangely on left turns. It also compromised my times to a certain degree although I still had 16 seconds on Shorty after 12 tests. The problem didn't do Roy any favours and he slipped back to 4th behind JT.

Ken was putting in some good times, which were never going to affect the front runners, but it started to put pressure on Rob 'Whitey' White, who was leading the last four and the hapless 2CV Special.

Tests 13 to 15 included 2 slaloms and 2 reverse gates. Surprisingly (especially with the bloody slaloms!) I got the jump on everyone with fastest time on the

first run, but it went pear-shaped for the other two. JT, Shorty and Ken (who, sadly, all seem to like slaloms!) took time out of me as I had to use second gear to overcome the problem, but none of them were consistently quicker, so my lead was only compromised by 6 tenths after test 15. At this point Roy started to self-destruct by attacking cones and attracting penalties, but he still had a comfortable cushion over the last four.

All I had to do was stand up to win as they say, but I've been in this position before and take nothing for granted, especially with a sick gearbox.

The last three tests did have a 180° left turn and yet another bloody slalom, but thankfully also included a lot of reversing - no problem there! Another quickest time on my first run was 4 seconds better than all except the recovering Ken and I bettered that to take fastest on the final test too.

At the end the gap to 2nd placed Shorty was a tad under 20 seconds with JT maintaining his 3rd place a further 22 back. Roy had distanced himself from the rest of us, but was still comfortably ahead of the second pack. Whitey also had a good margin in 5th, but the tightest battle was between Ken and the recalcitrant 2CV for 6th and 7th. Ken actually got in front of Steve by test 16 and, despite a penalty on 17, stayed in front. Another penalty on the last test was the final nail in his coffin though and he slipped back to 7th. Rob Stokoe collected the wooden spoon for 8th.

It was an enjoyable day, marred only by having to take Heepy back to Roy's in readiness for dragging the bloody engine out yet again. What we need is a good Special - now who do I know that's selling one.....?



Beverley & District Motor Club



Club Night Events

Date	Event	Organiser	Phone Number
Thursday 13th January 2005	Annual General Meeting	<u>Graeme Potter</u>	01482 708790 (H) 07968 269649 (M)
Thursday 20th January 2005	Pete Anable Rally	Roger Stoneley	01482 210605(H) 07803 274138(M)
Thursday 27th January 2005	Quiz	<u>Andy Beaumont</u>	07799 896203 (M)
Thursday 3rd February 2005	Sargent Electrical Rally	<u>Matthew Atkinson</u>	07970 264094 (M) 01482 876400 (H)
Thursday 10th February 2005	Videos	<u>Tim Rodgers</u>	07787 538524 (M)
Thursday 17th February 2005	Spectrum Rally	Matt Blood	07715 005390 (M)
Thursday 24th February 2005	Table Top Map 106	Graham Gardner	07971 236078 (M)
Thursday 3rd March 2005	Buccaneer Rally		

BEVERLEY & DISTRICT MOTOR CLUB

PRESENTATION DINNER

28 JANUARY 2005

TO BE HELD AT

THE FERGUSON FAWSITT ARMS

WALKINGTON

See Matthew Atkinson for tickets - £15 per head
(that's if you can eat a whole head)

Larkspeed League Overall Results 2004

	Round										Total
	1	2	3	4	5	6	7	8	9	10	
1 Ilkley	235.1	193.3	212.8	232.5	237.0	60.5	282.2	243.5	201.4	250.0	2148.3
2 Huddersfield	286.0	35.0	211.8	105.0	285.5	167.9	105.0	215.9	60.0	250.0	1722.1
3 Airedale and Pennine	100.0	170.0	110.5	238.0	46.4	143.5	200.8	138.3	97.9	60.0	1305.3
4 YSCC	105.5	100.0	288.1	49.1	10.0	96.8	112.8	171.2	95.7	130.0	1159.1
5 North Humberside	209.7	0.0	282.5	80.0	230.7	0.0	0.0	94.6	81.4	80.0	1058.9
6 York	187.1	10.0	112.9	174.5	173.1	45.0	0.0	75.8	80.0	10.0	868.5
7 Sheffield and Hallamshire	0.0	230.0	0.0	224.5	0.0	65.0	181.1	5.0	52.9	0.0	758.5
8 Beverley	0.0	85.0	84.3	160.0	142.5	0.0	47.8	60.0	81.4	5.0	666.0
9 Trackrod	222.1	0.0	120.5	0.0	139.4	85.0	10.0	0.0	0.0	80.0	657.0
10 Malton	267.7	0.0	70.0	0.0	126.5	0.0	0.0	0.0	0.0	0.0	464.2
11 Wakefield	0.0	0.0	0.0	0.0	86.9	208.2	0.0	0.0	0.0	0.0	295.2
12 Alwoodley	38.6	0.0	0.0	10.0	5.0	0.0	0.0	0.0	67.1	160.0	280.7
13 David Brown	0.0	0.0	0.0	0.0	100.9	145.0	0.0	0.0	0.0	0.0	245.9
14 Keighley	62.6	0.0	5.0	0.0	76.7	5.0	0.0	0.0	85.0	0.0	234.3
15 Delacy MC	0.0	0.0	78.8	0.0	0.0	138.6	0.0	0.0	0.0	0.0	217.5
16 Selby &DMC	71.9	0.0	145.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	217.2
17 Ripon MC	105.2	0.0	0.0	0.0	106.3	5.0	0.0	0.0	0.0	0.0	216.5
18 Slaithwaite	0.0	0.0	0.0	0.0	0.0	204.7	0.0	0.0	0.0	0.0	204.7

Yorkshire League Events 2005

Next year Larkspeed are not sponsoring the league. They are looking for a new sponsor. If anyone is interested speak to Carl Davis on 01274 883566 or Andrew Varley on 01535 633097.

Date	Club	Event
6th March	Trackrod MC	<u>Lookout Stages Rally</u>
17th April	Sheffield MC	Sprint Curborough
24th April	YSCC	Autotest
15th May	North Humberside	John Overend
12th June	Airedale & Pennine	PCT
26th June	Ilkley & District MC	PCT
10th July	Beverley & District MC	Single Venue or road rally
23rd July	Huddersfield	Opposite Lock
11th Sep	York	Autotest
6th Nov	Alwoodley	Autotest

Main Championship

Drivers

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Chris Dunn	5	4	M	6	6	M	(4)	5		26
2	Gav Smith	6	3	M	M	4	6	2	M		21
3	Lee Curtis		M	5	3	2	3	(1)	4	M	17
4	Matt Blood		M		O		M			3	3
-	James Everard		(5)	6	5	(3)	5	(3)	6	6	28
-	Mark Randall	3		4	4						11
-	Andy Beaumont						M		3	5	8
-	Andy Stewart						4	1	2		7
-	Deg Burton							6			6
-	John Dimbleby		6			O					6
-	Dave Chapman							5			5
-	Dave Broadley					5					5
-	John Cottam	4									4
-	Phil Burton	M								4	4
-	Meredith Combs		2								2
-	Ellis									2	2
-	Chris							1			1
-										0	0

Navigators

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Mark Edwards	5	(4)	O	6	6	O	4	5	(3)	26
2	Graham Gardner	6	3	M		4		6	O	4	23
3	Roger Stoneley		O	5	3	2	3	(1)	4	M	17
-	Dave Jobling		(5)	6	5	(3)	5	(3)	6	6	28
-	Craig Grist	3		4	4						11
-	Jon Vine						6	2	M		8
-	Ben Blanchard								3	5	8
-	Claire Wilson						4	1	2		7
-	David Dimbleby	6				O					6
-	Dave Wilkinson					5					5
-	David Taylor							5			5
-	Will Parkin	4									4
-	Temple									2	2
-	Simon Grattan		2								2
-	Chris							1			1
-										0	0

Expert Championship

Drivers

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Howard Everingham	6	M	M	(3)	6	6	6	(5)	6	30
2	Matt Blood	5	M	4	O		M	5	6		20
3	Danny Robinson	M	5	3	4	5	M		M		17
-	Tim Rodgers	M	6	6	5		5			5	27
-	Andy Beaumont		4	5	6		M				15

Navigators

Pos	Name	1	2	3	4	5	6	7	8	9	Total
1	Mike Petch	6	M	M	(3)	6	6	6	(5)	6	30
2	Matthew Atkinson	M	6	6	5	M	5		M	5	27
3	Ian Gibbins	M	5	3	4	5	M		M	M	17
4	Mike Ogram	M	4	5	6					O	15
5	Graeme Potter	5	M	4	M			5			14
-	Iain Tullie								6		6

Competitors printed in **bold** have completed enough marshalling, organising or training. Those with no position listed do not qualify for the championship. Scores in brackets are those which have been dropped.

George Bush in Hell
Supplied by Roy Heath

George Bush has a heart attack and dies. He goes to hell where the devil is waiting for him. "I don't know what to do here," says the devil. "You're on my list but I have no room for you. You definitely have to stay here, so I'll tell you what I'm going to do. I've got three people here who weren't quite as bad as you. I'll let one of them go, but you have to take their place. I'll even let YOU decide who leaves."

George thought that sounded pretty good so he agreed. The devil showed him the first room. In it was Richard Nixon and a large pool of water. He kept diving in and surfacing empty handed over and over and over. Such was his fate in hell. "No!" George said. "I don't think so. I'm not a good swimmer and I don't think I could do that all day long."

The devil led him to the next room. In it was Tony Blair with a sledgehammer and a room full of rocks. All he did was swing that hammer, time after time after time. "No! I've got this problem with my shoulder. I would be in constant agony if all I could do was break rocks all day!" commented George.

The devil opened a third door. In it, George saw Bill Clinton lying naked on the floor with his arms and legs staked in spread-eagle pose. Bent over him was Monica Lewinsky, doing what she does best. George Bush looked at this in disbelief for a while and finally said, "Yeah, I can handle this." The devil smiled and said, "Monica, you're free to go!"

The 7 Dwarfs
Supplied by Matt Blood

The Seven Dwarfs go to the Vatican and, because they have requested an audience, and as they are THE Seven Dwarfs, they are ushered in to see the Pope. Dopey leads the pack. "Dopey, my son," says the Pope, "what can I do for you?" Dopey asks, "Excuse me, Your Excellency, but are there any dwarf nuns in Rome?" The Pope wrinkles his brow at the odd question, thinks for a moment and answers, "No, Dopey, there are no dwarf nuns in Rome." In the background a few of the dwarfs start giggling. Dopey turns around and gives them a glare, silencing them. Dopey turns back, "Your Worship, are there any dwarf nuns in all of Europe?" The Pope, puzzled now, again thinks for a moment and then answers, "Dopey, there are no dwarf nuns in Europe." This time, all of the other dwarfs burst into laughter. Once again, Dopey turns around and silences them with an angry glare. Dopey turns back and says, "Your extreme holiness! Are there ANY dwarf nuns anywhere in the world?" After consulting with his advisers, the Pope responds, "I'm sorry my son, there are no dwarf nuns anywhere in the world." The other dwarfs collapse in a heap, rolling, laughing and pounding the floor, tears streaming down their cheeks as they begin chanting "Dopey sh*ggged a penguin!"

How to shower
Supplied by Angela Cammish

How to shower like a woman

Take off clothing and place it in sectioned laundry basket according to whites and coloureds. Walk to bathroom wearing long dressing gown. If you see husband along the way, cover up any exposed areas. Look at your womanly physique in the mirror - make mental note to do more sit-ups. Get in shower. Use face cloth, arm cloth,

leg cloth, long loofah, wide loofah and pumicestone. Wash hair once with cucumber and sage shampoo with 43 added vitamins. Wash hair again to make sure it is clean. Condition hair with grapefruit mint conditioner enhanced with natural avocado oil, leave on hair for 15 minutes. Wash face with crushed apricot facial, scrub for 10 minutes until red. Wash entire rest of body with ginger-nut and jaffa cake body wash. Shave armpits and legs. Turn off shower. Squeegee off all wet surfaces in shower, spray mould spots with Tilex. Get out of shower. Dry with towel the size of a small country. Wrap hair in super absorbent towel. Return to bedroom wearing long dressing gown and towel on head. If you see husband along the way, cover any exposed areas.

How to shower like a man

Take off clothes while sitting on the edge of the bed, leave in a pile. Walk naked to the bathroom if you see wife along the way - shake knob at her making woo-hoo sound. Look at manly physique in the mirror, admire size of knob and scratch your ass. Get in the shower. Wash your face. Wash your armpits. Blow your nose in your hands and let the water rinse it off. Make fart noises (real or artificial) and laugh at how loud they sound in the shower. Spend majority of time washing privates and surrounding area. Wash your bum, leaving four pubes stuck on the soap. Shampoo hair. Make shampoo Mohawk. Pee. Rinse off and get out of the shower. Partially dry off. Fail to notice water on the floor. Admire knob size in mirror again. Leave shower door open, leave wet mat on the floor, leave light and fan on. Return to bedroom with towel around waist. If you pass wife, pull off towel, shake knob at her and make woo-hoo noise again. Throw wet towel on bed.