

# North Humberside Motor Club Ltd



# Magazine

July

2000

Welcome to the July issue of our magazine, if all has gone according to plan, and Ken Sturdy has done it right, this magazine should be A5 size. Lots have happened since the last mag, that's why its been a while, as I have been quite busy. We have had the John Overend Memorial Stages Rally, The Dalton Park Classic , The Jame's have been to America and John Dixon and friends went to Belgium . I have also been to France, but that's another story.

### **John Overend Memorial Stages Rally 2000**

Despite a low entry,(44) the event went very well, thanks mainly to a lot of hard work, by a small number of people. The setting up and taking down team deserve a very special thank you, as they worked there Bo-----ks off. The team consisted of (not all at the same time) Ken Hailstone, Rob Wilson, Ollie Smith, Graham Hardwick, Alan Gilbert , Robbie Overend and Rob Pattison, plus Steve Varey and Jane Sturdy on clearing up duties.

The Rally ran all Tarmac, as the tracks were not usable, there is quite a lot of thought of running all tarmac next year as well. A big thank you to Cynthia Mumby, assisted by Alan for doing the entries etc, and helping with results, The event ran on time all day and except for the unfortunate incident at the end, we would have managed ten stages for the first time, we only managed eight in the end.

#### **How our crews did!**

Gavin Ruler /Dave Everard took a excellent 2<sup>nd</sup> in class award in Gavin's first outing in the Escort Cosworth, he only acquired it a few days before the Rally.

John Coates and Bill Thomas had a good run in the Subaru, gaining a third in class award.

Neil Fewlass and Robbie Overend's rally finished with the failure of the gearbox on their Sierra sapphire. Dave Smith/Rob Pattison were having a good run, until the remnants of a round bale got caught up in the propshaft , locking the transmission. James Sparrow and Chris Omeara took a good fifth in class, which won them the Novice Crew award.

#### **MINI MADNESS**

**I have had a phone call from Tony Webb who was a member in the 70's. He wishes to dispose of a Rally prepared mini (1962). It has a Full-Race Cooper S engine, minilites etc. The peculiar thing is, that it competed in the 1978 Cossack Rally, was put in the garage and hasn't seen the light of day since, its still got the stickers on!. Tony wants it to go to a good home, any interest please ring Tony on 01482 351392**

#### **IRISH JOKE**

A ventriloquist was telling Irish Jokes in a pub. After the performance, Paddy a large Irishman came up to the man and complained about him taking the mickey out of the Irish. The ventriloquist apologised profusely and said he meant no harm, to which Paddy replied, I'm not talking to you, its that little wooden prat next to you I'm speaking to!.

I have printed a copy of the media information about the proposals put forward by the Rally Safety Study Group, it may be of interest to some members

#### **Cover Picture**

Richard Wood & Helen with their Austin Healey 3000 which won the Concourse Trophy at The Dalton Park Classic.

# Larkspeed

p e r f o r m a n c e z o n e

## 2000

We are having one of our best year's in the league, after **Round 4**, a Sprint at Curborough, in which we had no entries, we were still 3<sup>rd</sup> overall.

**Round 5** was a PCT organised by Airedale & Pennine at Laycock near Keighley, myself and Alan Gilbert represented the club, taking Russell's Fiesta out for the day. We only managed a 15<sup>th</sup> and a 18<sup>th</sup> out of 27, but at least we maintained our third place overall.

Our own John Overend Memorial Stages, was **Round 6** of the league, we managed a fairly good third team on the day, consolidating out third place,

**Round 7** an Autotest organised by Huddersfield at the BBA Friction Proving ground, this is possibly our best round so far, we were first overall on the day, with Rob White winning his class, and John Taylor, Dave Short, Richard Wood 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> in Class respectively, this excellent result moved us to within ten points of 2<sup>nd</sup> Place.

Unfortunately Round 8 The Armstrong Massey Stages was a bit of a disaster, we only managed 5<sup>th</sup> Team on the day, but again we managed to hold onto 3<sup>rd</sup> place by the skin of our teeth.

### Top 5 after 8 rounds

Ilkley	1529.8
Sheffield & Hallamshire	1424.7
North Humberside	1402.2
Sporting Escort Owners	1400.4
Airedale & Pennine	796.5

Well the top four are well ahead of the rest, but we are in great danger of losing third place, round 9 is a PCT at Bolton Abbey on July 30, Nick Stephenson and Myself are hoping to uphold the clubs honour, but don't hold your breath!

Final Round is a Sprint organised by York M.C probably at Elvington, there must be someone who fancies a go, no special modifications are required, you can compete in a Rally or Road Car. **Any offers!** ring Robert Newlove 01377 270888



MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM

# MEDIA INFORMATION

2 June 2000 / Ref 0018

## RALLY SAFETY STUDY GROUP PROPOSES MANY CHANGES

Progressive development for new special stage rally drivers, improved event organisation and better information for spectators are among the changes recommended by the MSA Rally Safety Study Group.

Created by the governing body of UK motor sport, the study group examined every aspect of rally safety, including vehicle regulations, organising rules, and protection of spectators, officials and competitors.

The study group's main recommendations, which will now be considered by the rule-making Motor Sports Council, were as follows:

- New drivers in special stage rallying should serve an apprenticeship, to enable them to learn the sport in a controlled manner.
- An MSA Starter Pack should be sent to every novice special stage driver, including a new video covering safety in rallying, together with video material from the Motorsport Safety Fund about first aid, driver preparation and personal equipment.
- A 'beginner' licence should be created for drivers new to the sport. Rally cars for beginners would be limited to 2-litre, two-wheel drive, with the navigator holding a valid MSA licence. A set number of signatures would be required to upgrade to National B status, (one signature may be earned from supervised marshalling on a stage rally; another may be earned by completing a course at any BARS rally school).
- A formal Safety Plan should be mandatory for every special stage rally, with a sample plan available from MSA to help smaller organising clubs.
- A Safety Officer should be appointed for every special stage rally, involved in event planning from the start. MSA should include Safety Officers in future training programmes.
- An MSA Steward should be appointed for every special stage rally, with a rôle revised to incorporate event safety.
- Only tyres with moulded tread patterns should be permitted.
- An organiser should not hesitate to cancel a special stage if spectators refuse to follow instructions. Rally cars should run slowly through the stage, making it quite clear why it was cancelled.
- Better advice for spectators should be supplied by MSA, based on the message "stand where it's safe".
- Marshals should receive adequate training, including specific advice on how to handle difficult spectators.

*More follows...*

- Chase cars should be banned
- All refuelling should be ideally take place at commercial filling stations, or be limited to specific areas, properly marshalled and with the necessary safety equipment.
- Competitors should be encouraged to learn about first aid. A video has been commissioned by the Motorsport Safety Fund and the MSA is urged to supply this to all organising clubs.

The Rally Safety Study Group also suggested topics for future consideration by other bodies, such as the Rallies Committee of the Motor Sports Council and the Rally Championships Steering Group.

Such topics include banning more powerful cars from lower-level events and championships (for example, World Rally Cars might be allowed only on British Championship events), the creation of a national database of rally marshals, the formation of a Rally Spectators Club, changes to special stage layouts, incentives for marshals and organising clubs and improved safety measures for road rallies.

## **BACKGROUND INFORMATION**

- During 1999, MSA-affiliated motor clubs organised 96 single-venue rallies (with 5,921 competitors), 50 multi-venue rallies of 45 stage miles or less (3,741 competitors) and 49 multi-venue rallies longer than 45 miles (3,458 competitors). In total, over 600,000 car stage miles were run.
- The Rally Safety Study Group is chaired by Tim Stock (Chairman of the Motorsport Safety Fund and Chairman of the BRSCC); permanent members are Stuart Turner (former head of European Motorsport at Ford), John Richardson (Chairman of the Motor Sports Council Rallies Committee), Tony Newsum (MSA Rallies Executive) and John Symes (MSA Safety Executive).

## STAGE RALLY CHAMPIONSHIP 2000



These results are based on the following events

Kall Kwik, North Humberside Forest Rally, Lookout, Robin Hood, Armstrong Massey, and The John Overend Memorial Stages . Jane has not had a full set of results for the Lookout Stages, so if you want to claim your points, please send them to Jane.

### DRIVERS

### CO-DRIVERS

Gavin Ruler	285	Bill Thomas	220
John Coates	220	Mike Reed	136
Ken Sturdy	136	Chris Omeara	128
James Sparrow	128	Steve Darvell	120
Rob Pattison	55	Gavin Heseltine	92
John Dixon	54	Rob Overend	65
Rob Wilson	38	Jane Sturdy	59
Dave Smith	30	Dave Everard	43
Neil Fewlass	20	Rob Pattison	30
Dave Hallett	10	Mike Jackson	20
		Chris Henley	10

### AUTOTEST CHAMPIONSHIP

	JAN	FEB	L/SPEED ROUND 1	L/SPEED ROUND 2	L/SPEED ROUND3	TOTAL
Dave Short	45	46	54	53	48	246
Rob White	35	30	65	40	59	229
John Taylor	50	51	49		53	203
Richard Wood		41	44	43	43	171
Howard Everingham	55	56				111
Roy Heath	40					40
Graham Hardwick		35				35

## SLEDMERE PRODUCTION CAR TRIAL

Our annual production car trial should have been on the 16<sup>th</sup> July, but we didn't manage to get it off the ground, sorry to anyone who turned up!

However we now plan to hold it on **Sunday 3<sup>rd</sup> September**

The venue is Sledmere grange Farm map Ref. 101/ 975628. Nick Stephenson is going to be entries secretary and Dave Cogan is to be Clerk of the Course. The event will be dual permit, as it is a round of the ANCC PCT Championship. The Clubsport permit event, will run along side the championship event. All you need for the Clubsport is a membership Card and a MOT for your car.

We are hoping to make it a bit of a social event, the night before, more details from Dave.



## MARSHALS NEWS



## *Trackrod rally yorkshire 2000* *Saturday 30<sup>th</sup> September*

We are running a stage in Harwood Dale above Scarborough, Stage Start is Map Ref 101/954989, just off the Whitby road.

Signing on is 10.15am.

Stage Commander is Steve Varey 01482 876641

Deputy Dave Cogan                      01482 631963

### **Training its about time !**

Trackrod are holding a Training/Briefing meeting at the Jarvis International, Shipton Road, Skelton York on Monday 18<sup>th</sup> September at 20.30.

The subject will be the timing equipment being currently used on World Championship ,BRC Rounds and occasionally other events including Rally Yorkshire. This involves Light Beams, traffic lights, tenth of a second, automated printing etc, etc.

Further details are available from Lloyd Walker on 10482 566559.

If there is any interest we may be able to organise something at a club night.



There are also Rally Yorkshire merchandise available, Polo Shirts start at £15, details from Robert Newlove

NEW YORK, NEW YORK, ..... YOU'RE SO GOOD FOR ME. By Ian James.

About March time I received a phone call from David (James) asking how I was placed for holidays in 2000. I enquired why and was told "I'm now going to New York state to do the results on a Ferrari Owners Club Rally. This is one of (Ron) Jackson's events, but it's not only the results, they don't know a lot about rallies and we have to run the event on the ground too. Jackson reckons a team of 6 people." I replied I was VERY interested and I would see about arranging holidays. "When is it I asked?" "That is the only problem" came the reply, "it runs the same weekend as the John Overend Memorial (JOMR), the Scottish and of course at the same time as the London Sydney which is why Jackson can't do it. The JOMR is also why I have told Ron I can't take six people from NHMC. I was hoping that you would say yes, and I have asked Jackson to source four more people." I was determined to go, I thought it would be a once in a life time opportunity, particularly as David had told me it was an all expenses paid trip.

I just had three problems, rearranging my holidays at work, arranging some way of dropping my son Alex (aged 4) at school and collecting him from school whilst our child minder was on holiday, because that was what the weeks holiday I was going to cancel in order to go to the States had been for, and ensuring that Martyn (Milner) was coming to run the 86MHz radio control on the John Overend. I deputise for Martyn in that capacity, and run soft control on the organisers' (high band) frequency. I confirmed with Martyn on the Forest Rally that he was coming, asked my boss at work to re arrange my holidays to which he readily agreed, and sorted Alex.

Jackson had arranged two staff from the West Country but others kept falling by the wayside. David was now becoming increasingly worried on the staffing front, but had no time to do anything about it as he was too busy working on the software amendments for the Anatolia Rally in Turkey on which he was also doing results a fortnight before the Ferrari event. The Turkey event had Malcolm Neill as the Clerk of the Course, and was trying to run as close to WRC specification as possible because it is a WRC hopeful.

I suggested to David that we really needed more NHMC people to go. David said given no constraints, (JOMR) all 6 would have been NHMC personnel as he would rather take people he knew and was used to working with. We needed two more NHMC people to go preferably two more that wouldn't cause a hole in the JOMR organisation and two who could make the time to go to America at short notice. Gavin Heseltine was the obvious 1<sup>st</sup> choice. He, David and I have worked as a team together on our club events off and on for 13 years. He has no (limited) family ties, takes few proper holidays etc. Gavin was not involved in the JOMR and keen to go. About this time, I also found out that Martyn Milner might not be able to go to the JOMR after all, which left me feeling guilty about going to the States. I've since been told by a number of people including JOMR organisers not to be so silly. That left just one vacancy for the states that we urgently needed to fill. Dennis Webster appeared the ideal man for the job with time on his hands now he is a "senior citizen". He was happy to go and so the team was complete. The West Country part of the team was Paul "Chalky" White, (Henri Toivonen / Paul White) and John Dando.

Nigel Evans ex Motoring News and an ex pat living in Florida was contracted to run the event for Ferrari, the on the event Clerk of Course and our US contact. When the ticket details arrived Paul & John were to travel from Gatwick to New York and David, Gav, Dennis and myself from Manchester. We were due to fly at 09:45 on Tuesday 6 June with a check in time of at least 2 hours beforehand. The flight was to Newark (New York) where we would meet Nigel flying from

Orlando, and the Paul & John flying from Gatwick. All of us would then take a connecting flight to Albany the capital of New York State.

David told us what kit we had to take for timing the event and doing the results and that we would have to split it amongst hand luggage for all of us as the displays were too delicate to be subjected to baggage handlers and the possible differing pressures of the hold. Still tied up with the Anatolia he also told us that he had no strong preferences on travel arrangements other than on grounds of reliability he didn't want to take his own car to Manchester. Gavin favoured the train directly to Manchester airport. After some further discussion Dennis too was persuaded in favour of the train.

On the morning of the 6<sup>th</sup> Dennis caught the train in Hull, and Robbie Overend picked up Gavin and then, myself and David, who had slept at my house overnight, and took us all to Selby to catch the train.

Security at Manchester were a little nervous when David and I declared that we were carrying electronic equipment, the new prototype clock, five evolved production models of the new clock, two Whartons, a set of traffic lights and the timing beam between us. The new clocks that connect to the traffic lights at the start of the stage linking in with a synchronized action had been developed by a consortium of David James, Ron Jackson (users spec.) and Richard Blackstone (electronics engineer/designer and employee of clock/traffic lights producer & user - one of Lloyd Walker's timing men). We left Dennis and Gav with the notepad PC and the bubble jet printer. We had to open the clock box for them to look at the clocks. We also had to open the box with the traffic lights in. We had overheard one member of the airport staff advising another that "these sad people were taking a set of traffic lights on holiday ....."

We flew Continental Airlines. The only points of note about the flight was that the plane was a Boeing 777 and we had a female captain. The plane made good time to Newark and then we spent a quarter of an hour or so circling waiting for permission to land. The reason was soon to become obvious.

It was raining at Newark, probably no worse than Manchester has 200 days a year, or Leeds / Bradford has frequently too, but Newark can't cope with rain. We landed about 20 minutes late, and when we tried to recheck our baggage in for our onward flight to Albany were told to go, as David thought, to Gate Seven. This subsequently turned out to be (Air)Port Services. We hadn't mastered the coloured New Yorkers accent by that time. When we couldn't find a gate seven, David went to see the Continental Help Desk. He was told that our connecting flight due to leave at 3:25 pm had been cancelled and to go to Airport Services. Dennis had manoeuvred the trolley, Gav and myself instinctively into the queue for Airport Services before David returned and the queue had grown considerably in that short time. After about half an hour we reached the desk and were told that many domestic flights had been cancelled, some it transpired being held at the airport of origination. Only the big overseas jets were being let in and out at the time we arrived. However, we had an alternative flight booked with US Airlines at 6:05 pm. But on further enquiry the helpful man on the desk told us that Paul and John were booked on the first flight from Newark to Albany the next morning and Nigel on the second. This represented something of a blow as Nigel Evans' arrangements had been for us to all (Nigel Evans, David, Gavin, Dennis, Ian, Paul White & John Dando) to meet on the cancelled flight. David couldn't remember what Nigel looked like as he hadn't seen him for 10 years or so...., Nigel couldn't remember what David looked like as he hadn't seen him for 10 years or so ..., nor did we know what Paul White and John Dando looked like. In short none of the three groups would recognise any of the others. We had arrived in terminal C, the

cancelled flight was from terminal B and the US Airlines flight we had been transferred onto from Terminal A.

David had suspicions that there could be a recognition problem and was wearing a British Rally Championship Official's T Shirt with his name sewn on. Not having one of these I made do with a NHMC sweatshirt with my name on it. The timing beam case also had an Events Sign logo on it. We figured that we should have been conspicuous enough to be seen and started walking up and down in terminal C. When we couldn't find Nigel we tried for a tannoy message, to be rather unhelpfully told that each terminal had a separate tannoy system. We tried the other two terminals and still no luck. We stayed in Terminal A. David telephoned Nigel's office as Nigel's mobile didn't work in New York state leaving a message on his answer phone and a further message with the headquarters hotel at Bolton Landing. Our plane remained displayed as being on time until just before it was due and then became two hours late. It subsequently became displayed as being a further 10 minutes late and finally left at about 9 pm. We had been at Newark for 6 hours.

The flight to Albany was fun, a 19 seater plane where the Captain left the curtain to the cockpit open and in the ever darkening weather we could all see the instruments during take off and landing. The view of New York city below lit by street lights as we took off was impressive.

On arriving at Albany we repossessed our baggage and made our way to Budget Rent a Car. Budget had a message from Nigel. Please ring him at his motel and he had left a telephone number. We tried to telephone and the motel didn't answer. On the third attempt they did, and when David asked to speak to Nigel Evans they hung up. The fourth and fifth attempts were as the first two, telephone rings out and no one answers. Plan B was to revert to Nigel's last E mail received 8.05 pm the previous day and read at 11:15 pm instructing that Gavin or Dennis sign for the Ford Taurus and David or Ian sign for the Ford Explorer (SUV). The problem was we didn't know if Nigel had wanted to change the car bookings and, how were Paul and John going to drive the 68 miles from Albany to Bolton Landing Rally HQ given that they were on another plane from Nigel? After long discussion David said we would take both the Taurus and the Explorer. We don't have any Explorers came the reply and Mr Evans is taking the Expedition tomorrow. Do you have any other Expeditions asked David. "Yes" was the reply "Good we'll take that". "But I need to see Mr Evans Corporate Credit Card before you can take them, or you must use personal cards to pay a deposit" came the reply. "We will use personal cards" said David. By now it was absolutely pissing down with rain. They fetched the Expedition, told us where the Taurus was in the parking area and suggested so as not to get wet we drove down to the Taurus. As Gavin can't drive, David determined that he wouldn't and Dennis was being given a lift to the Taurus I ended up driving. I've never driven a left hand drive, haven't driven an automatic since 1983, never driven one with a column shift and this was at gone 10.00 pm at night in a bus station because the road side of Budget was onto the station. I couldn't get the lever out of PARK. Fortunately Dennis reached over from the back and remembered that you had to pull the lever forward before you can go up and down the gate.

We had a problem with the Taurus. It had no front number plate. Dennis said he would go back into Budget's office to tell them this. We tried to drive back but the bus station had a one way system round it and it wasn't that simple. He ended up running from the end of the car park. By the time he got back he was very wet and Budget's comment was "Its an out of state car registered in New Jersey where front number plates are not needed its OK". When we went back, Gav and Dennis with a little help from me threw their luggage into the boot and then the keys wouldn't start the car. David then noticed, sat inside the SUV, it had a front number plate. We had put everything into the car next to the one we had hired. It's funny now, but at the time Gav, Dennis and myself were soaked.

The drive to Bolton Landing was awful. It was raining and dark, I can't believe how badly sign posted US roads are, and this was the freeway, and the heavies kept thundering by at well over the state speed limit. To boot we had been up 24 hours and I was nearly asleep at the wheel.

At the Sagamore Hotel David and I were booked into a chalet suite in the name of D James with two double beds, no problem. Gavin was booked into a double in the name of Heseltine which was supposed to be a twin for Dennis too. Once we had sorted that, David then enquired of the room for Paul White and John Dando to discover that Ferrari North America had apparently done exactly the same there. David asked for that booking to be changed too. Being super efficient he also advised them that Paul & John and Nigel would be non shows that night. He had literally just done that when the outside door opened and two very wet Brits arrived, the taller looking at David and saying Mr James I presume? I'm Paul White and this is John Dando. This was our first taste of Paul's excellent sense of humour.

It transpired that seasoned airline traveller ex international works co driver, Paul White, on being told that he had to wait at Newark overnight for a connecting flight, said no way, asking "where have you got planes going to with free seats?" He was advised there was room on a flight to Boston he confirmed that Boston were flying to Albany and seats were available and told airport services to put him & John on the Boston flight. That worked well. apart from the fact their baggage was not transferred from the Boston flight to the Albany flight. It eventually arrived nearly a day later. The flight change also caused a problem with their return flight to Newark the day we left, as in error those bookings had been wiped too. They had hired yet another car for the journey from Albany to Bolton landing which Dennis and John took back the next day.

Nigel Evans eventually arrived at lunch time the following day. Nigel confirmed that he had also done the move from terminal to terminal exercise at Newark, and had David annoyed, all in all it, appeared that we had a timing difference. We all had lunch together and during lunch London Sydney came up and Dennis remarked he had spent a day setting the SU carburettors on Ian North's Volvo. He said not many cars had SU's fitted these days. I commented not many had carburettors at all. Then John Dando joined the conversation on the technicalities of setting Su's. All this led Paul White to comment how sad it was that Britain's last two SU experts had to travel 4000 miles, half way across the world to meet one another!

During the morning we had looked around Bolton Landing for three tripods some tank tape and some more twin core wiring for the timing kit. We hadn't bought any, because we didn't know what Nigel had brought in response to David's E mail saying these things would be needed. Given that the E mail from Nigel the last night we were in the UK asked if it were possible to bring any tape to define the course we guessed he wouldn't have brought any of those things. We were right he hadn't. Nobody in Bolton Landing nor Lake George 10 miles South sold tripods. By the time Nigel had decided what he wanted, the shops were closed too. He said In the States shops generally close later than in the UK. Nobody told the hardware shops in Bolton Landing or Lake George that, the former closed at 5.00pm and the latter at 5.30pm. We missed both. During the time the rally was on, so too was Americade 2000 in Lake George village. This is an annual motorcycle event which attracts 50000 bikes each year. The traffic chaos caused by it was to cause road penalties to the Ferrari's on both days two and three.

There was an official Welcome Dinner that night, at which the British contingent were all introduced one by one by Nigel, who explained that these experts were here to help. At the dinner we also met some more of Ferrari's people including their truck driver Derrick from Alabama. Derrick was wary

of some of Nigel's American employees advising Paul "Ya maake shoore ya don't turn yah back on them Naancee Boys".

Next morning Gav and Dennis had to go and buy some bits to make 2 tripod replacements and we had to bodge a traffic lights stand. Dennis came into his own here with wooden plates adjusted by screws set in a triangular pattern in the wood and the whole sat on a breeze block. These "tripods" for the timing beam worked well for three days and went with Nigel to do the same on an event in Mexico. The only problem was that the hardware shop didn't open till 8.00am and that by the schedule Nigel, David, myself, Gav and Dennis all had to leave HQ at 7.30 to be at the White Face Mountain Hill Climb test in time for the first competitor. Each day had a timed road route with a lunch halt and a special test. Days 1 & 2 the tests were a hill climb on private land. Day 3 was an autotest at the War Veterans Car Park at Bolton Landing, 1 mile from Rally HQ. The state speed limit was 55 mph except on the interstate where it was 65 mph. The urban speed limit in New York state was 35 mph or 25 mph. In Vermont where the road route was to go on days 2 and 3 they liked 45 mph limits as well as the state limit at 55 mph and had urban speeds of 25 or 15 mph. They also liked radar speed meters and it became apparent later that their highway patrol cars did not like speeding Ferraris. As the competitive road sections were actually timed at 55 mph you can appreciate how difficult it was not to incur road penalties whilst still obeying the speed limits.

On the first day, Paul and John were to run the main time control out from HQ and the one back in again in the evening. On the 2<sup>nd</sup> day they would swap with Dennis and Gavin who were to man the lunch halt time control and swap back again for the last day. As the test was so close to rally HQ on the last day most of that day would be at rally HQ for Paul, John, David and myself. Dennis and Gav got to see the Vermont country side that they missed on day 2, as they were manning the lunch halt time control again.

On day 1 going out to the first stage at White Face Mountain, Nigel drove like an idiot. Having told us to always obey the state speed limit he drove at up to 20 mph above it. Its Monsoon season in South America and that causes a lot of rain, mist and electrical storms up the East Coast of North America. White Face Mountain was in a blanket of mist when we arrived. Nigel made small talk with the owners' representatives and the Ferrari hired catering truck staff for the lunch halt. After 20 minutes or so he enquired how long we thought it would take Gav and Dennis to arrive? We thought he was worried about setting up the timing beam with the home made tripods, that at this time we didn't know Dennis had successfully made. He then casually said "Well I've never seen this stage before this morning, we need to go and drive it and decide how many chicanes we are building and where." Nigel's worry was that Gav and Dennis were needed to help build the stage. Gav and Dennis arrived whilst we were going down the hill in our hired SUV, couldn't believe that nothing was set up nor that it was us in the SUV and drove straight to the top enquiring where we were to be told "Oh they've gone with Nigel to design the stage..."

The first competitor was less than half an hour away. We built the chicanes using traffic cones from the back of Nigel's SUV. The cones were weighted down by stones, which were necessary in the windy conditions up to 4000 ft above sea level. The event used no arrows and no stage diagrams. Nor were there any arrival controls. The stones were to cause a problem. One crew went straight through one set of cones puncturing two rear Ferrari tyres. Carlo, Ferrari's PR Manager, in the states on loan from Italy for two years, and the event organiser bent Nigel's ear. Nigel explained the course was too fast without the chicanes and the wind meant that we had to use stones to keep the cones in place. Carlo was not too happy.

We started a little later than scheduled placing Gavin on the Arrival control and myself on the start under immediate pressure. We had a queue of competitors and the test was not ready to run. Furthermore arrival and start were just Gavin and me. Dennis had been asked to marshal one of the chicanes, which already had someone else there. This was the wrong decision for the first stage of the event, Dennis should have been left in the arrival / start area so that there were three marshals there and not two. Not only had we had to build the chicanes, David and Dennis were having problems setting up the timing beam. I soon realised as I was doing the start line how little some of these competitors knew. When you advise a crew ten seconds to start and the reply comes back "Say, what do we do here?" - it's not quite what I am used to! They had already been past Gavin at the Lunch In (arrival) control which effectively placed the stage in dead time. They had asked him some equally bizarre questions. Lunch was at the top of the hill, the end of the stage and we had been told to re-site the out control to the top of the hill after we had put the last competitor into the stage. The event had no check sheets, we had to make them as we went along. The time cards did not cover the stages only the road route. There were no bogey or target times for the stages. What you took was what you got. Ferrari's personnel were not too clued in either. Nigel had deemed that all competitors must wear crash helmets in accordance with the event regs for special stages. Most however didn't have any. So Ferrari had brought crash helmets to lend to them. We had to stop the stage 3 times to go and collect helmets from the end of the stage to bring down again for other competitors to use them. One crew still managed to arrive on the start line with no crash hats. Primarily because Ferrari's staff in attendance were leaving everything for Gavin and I to do. Two mixed crews moaned about the delays for the helmets, both citing the problem " ... the lady needs to use the bathroom ..." Paul later asked with respect to the helmets "But what about the nits?" Someone explained that Ferrari owners don't have them! Fastest time that first day on the stage was taken by one of Hollywood's top stunt women, Diane Glaiser - Peterson co-driven by her husband. Paul remarked it was a cunning stunt at least that's what I think he said!

There was a slight mystery of disappearing cones that day. After the Lunch Out control had closed and David, Dennis, Gav and myself were virtually all that was left on the venue from the organisation, we had lunch, what the competitors hadn't eaten, it was superb. No wonder the entry fee for this event was at least \$1500. As the weather had then cleared we went up by lift to the viewpoint at the very top. The lift claims to be the highest elevator in New York state. We looked out over the view of the area where someone had told me the film "The Last of the Mohicans" was made. When we then drove in convoy down the hillside the cones Gavin and I had stacked at the side of the road when driving up had all disappeared. This represented in excess of 60 cones. We drove back up again to ask if any of the estate staff had collected them, as they had similar cones of their own and there had already been a discussion of ownership of some cones with the estate staff during the competitors lunch halt. We were told to ask at the gate house. We drove down to the gate house and asked. They radioed some one in a pick up who said the cones had been collected by a brown truck and a maroon vehicle connected with the organisers. Once back at rally HQ it wasn't until the evening meal that we discovered Bill, Ferrari's foreman mechanic had thought that he must be the last leaving the stage and collected all the cones he thought we had forgotten.

Derrick again befriended us at the meal. David said he was very impressed with the fact that the artic catering truck had got to and set up lunch at the top of the hill climb and amazed the driver had turned the truck around at the top in such little space. Derrick said "Is that what he told you, man he's full of crap he turned it at the last hairpin where the road is real wide and backed up". Derrick was looking for companions to go drinking with him. He asked one of the waitresses where the wild women hung out in Bolton Landing only to be told he'd have to go to Lake George for that sort of thing. He suggested those biker bitches would be naked in the streets. Gavin was sorely tempted for

the drink, but soon came round to the opinion that Derrick's forthright comments and racist undertones might get them in trouble with the bikers in Lake George and politely declined the drink. The rest of us already had that opinion of Derrick.

Day 2 and Mount Equinox in Vermont. Again Nigel was off like an idiot, only this time he was being driven by one of his employees (them nancee boys). The big problem was that the driving was erratic. Sometimes amazingly quick and others painfully slow. The other nancee boys tagged along in a second Taurus. We drove through a torrential downpour which soaked Gav and Dennis on the main control and left them pretty well confined to barracks that day, because Paul & John had the Taurus and Gav and Dennis could only go out walking. The architecture of the homes on route was typical New England just as seen on films. When we reached the foot of Mount Equinox in Manchester Vermont, David said to me "I can see where we are going it is up there where all that cloud is". It definitely wasn't possible to take the catering truck to the top of the hill climb that day because the corners were too tight for it to go round. Therefore, they had been using an RV (Motorhome) to move the food from the truck a quarter of the way up the hill to the inn at the top where lunch was being served. They persuaded Nigel to lend them the other SUV as well, so that they would have all the food moved before the first competitor arrived. This reduced the number of vehicles that we had, but Nigel did appear to have got Ferrari's own guys doing some productive work here, so in the event that didn't matter too much. As we took all the kit from Nigel's SUV to ours we were the last ready to start up the hill. The RV slipped in between us and the Taurus that Paul White was driving. The RV balked me badly at first and then we watched in amazement as he took the hairpins at undiminished speed nearly grounding at both the middle of the RV and the inside back corner. The higher up the hill we went the thicker the mist became. The RV didn't slow for mist either. After I had called him a mad b\*\*\*\*d, we hoped that Nigel and his employees in the first Taurus and Paul and John in the 2<sup>nd</sup> had not stopped on the hill climb otherwise we would have lots of pieces to pick up when the RV ploughed into them. In the end we found them parked in a layby, and the RV had gone up to the top. After dinner that night whilst chatting to some of the crews on the next table I described the mad b\*\*\*\*d in the RV and Paul confirmed that he had looked in his mirror and said "I don't f\*\*\*\*\*g believe it the RV is gaining on me". The Brits all believe that he may have had the fastest time that day!

Nigel said if the mist didn't lift he wasn't going to run the stage which was the last mile to the top. Paul, David and I suggested that we run the lower part of the course under the cloud level, only to discover that nobody had actually visited the two residences on that part of the hill climb to tell them what was going on. Nobody was in at either residence and we decided to run approximately 0.9 mile between two convenient points. Nigel said we didn't need any cones for that stage it was tight enough. Paul and I suggested that the entry to one residence straight on at one hair pin, was a junction and should have the wrong route coned off and also a parking bay off a further hairpin should be coned. We decided that I should give a brief description of the stage to each crew whilst they were on the start line. The set up operation was much slicker that day, Paul, John and I did most of the cones, David and I set up the start clock and traffic lights and David, myself and one of Ferrari's guys the beam on the flying finish. We were ready and waiting for the first competitor. We put all the competitors in. As in the previous day David's computer calculated out the stage times over the lunch halt. The Stunt lady was only sixth fastest the more flowing stage obviously didn't suit her style, or maybe the \$180 fine for tailgating was on her mind. On the way up the hill climb to re-site the out control after all the competitors had attempted the stage we found that Nigel had after all placed some cones around the outside of the first hairpin. He subsequently said he thought they might slow competitors down and give them a taste of what was to come. Paul meanwhile asked me accusingly "Who put these cuffing fones here?" We also discovered that one competitor had done a

full 360 spin at an estimated 120 mph entering a built up area on the public road approaching the hill climb and had been reported to the Vermont police. Nigel asked Paul to talk to all the crews on the way out from lunch. He advised them all to slow down in, and approaching built up areas. It was at this point when competitors started gleefully telling us how many tickets they had collected to date.

The autotest type test for the last day caused much consternation. Carlo had booked the veterans park and left Nigel and us to work out what to do with it. Nigel, David, Gavin, Paul and myself had already been out to look at it on the Wednesday afternoon, whilst Dennis and John were taking the extra hire car back. I had suggested a W shaped autotest marked out with cones and Gavin had made some further suggestions for amendments. The total test was between 0.1 & 0.2 miles. Whereas the other tests had been in dead time effectively between the lunch in & out controls this one was to be in the road timing for the day, which remember was already timed at 55 mph. A number of competitors had complained to all of us that they believed this to be unreasonable, and we in turn were trying to persuade Nigel to place the test outside the road timing. He decided not to. Dennis and I were also trying to convince him that his decision meant Gavin's suggestion of a garage at the end of the test and reverse out from it and then drive back through the test in the opposite direction would take a sufficiently long time that it would not be possible to put a car into the test every minute. This remained a major requirement as the test was still within road timing. Also the restart each day after the first day was in reverse classification order, meaning the winning crew was the last on the road and any delays which would be cumulative would affect the leading crews the most. But Nigel said "Its only 0.3 mile". Then he worked out the sums that we had already done, realised at a 20 average it was going to take over 40 seconds and gracefully conceded. The competitors would go through the "W" just the once.

The weather changed for the last day at Bolton Landing. The rain had gone, the sun arrived. It was hot. The test was about a mile from the HQ in an urban area with traffic lights on route. The 1<sup>st</sup> car took 2 minutes 48 seconds to reach me. I hit the freeze button on the clock to lock the red light on the traffic lights, I didn't think he would be ready to start in 12 seconds. Carlo felt differently and was literally breathing down my neck. The ironic thing was the fact that he wanted to talk to every driver before they did the test was one of the reasons why the 1<sup>st</sup> driver would not have been ready in 12 seconds. I released the freeze on the clock and put the first competitor into the test 1 minute 12 seconds after he arrived. As the time ran on, I was glad I had been liberal with the sun cream, particularly when I later noticed how red David's arms were from the sun. One crew wiped up a huge number of the cones, and both Carlo and one of Nigel's employees went into the test to replace cones. I held the next crew for a minute. Carlo was not amused, went to see Nigel, and I was told no matter what, put a crew in every minute. The whole problem was that the test was in road timing and the odd minute here and there was cumulative for the later crews. For the next crew that took out cones, I did as I was told and let the next car in whilst Carlo was still replacing the cones. He was out of the test before the car reached him, but I couldn't help thinking it would have been much better if the test had been outside the road timing. Our stunt lady took a whole stack of cones with her, leading Paul once again to describe the performance as a cunning stunt, - I think.

The meal on the last night was on a paddle steamer during the course of a trip around Lake George. We were bussed to Lake George village to board the steamer. More comments were made about the sexual orientation of Nigel's employees. At one stage another steamer was seen approaching whilst these gentlemen were out on deck. Gav shouted pirates to starboard. David made some comment about the Jolly Roger being raised, which led to a retort from Gavin about the Roger being on the deck - at least I think that's what he said! The awards were presented on the boat. Given Americade, at around 11:00 pm as you might imagine Lake George was full of bikers around town. As we were

being taken back to rally HQ on the coaches there was much banter between the bikers and the Ferrari owners. One Ferrari owner was heard to yell through an open window "Kiss my ass". This prompted David to comment that might not be a good invitation with some of the present company!

All the non Ferrari staff left at 7:00 am the next morning (Sunday) for the drive back to Albany. We were all catching flights there. Nigel and his entourage to Newark and then Orlando, the rest of us back to the UK via Newark. The only thing was that the Brits had taken Nigel's offer of an evening flight back to the UK so as to be able to sightsee around New York during the day. It was Puerto Rican day. We took a bus from Newark to the Port something or other bus station in New York. It's the first multi storey bus station I have ever seen. We took an open top bus (right hand drive ex UK) for the three hour down town trip. It was here that Dennis used the phrase "senior citizen" that I used earlier in this piece whilst buying his tour ticket. New York bus companies don't apparently give discount to senior citizens though. The weather was very hot, the sun brilliant, but the trip was well worthwhile. Puerto Rican ladies are large and the native dress appears to be skimpy. This led to much taking of photographs, with buildings of interest in the background you understand.....

Our trip finished all too soon and then it was back by bus to the airport. We said goodbye to Dennis who was staying on for another fortnight and to John and Paul who were going back to Gatwick. I now had all the remaining clocks in my hand luggage as the metal case with two new clocks and the traffic lights and beam had gone with Nigel for onward transfer to Mexico. As I went through Security and they X rayed the bag, the lady attendant on my channel asked me what I had in my luggage. I explained that they were rally clocks. A colleague of hers joined us and asked to see them working. I couldn't get either of the two clocks I tried to start up. I wondered what I was going to do, when David appeared from the Secure side to assist. David had the note pad PC and Gavin had the bubble jet printer. David had been with Gavin going through another channel where Gavin's spray had set off the alarms, and had stayed whilst Gavin convinced them he wasn't a terrorist. Gavin had gone to the trouble of having his hair cut and beard trimmed before the trip to help convince people he wasn't a terrorist. I think it was meant to be a Kenny Rogers look. David had realised by now that little brother was also having problems with Security! He got the two clocks running and then gave the two security ladies, one of whom was rapidly losing interest and soon left us, a lot of spiel about the clocks. When I cleared security I asked why the long conversation. He replied "Because in your bag is the development clock, I discovered the night before last when I tried to set it as the spare that it has expired, and even I can't make it go. I thought it would be as well if she was bored before she asked to see that one started up!" The weather broke with an amazing thunderstorm as we were waiting for take off. Newark had 92 planes loaded on the runway waiting to go 19 of which were big overseas jets. When the storm subsided slightly, but still with lightning they started pumping out the overseas jets but holding the domestic flights. We had a deja vu feeling. They got approximately 1 flight out every three minutes with one out from JFK and La Guardia in the intervening minutes. Air traffic control is centralised for all three airports because they are so close together.

Would I go back again? You bet, if the invitation comes I'm going, that holds for all six of us.

Ian James.

## Beaulieu

- The Montagu Motor Museum began in 1952, when Palace House, Beaulieu, was opened to the public with five veteran cars on display. It was founded in memory of John Douglas-Scott-Montagu, 2nd Baron Montagu of Beaulieu, the present Lord Montagu's father, who was a pioneer motorist. He purchased his first car, a Daimler, in 1898, and his second car, the first 4-cylinder British Daimler in 1899.
- In 1959, the new Montagu Motor Museum building was opened by Lord Brabazon of Tara, almost 7 years to the day from the initial opening of Palace House. At the ceremony were, amongst others, Stirling Moss, Tony Brooks and the late Raymond Mays and George Eyston.
- In the late 1960s, the Charitable Trust was formed with the purpose of building and running a new Motor Museum, The National Motor Museum. The Museum opened on 4 July 1972, the opening ceremony being performed by the Duke of Kent.
- The Museum, open every day of the year, tells the story of motoring on the roads of Great Britain. Besides cars, there are collections of motor cycles, commercial vehicles and racing cars.
- A Reference Library, a Photographic Library and a Film and Video Archive are available for use by students, enthusiasts, authors and researchers alike.
- The National Motor Museum has a Friends organisation with adult membership costing £25.50 per annum, of nearly 1,800 members.
- Further information: Visitor Enquiries tel. 01590 614639.

Contd on page 11

## SUFFERING FUELS GLADLY

**T**wo facts: 1. A Swedish friend suggested recently that fuel economy may become a feature in motorsport over there because of the weight of the environmental lobby.

2. A re-union for Economy Run competitors, organisers and marshals held by the Hants & Berks Motor Club earlier this year attracted a huge turnout.

Add one and two together and you don't get the formula for the missing gene which prevents men from putting down the seat afterwards, instead I think you get an idea whose time has come, and an opportunity for one or two forward thinking clubs, namely to resurrect the economy run idea.

I know the ever resourceful Historic Rally Car Register runs a Cotswold Economy Drive but I don't think anyone is putting on anything to match the scale of the old runs.

The Cheltenham Motor Club ran economy events from '53 to '54 in which notable names like Bill Boddy and Holly Birkett took part — when those two were in a 2CV they opened the doors to use as sails whenever there was a following wind! Classic lateral thinking.

When Cheltenham gave up, Hants & Berks jumped in and, by lucky chance, approached Mobil UK just when they had been told by the USA to start something to

mirror their American events which dated from before the war. So H&B were pushing at an open door. Under them, the event became an important feature of the calendar and I can remember people having to scurry to find a suitable car in order to get an entry — obviously Mobil didn't want too many of the same model.

Nor did they want ludicrously high economy figures because they thought their petrol buyers would expect the same, and anyway very high figures made it all look a little unreal.

So out went freewheeling (and opening doors on the move) and in came very strict scrutineering and very accurate measurement of fuel used. As several of the H&B people were involved with Farnborough, it was perhaps not surprising that there was a formula to decide results while, to stop cheating, observers were carried. I navigated in a Fiat 600 one year when it was probably the smallest car in the Run and we drew the heaviest observer for the section which included a run over the Wrynose and Hardknott Passes. Happy days, albeit somewhat perilous ones.

There's no fuel like an old fuel you may cry and wonder what all this has got to do with motor clubs today.

Well, every time that nice man in Number 11 puts up the tax on petrol, more people become concerned about

economy and comment on just how expensive it is to fill up a car. In fact, whenever I think of the 15 gallon tank on the Dellow, I wonder whether to fill it... or walk and use the money to write off the debts of a small emergent nation instead.

I reckon a club should try an economy event. Start from a filling station, have all cars filled by the same person, put them all over the same route — over give and take conditions — either back to the same station or perhaps another in the same chain (might be possible to get the fuel free at the end as 'sponsorship') where the same person fills them up. Then announce results not by any formula but by 'pence per mile'. That way, the type of fuel used (which could even be diesel) wouldn't matter because the cash readings on the top up pumps at the end, divided by the official mileage, would give a pence per mile result on which to base the awards. Actual mpg could also be quoted but I reckon pence per mile would grab most attention because few people take in how horrific it can be.

Easy to run, likely to attract large entries, environmentally sound, a good publicity generator (invite local journalists to take part) and, not least, clubs would be seen to be making an intelligent contribution to the endless debate about motoring... if a club ran with the idea I reckon it could become as important nationally as the Mobilgas Economy Runs were all those years ago. I rest my case.

Stuart Turner

## AUTO SCENE

REVIEWS FROM

**THE MOTO NEWS**

**Michael Schumacher — The Ferrari Years.** Published by Haynes, priced at £14.99.

Love him or loathe him, Michael Schumacher is possibly the greatest Grand Prix driver of the modern age. With two drivers championships won already, the German is always a tough proposition in a race situation thanks to his blistering pace and carefully honed skills.

Although 'Shuey' hasn't been able to add a third title to his already impressive list of F1 achievements, his championship prospects with the Ferrari team have improved with every race, and with a great deal of his input, the Prancing Horse has now become a consistent race winner and a team to be feared.

A new book by Haynes, traces the struggle that Schumacher has had to endure in the last four years, in his quest to make Ferrari a title winner for the first time since 1979.

The book captures the developments of

the team's cars, offset by the input of Schumacher himself, balanced by the opinions of leading team personnel like Ross Brawn and Rory Byrne.

As well as Ferrari's impressive return to prominence, the book also captures the heartache of last year's British Grand Prix, when Schumacher's season ended just as it was beginning. After breaking his leg, Schumacher had to cope with the trauma of getting back behind the wheel and proving to everyone that he was still supremely fit and capable of winning.

Aided by some wonderful examples of F1 photography, this book captures the latest chapter in Schumacher's F1 career from an interesting angle that focuses as much on the German's motivation to become a race winner with Ferrari as his skill behind the wheel.

**Ken Tyrrell Surviving Formula One**  
Available from Duke video (01624

640000), priced at £12.99.

For three decades he graced the Formula One paddock, tending to his racing cars with a fondness, only usually attributed to fathers who've just opened up to their paternal streak. He owned his own team and enjoyed a great deal of success in the 1970s, winning two world championships with Jackie Stewart along the way as well as shaking the F1 world with the launch of his six-wheeled P34.

Who is this great man? Ken Tyrrell of course.

Unfortunately 'Uncle Ken' doesn't have much to do with F1 nowadays after selling the Tyrrell name to a certain success-hungry conglomeration headed by Craig Pollock.

This new video from Duke possibly the final installment in the Tyrrell dynasty traces the events of every season that Tyrrell cars have lined up on an F1 grid. An accurate portrait of the man himself as well as to his team, the video gives the Tyrrell story much more depth with the use of archive film and race footage in addition to present day interviews with Ken and his wife Noreh, who fondly reminisce about experiences with past drivers

including Jackie Stewart, Jody Scheckter and Martin Brundle.

From shots of the first ever Tyrrell racing car being built in total secrecy in a shed to the sad sight of Ken and his wife strolling through the deserted Tyrrell factory after it finally closed its doors at the end of 1998, you'll soon find yourself subscribing to Jackie Stewart's personal theory on the great man: 'This sport would better by a million miles if there were more Ken Tyrrells in it.' Here, here.

## COD FILLET QUIZ



1. Which three F1 teams had their maiden victories with Don Garney at the wheel?
2. Vauxhall 30/98 engineer/designer Pomeroy later worked for a rival car company... who?
3. Which car manufacturer offered the first five cylinder petrol engine car and when?
4. Which car was named after a mannequin at Selfridges?

ANSWERS ON PAGE 11

## Rally Safety reviewed

Progressive development for new special stage rally drivers, improved event organisation and better information for spectators are among the changes recommended by the MSA Rally Safety Study Group.

Created by the governing body of UK motor sport, the study group examined every aspect of rally safety, including vehicle regulations, organising rules, and the protection of spectators, officials and competitors.

The study group's main recommendations, which must be considered by the rule-making Motor Sports Council, were as follows:

New drivers in stage rallying should serve an apprenticeship, to enable them to learn the sport in a controlled manner.

A Starter Pack for every novice stage driver, including a new video covering safety in rallying, plus video material from the Motorsport Safety Fund about first aid, driver preparation and personal equipment.

A 'beginner' licence for drivers new to the sport. Rally cars for beginners would be limited to 2-litre, two-wheel drive, with the navigator holding a valid MSA licence. Signatures would be required to upgrade to National B status (one signature may be earned from supervised marshalling on a stage rally; another may be earned by completing a course at any BARS rally school).

A formal Safety Plan should be mandatory for every special stage rally, with a sample plan available from MSA to help smaller clubs.

A Safety Officer for every stage rally, involved in event planning from the start.

MSA should include Safety Officers in future training programmes.

An MSA Steward appointed for every stage rally, with a role revised to incorporate event safety.

Only tyres with moulded tread patterns should be permitted.

An organiser should cancel a special stage if spectators refuse to follow instructions. Rally cars should run slowly through the stage, making it quite clear why it was cancelled.

Better advice for spectators should be supplied by MSA, based on the message "stand where it's safe".

Marshals should receive adequate training, including advice on how to handle difficult spectators.

Chase cars should be banned.

All refuelling should ideally take place at commercial filling stations, or be limited to specific areas, properly marshalled and with the necessary safety equipment.

Competitors should be encouraged to learn about first aid. A video has been commissioned by the Motorsport Safety Fund and the MSA is urged to supply this to all organising clubs.

The Safety Group also suggested topics for future consideration by other bodies, such as the Rallies Committee and the Rally Championships Steering Group.

Such topics include banning more powerful cars from lower-level events and championships (for example, World Rally Cars might be allowed only on British Championship events), the creation of a national database of rally marshals, the formation of a Rally Spectators Club, changes to stage layouts, incentives for marshals and organising clubs and improved safety measures for road rallies.

## Network Q Rally promises safer spectating

Spectator numbers on the Network Q Rally of Great Britain (23-26 November) will be limited for the first time in the event's

history, in a bid to improve safety on the stages and to offer better facilities.

After consultation between the organisers (MSA), the Forestry Commission and the Police, it has been decided that admission to all special stages will be restricted to passholders.

Jonathan Ashman, MSA Director of Major Events, explained: "The increasing popularity of World Championship rallying means that, for safety reasons, we can no longer allow unlimited spectator access to our stages.

We must limit numbers according to the capacity of each venue and the availability of officials.

"The Forestry Commission will therefore close the forests to normal public access throughout the rally, with admission only at official entry points and only to passholders.

"We recognise that today's spectators expect value for money, so we are devoting time and money to improving facilities for the paying customers. We intend to supply clear signposting, organised car parking, toilets and catering at more venues than ever before."

Three types of pass will be sold, with a limited number of tickets available on the day (price £10). If advance sales at any venue prove popular, MSA reserves the right to offer no tickets at that venue on the day.

The 2000 Event Pass (£45) offers access to all stages on all days, plus entry to the Network Q Rally Show in Cardiff, exclusive access to Rally Headquarters and a free copy of the Official Programme.

The Day Pass (£15) offers access to every stage on any nominated day. Both Event and Day passes can be booked on the Network Q Hotline (tel 0132 785 0291) or on the official website ([www.network-q.co.uk](http://www.network-q.co.uk)). Only credit card sales will be accepted.

Children under 8 years old who are accompanied by an adult will be admitted free; children between 8 and 15 will pay half price.

Facts about... Contd from page 1

Friends Information tel. 01590 614650.  
Reference Library tel. 01590 614652.  
Photographic Library tel. 01590 614656.  
Film and Video Library  
tel. 01590 614664/ 614657.  
Fax No. 01590 612655.  
E-mail: [nmmt@compuserve.com](mailto:nmmt@compuserve.com).  
Website: <http://www.beaulieu.co.uk>

## TECHNICAL TIPS

SUPPLIED BY  BARS

## Tappet and see!

A reader has asked me a question which does come up from time to time: "Why do we have tappet clearances?" A popular theory is that clearance allows for expansion in the valve train because without it, the valves would be held open when the engine reached full running temperature.

A follow on from this theory is that you should set your tappets to 'zero' clearance with the engine hot, since all expansion will have taken place by then.

Sadly people who adhere to this theory have got it all wrong. The tappet clearance is there in part to allow for expansion, but mainly to set the timing of the cam. The tappet gap will depend on the length of the initial lifting ramp designed into the camshaft. Normally this will have a little lee-way in the setting and you can experiment a little with tappet clearances to see the effect on the engine.

With my own cams I have measured an increase in duration of ten degrees for just a two thou change in tappet clearance. But you have to know the cam. If you close the gap down too much the cam will start lifting on the 'quietening ramp' which it was never meant to do.

If you have no tappet clearance, this is exactly what you get and performance and cam life will suffer.

## QUIZ ANSWERS

1. Brabham, Porsche, Eagle
2. Deimler
3. Audi 1977
4. Triumph Gloria 1934 ("Miss Gloria")



## High Performance



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## TRUMPET THE VOLUNTARY

**I**T WAS a fairly typical dinner, 100 or so people in tables of ten, the usual three course meal. Then, in his speech, the chairman pleaded with people to volunteer to do a couple of key jobs on the committee including, surprise, surprise, the press officer's post. He also pointed out that their last AGM had had to be cancelled because not enough people had turned up to form a quorum.

Sounds familiar? A typical motor club? Well, not quite. In fact it was the annual dinner I attended of a professional association of engineers. It illustrates a growing problem – how to get people involved in things, and it's a bigger issue for our sport than for most other activities because ours simply couldn't exist without volunteers. Even the *Wheels* operation is a kitchen table one (sorry about the soup stains on the last edition).

You don't have to be a Luddite to wonder what happened to the glowing promises that the computer was going to give us all untold leisure time. Exactly the opposite seems to have happened and you now hear much about stress and the need to make maximum use of any leisure time. 'Quality time' is the current jargon I believe.

So how do we solve the problem of finding volunteers to serve on club committees and to marshal on club events?

Well Susan J. Ellis, author of *The Volunteer Recruitment Book*, who has been lecturing over here, has looked at the many and varied reasons why people volunteer – if you are looking for helpers it helps to know what motivates them. She cites for instance: to gain leadership skills. In this connection, maybe we should make more of how people develop through their efforts in the sport. Many of the thousands employed in motorsport are on the PR and marketing side – involvement with a club magazine does no harm on your CV if you want such a job.

Then there is 'to make new friends', 'to do something different than their daily job' and 'for fun'. Well, I reckon motorsport can walk tall as far as those are concerned, as it can with another reason why people volunteer: 'to become an insider' – you can't become much more of an insider than being a marshal.

Perhaps more significant is Susan Ellis' analysis of why people stop volunteering. Of the top 10 reasons based on research, tenth was that the reality of their experience was not what they expected when they signed up. I guess this simply means making it clear that flag marshalling at Pembrey rarely involves dining with the Schumacher brothers.

There isn't space for all 10 reasons but

eight is that veteran volunteers wouldn't let them into their 'insider' group. So no cliques. Make newcomers feel part of the team.

Other reasons listed in the Top 10: they made a suggestion that was not acted on or responded to, and the atmosphere was impersonal, tense or cold. Well, for sure the atmosphere can get a bit tense in our sport but it needn't be impersonal or cold.

Second most voiced reason for packing in? No one smiled at them! Not surprising I suppose because if you're looking for quality time you won't find it among a bunch of miserable hermits arguing about their times.

And top of the turnoffs? Something of a surprise perhaps – volunteers felt underutilised. Difficult to know how you keep people gainfully occupied while waiting for the first car on a rally to arrive but I suppose we could work up a Marshals' Nude Line Dance Display Team to give displays for pensioners and build community relations at the same time. But then there's oil that gorse on so many stages. Whatever, it's clear that making people feel fully involved will help to keep them on board.

I'd add one other reason why people stop helping – nobody says 'thank you'. And that's just about the easiest thing of all to do. In which spirit, thank you for reading this far. *Stuart Turner*

Facts about...

## The Scottish Rally Championship

- The main championship comprises eight rounds, seven in the forests and one on tarmac. There is also a six round championship for 1300cc cars which offers reduced entries on some events.

- The season runs from February to October. All events are one-day, national B events with competitive mileage varying from 45 to 65 miles on the forest events and over 100 miles on tarmac.

- Six of the events take place across the southern regions of Scotland and one event actually ventures across the border into Keirder.

- Scottish Champions over the years include Bryan Lyall, Andrew Cowan, Drew Gallacher, Ken Wood, Murray Grierson, Andrew Wood and of course, Colin McRae, who now sponsors one of the rounds of the championship. Jan Burn, in a Metro 6R4, is the reigning Scottish Champion.

- Bucking the trend within national stage rally championships, Y2K registrations are up on previous years, with almost 190 competitors registered, over 100 of which are drivers.

- Within the extensive awards list, there are trophies and incentives for competitors resident outside Scotland. Regular and occasional competitors from beyond the border include Steve Barnister, Pete Lither, Brian Bell, John McKeown and Trevor Moore.

- Registered competitors enjoy a monthly newsletter, the highlight of which is an irreverent in-depth report from the cynical

*Contd on page 2*

## AUTO SCENE

REVIEWS FROM  
**THE MOTO NEWS**

**LAT Photographic, Postcard Offer**, PO Box 280, Sittingbourne, Kent ME9 8FB. Price £4.95 per set.

Thanks to a brand-new set of Postcards from LAT Photographic, the drama of Grand Prix racing from the 50's and 60's has been brought back to life in a new two-piece set of postcards, that will leave you stovring the classifieds for a time machine.

Decked out with top quality images plucked from the depths of the photographic archives, each set contains nine postcards that evoke the memorable images of grand prix racing of the time. Each black and white card also boasts a short description and date reference on the reverse which links each image with the memorable event in question.

A particularly pleasant postcard from the 60's set, is an image of Jim Clark consoling Dan Gurney after the American's car prematurely ran out of fuel at the 1964 Belgian Grand Prix. This moment

encapsulates the friendship and gentlemanly rivalry that existed within the sport at that time beautifully. Something tells me you wouldn't see Schuey and Hakkinen perusing over a similar fate!

The first in a series of two classic collections, these cards are sure to appeal to both nostalgic motorsport fans and collectors alike with a price tag of only 50p a card.

**Super Series Volume 2**, £12.99 from Duke Video (01624 640000).

Originating in the USA in the 1950s, Drag Racing became a coveted national pastime.

The British scene is massive, and the latest offering on the video market which captures the best action from this side of the pond is coverage of the 1999 Avon Park Super Series which is made up of five rounds and encompasses every category of Drag Racing on both two and four wheels. Turn the volume up loud and hold onto your holiday money because this video will

take you for the ride of your life – albeit without leaving your living room, but hey, who cares!

Made up of footage shown on Sky Sports during the year, this is a professionally put together tape which includes a lot of coverage never seen before. Therefore even if you did see the Satellite programmes, you're still in for a large helping of action that will send your adrenaline levels rushing.

The two-wheeled Drag racing angle is encapsulated by the top-fuel drag bikes which easily exceed the 200 mph mark thanks to engines which produce in excess of 1000 hp. There's no steering, all you can do is lean. Believe me, this is the last thing on earth that you'd ever want to try getting your leg over!

The action from the four-wheeled racers is equally spectacular, whether the racing is of the relatively modest Street Eliminator variety or the heavy weight action in the top-fuel Dragster and Funny Car classes. These machines are absolute monsters and can cover the quarter mile track in under six and a half seconds at a top speed approaching 300 mph. If you want to

know what the drivers of these machines have to do to keep these highly charged bullets in a straight line then the on-board camera footage will tell you.

Drag Racing is the fastest form of motorsport in the world and although it's all over in less time than it takes to retype your name and address it is the most spectacular form of racing you're ever likely to see. This is a video that will definitely make the hairs on the back of your neck stand on end – and legally as well!

## COD FILLET QUIZ



1. Where, when and who drove the F1 Shadow-Ford to it's GP victory?
2. The coachbuilding firm Mulliners were once taken over by which light car maker?
3. The 1928 TT held at ARDS... Who won and what was unusual about the winning car?
4. Name the drivers/co-drivers of the factory team of Riley 1.5's in the 1958 RAC Rally?

ANSWERS ON PAGE 2

## International clothing

The FIA has cancelled its regulation which required rally drivers and co-drivers to wear flame-resistant underwear, balaclavas, socks, shoes and gloves on international rallies after 1 June 2000.

Competitors are, however, still required to wear FIA-approved flame-resistant overalls. For all British rallies, MSA regulation Q9.1 applies as published in the current British Motor Sports Yearbook.

Any questions should be directed to the Technical Department at Motor Sports House.

## Extended life for rally cars

Six popular Group A rally cars whose international homologations expire on 31 December 2000 will be offered a new lease of life on the British Rally Championship.

All six homologations will be extended for British Rally Championship events until 31 December 2002. Specifications will be 'frozen' exactly as published in their latest FIA Homologation Papers.

The six cars are: A5467 Audi Coupe S2, A5466 Ford Escort RS Cosworth (including Escort World Rally Car), A5448 Lancia HF Integrale, A5415 Mazda Familia 4WD, A5473 Mazda GT-R 4WD, A5375 Vauxhall Nova GTE.

MSA notes that Group A homologations for early versions of the Toyota Celica and Subaru Legacy are due to expire on 31 December 2001.

These cars will also be permitted on

British Rally Championship events until 31 December 2002.

## Tobacco advertising

Tobacco related advertising, already forbidden from all televised events under a voluntary agreement, will be formally banned from UK motor sport events from 1 January 2001. This was ratified by the Motor Sports Council in June.

The Admin Committee proposed that tobacco adverts be prohibited from all competing vehicles, their support vehicles and any other form of equipment directly connected with an entrant or competitor.

However, any car which can be proved (by way of its history, through its chassis number via the FIA Historic Vehicle Identity Form), to have run in a particular livery will be allowed to continue to display that livery in the same colours and original size of logos.

## F1 Calendar

The FIA has released a provisional calendar for the 2001 Formula 1 World Championship:

- March 4 Australia (Melbourne),
- March 18 Malaysia (Kuala Lumpur),
- April 1 Brazil (São Paulo),
- April 15 San Marino (Imola),
- April 29 Spain (Barcelona),
- May 13 Great Britain (Silverstone),
- May 27 Monaco (Monaco),
- June 10 Canada (Montreal),
- June 24 Europe (Nürburgring),
- July 8 France (Magny-Cours),
- July 22 Austria (Spielberg),
- August 5 Germany (Hockenheim),
- August 19 Hungary (Budapest),
- September 2 Belgium (Spa),
- September 16 Italy (Monza),
- September 30 United States (Indianapolis),
- October 14 Japan (Suzuka).

## REGIONAL COMMITTEE

The second meeting of the year opened with updated reports on the MSA website and opportunities for its further expansion, the Club Development Fund, the FIA to be Champion rally initiative and Ann Parker's regional association development project (writes Bob Milloy).

Topics covered by verbal reports from the Off Road, Safety and Rallies Committee delegates included: Tyro trials and proposals for Junior trialling, competition safari speeds, the use and availability of rescue units, radio controllers, route notes on multi-use stage rallies, chicane signage, the form and presentation of road rally route information, and various proposed competition and vehicle regulation changes.

The coverage and interpretation of MSA information in various publications was discussed, with concerns expressed for appropriate accuracy where proposed regulation changes are being notified.

John Richardson summarised the Rally Safety Group's independent report, on which written comments were invited (to be directed to Colin Hilton at MSA).

Details of the Inter-Association events were given, including an autocross, a road rally, the second running of both the off-road trial and the forest stage rally challenge (clubs and regional association delegates will be sent information on all these events).

David Kersey submitted his Motorsports Facilities Unit report, which included reference to the Countryside & Rights of Way legislation and to the Minister for Sport, Kate Hoey.

The meeting concluded with discussions on items submitted by individual associations, including the desire for maintenance of regional diversity in national rally championships, options for extending licensing of voluntary officials and proposals for avoiding recent problems with the issue and an event presentation of MSA competition licences.

Facts about... Cont'd from page 1

pen of the championship co-ordinator, Robert Berk. The newsletter and lots of other useful information is contained within the championship web-site at

[www.scottishrallychampionship.co.uk](http://www.scottishrallychampionship.co.uk).

• There is regular TV coverage of the championship, with half-hour features broadcast across Scotland and on Sky after most events.

## TECHNICAL TIPS

SUPPLIED BY  CARBS and CAR CONVERSIONS

## Keeping tabs

A reader wants to know if those little stick-on heat indicator tabs actually work, as in: are they accurate?

You often see them stuck on cylinder blocks and gearbox cases where the panels are supposed to change colour as the surface temperature goes up.

I recently conducted a few tests with my tyre temperature probe and concluded (wrongly as it turned out) that they aren't accurate at all.

My mistake was in using a tyre temperature probe, which is a submersion probe, on a heated surface.

A couple of heat indicator tab manufacturers took me to task on this one and showed me how the tabs are tested under laboratory conditions.

I had the back of my legs slapped in no uncertain terms. I am told that some people pay good money to be treated in this fashion but I didn't find it a pleasant experience at all.

Basically, I didn't know enough about surface heat to realise that a submersion probe loses a lot of heat from one side of the thermocouple when it isn't submerged.

When checking tyre temperatures I now make sure I get well under the surface of the rubber with the tip of the probe to get an accurate reading.

In answer to the question, yes they are deadly accurate and usually to less than 1 per cent.

## QUIZ ANSWERS

1. Austrian GP, 1977, Alan Jones
2. Calthorpe of Birmingham
3. Kaye Don in a S/t Hyper Leo Francis with Front Wheel Drive
4. Nancy Mitchell and Joan Johns Ken Lee and Archie Sinclair



## Castrol Event Support Material including items such as:

- ☒ marshall's tabbards
- ☒ marshall's arm bands
- ☒ direction arrows
- ☒ rally tape
- ☒ signs (caution, no-entry etc.)

### Order forms available from:

Castrol Publicity Distribution Centre, Unit 2,  
3 Sheldon Way, Larkfield, Aylesford, Kent ME20 6SF  
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