

North Humberside Motor Club Ltd



Magazine
September 2001

Welcome to our September Magazine, after doing Newsletters for the last few months, I think I have just about got enough material for a Mag.

The Foot and Mouth situation is still not resolved, and our sport is still very restricted . Although lots of events have taken place, especially Single Venue Rallies.

I have had a E mail from Vernon Quaintance, he is operating a Web that lists E mail address's of Radio Operators, including Rescue and Recovery. I f you want to be listed send your Call sign to <mailto:canary3@86radio.net> with your Radio call sign and E mail address

Congratulations!

A little bird has told me, that one of our well known Autotesters, who is renowned for his calm and gentle driving technique, has reached the ripe old age of 50. Oh well me next!.l

Dunlop Rally Tyres

I see in the latest MSA Club bulletin , that competitors on Special Stage Rallies can still use Dunlop Factory cut slicks until the 1st of October. It appears there is a industrial dispute at Dunlop delaying the manufacture of acceptable moulded tyres.



The winning Metro 6R4 of John Bogie/Dave Patterson on Leconfield

Cover Picture

Craig Dykes/Plug Pulleyn getting a little too high on the yump on the Seaking Stages on Leconfield,in their class winning MK2 Escort

Picture coutersey of Mad Video

Larkspeed

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

LEAGUE 2001

After moving up to 2nd Place overall after the Armstrong Massey, Round 6 was a Autotest held on 19th August (Same date as our Leconfield event). , we had no entries in this and we dropped to 3rd Overall

Top Ten Clubs

Ilkley	1294.7
Sporting Escort Owners	1044.9
North Humberside	809.1
Y.S.C.C	772.7
Airedale & Pennine	768.1
Beverley	739.6
Huddersfield	737.2
Alwoodley	551.5
York	445.1
Sheffield & Hallamshire	377.0

There are 4 more rounds left

The Lookout Stages on Melbourne on 9th September

York Autotest at Tockwith on 16th September

A Road Rally by Sheffield & Hallam on 29/30 September

Final event (new event) Autotest by Alwoodley venue TBA 4th November

Larkspeed League Prize Presentation at Pontefract on Saturday 24th November.

Obituary

It is with deep sadness that I have to announce the death of Liz Young., Liz will be known to all who marshal on Rallies, as a stalwart of Malton Motor Club and organiser of Marshal's training days. She will be sadly missed.

THE BRITISH MOTORSPORT MARSHALS CLUB

- The BMMC lays claim to being the largest organisation for motor sport marshals in the world.
- Founded in 1957 with the aim of providing training and making it simple for enthusiasts to marshal at a range of events, the club has expanded to provide a range of other services, including insurance, reduced price regalia and equipment.
- A National Newsletter is published every quarter and the club has its own Web site - <http://www.marshals.co.uk>
- Safety - for competitors and spectators as well as marshals themselves - remains a key priority for the club whose system for recognising marshals' skills became the foundation for an MSA scheme for all clubs organising race meetings.
- The club has expanded its sphere of interest and now has members performing a range of roles at kart meetings, hill climbs and sprints.
- Rallying is another important area of interest for the BMMC, so much so that it has a separate section which provides a similar range of service and recognition of experience for marshals whose main interest is in rallying.
- Members marshal for anything from as few as a couple of days a year to more than a hundred and, while the bulk of its membership is

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THE MEAT OF THE MEET

A Wheels reader (I knew if we published long enough we'd stumble across one) reckons I underplayed the importance of 'the meeting' when writing recently about trawling for sponsorship. Fair comment because the aim in phoning or writing to potential sponsors should be to fix a meeting; no sponsor - well, no sponsor with any sense - is likely to commit without seeing you.

So, with a meeting fixed, how do you make the most impact? By planning and taking it all very seriously; if you are slapdash, you are signalling that either your pitch or the person you are approaching isn't important - not the way to make friends and influence people. Consider: if you are hoping for sponsorship for a ten event championship, then it follows that a meeting to land support is ten times as important as any single event.

When you've decided what you've got to say, establish who should say it; if it's a club making a pitch, this needn't be the chairman if someone else is more persuasive, while if you have someone who is a bit abrasive but a great character 'once you get to know him', leave him out of the meeting.

Once you've established who should attend a meeting (and avoid going mob handed) I think it's worth appointing a leader; he or she should have a signalling system (perhaps by scratching an ear) to indicate that a speaker should shut up; hitting them over the head with a chair will have a similar result. Many done deals have been *unsold* at the last minute through people rabbiting on too long.

The team should run through their pitch but not rehearse to the point where it becomes stale; if in doubt shorten it. Then all you've got to do is make the presentation and drive away with the cheque.

Not quite. There's one other thing to consider: visual aids. I've put these last because they are the least important. Your words have to convince; if you need pictures to prop them up then they're perhaps not strong enough.

Nevertheless, illustrations may still help but do practise with whatever system you plan to use to show them. 35 mm slides are long established but have an uncanny way of getting out of order or upside down; I've seen both happen in the last couple of weeks. Computer generated and operated slides are more sophisticated and foolproof aren't

they? Pull the other one. Within the same two weeks I've seen a recalcitrant system reduce an audience to hysterics. The laughter was largely due to the fact that the pitch in question was about the hi-tech services being offered by the presenter!

Such disasters reinforce my view that if you only face an audience of half a dozen or so, a simple series of flipover illustrations is as good as anything. Such a scheme is more flexible than the others because you can cut things by turning over a few at a time and you don't have to grub around looking for a power point or erecting a screen. Foolproof? Well, I thought so until I recently set up my folder with a flourish ... then watched it unfold because I'd forgotten to fasten a retaining strap. As it collapsed it naturally knocked over the marketing director's coffee; it didn't help that she totally misinterpreted my fumbling attempts to wipe it off her dress.

Anyway, when you're through, follow up any promises you made, whether to supply more information or whatever, and then have a debriefing meeting to consider how you can improve your pitch if you have to make it again. You will. *Stuart Turner*

AUTOSCENE

**MOTORSPORT
News**

REVIEWS FROM

CLASSIC

MERCEDES IN MOTORSPORT by Alan Henry, Haynes, £25. ISBN 1 85960 658 X.

This is a chronicle of Mercedes in motor sport, from 1894, when a Daimler V-twin-engined Peugeot won joint first prize in the world's first motor race, Paris-Rouen, to the present day.

Although clearly it has to pander to modern tastes, more than half of the book deals with the glory days up until 1955 when Mercedes pulled out of racing, and the rallying Fentails thereafter, and there are some wonderful images.

Historically, nobody has gone racing more thoroughly than the Swabian company, and this might explain why this hardback leans heavily towards Mercedes PR: its back-door involvement in motor sport for three decades (touring

cars, Sauber) before joining the F1 bandwagon is described as a 'low profile approach', Jaguar driver Hawthorn is blamed for that awful Le Mans carnage, and putting Mercedes badges on cars designed and built by McLaren and powered by Ilmor goes unquestioned.

THE ROLLS-ROYCE PHANTOM II AND PHANTOM III, by Nick Whitaker and Steve Stuckey, from *Complete Classics*, £27.80 inc p&p, PO Box 2004, Coulsdon, Surrey, CR5 2ZP. Tel: 020 8660 9525.

Clearly a labour of love by authors and publisher, these marvellous AS books are designed to fit in the glovebox and are packed with data, registers and a wealth of photos.

The gallery chronicles all the body styles, with fascinating captions. Did you know pop

artist Andy Warhol owned a Phantom III 'Woody', Farina styled a Phantom II for Marquis Demetrio Imperiali or that a 1930 Thrupp & Maberly limousine was converted to a fire tender in Switzerland? A valuable, fascinating release.

PROTOTYPES The History of the IMSA GTP Series by JA Martin and Ken Wells, David Bull Publishing, £49.95.

This hefty 511-page work covers North America's version of Group C, from Brian Redman's '81 championship with the brutally effective Lola T600 to the domination of Juan Fangio II in the All American Racer's radical Toyota Eagle Mk III.

As well as the big guns, the little guys such as Grid, Harrier, Badger, Cougar and the JG/Phoenix all get credit for giving the series colour and variety.

Author JA Martin, aided by Ken Wells, avoids the usual race-by-race chronology, leaving that to the extensive results section, to

focus on the characters, teams and spectacular cars that made GTP.

Martin's text is peppered with interviews from key entrants, designers and drivers perfectly complementing the wealth of photographs. The 500-plus pictures include several big shunts, none more spectacular than Chip Robinson's short flight at Riverside in the Group 44 XKR-7, when he tangled with Doc Bundy's Corvette and Lyn St James' Ford Probe. Amazingly, none of the drivers was seriously hurt.

DUNLOP

COD FILLET QUIZ

1. The book 'Driving Ambition' is whose biography?
2. What does the Ordnance Survey 7th series symbol of a small triangle containing a dot indicate?
3. How many times have Coventry Climax engines powered cars which have won the Constructors championship?
4. In the 1977 Japanese Grand Prix who was the additional sponsor of the SHADOW DN8 cars?

ANSWERS ON PAGE 8

UK in pole position

The first definitive survey of the UK's motorsport industry, commissioned by the Motorsport Industry Association (MIA), shows that the industry contributes almost £5 billion to the British economy and contributes over £2.2 billion to Britain's export earnings, placing it in the top three export earners (excluding financial and other services).

The results were researched by the Universities of Birmingham and Newcastle, Cranfield University School of Management and Henley Management College.

MIA chief executive Chris Aylett said: "Outside the world of motorsport, the size of this British industry and its leading position in the global arena is little known.

"This survey reveals, for the first time, its true economic value, with more export earnings than agriculture and steel combined. It employs some 40,000 people nationwide and is right at the heart of the knowledge-driven economy that represents the real future for this country."

For an industry based mostly on small businesses clustered within 'motorsport valley' - a swathe of southern England stretching in a crescent roughly from Southampton to Norfolk - UK motorsport has achieved startling international success.

Three-quarters of the world's single seat racing car production is British-built, and 80% of Formula 1 World Championship races in the past decade have been won by British-built cars.

The report goes on to examine the opportunities and threats faced by an industry based on complex inter-relationships and

dependent on a constant flow of highly skilled and innovative employees.

"In 2001, motorsport has more in common with the aerospace and IT industries than with the traditional perception of engineering. The survey also shows that if we are to keep our leading place in the field, we have to work harder in areas such as training and education, and the promotion of the industry as an exciting and rewarding career for young people," concluded Aylett.

New promoter for Rally GB

International Motor Sports Limited (IMS), the commercial subsidiary of the Motor Sports Association, has announced the appointment of International Sportsworld Communicators (ISC) as sole promoter of the Network Q Rally of Great Britain.

ISC, media rights holders of the FIA World Rally Championship, will assume immediate responsibility for promoting this year's Cardiff-based event, which starts in the Welsh capital on Thursday 22 November.

Announcing the appointment, John Quenby, Chief Executive of IMS, said: "This is great news for the Network Q Rally of Great Britain. Our appointment of ISC, and their ability to pioneer cutting-edge broadcast technology, reflects our commitment to developing a showcase for rallying in the UK and around the world."

David Richards, Chairman of ISC, commented: "The Network Q Rally of Great Britain has always been one of the most innovative rounds of the World Rally Championship. We are delighted to be able to give our full promotional support to its future development. We will be working hard to dramatically enhance the TV content, revolutionising the programming while retaining the event's fundamental heritage and character."

FACTS ABOUT ... Cont'd from page 1

concentrated in the UK, the BMMC also has members in Europe, North America and Australasia.

• For more information contact Chris Stoddart on 0208 502 9304.

John Quenby added: "We are looking forward to working with ISC to evolve the Rally of Great Britain into one of the most exciting events for those who view it live, on television or through interactive media."

ISC will utilise their own in-car technology to change the way World Championship rallying is broadcast to 4.8 billion TV viewers world-wide.

The 2001 Network Q Rally of Great Britain - the UK's largest annual sporting event - will be the 14th and final round of the FIA World Rally Championship. It is sponsored for the eighth consecutive year by Network Q, Europe's largest used car brand.

Government support for Autosport Show

Government organisation Trade Partners UK will support the next Autosport International Show in Birmingham (10-13 January 2002). Trade Partners supports UK companies trading overseas, with teams at over 200 British embassies around the world. Ticket details at www.autosport-international.com.

Congratulations to ...

David Mosey, first MSA British Champion of 2001, for the autotest title in his Mini Special.

Dave Boulton, who won the marshals' prize draw at the British GP, an expenses paid trip for two to a European GP in 2002.

Welsh Association of Motor Clubs, who presented £1,450 to a fund established for farmers affected by Foot & Mouth Disease in Wales.

by the BMMC

THE best extinguishers for vehicle fires are a dry powder extinguisher to knock down the flames, followed by foam. If you are at a circuit, both types of extinguisher should be ready to hand, but if you are out on a rally, it's not a bad idea to carry your own hand-held extinguisher in your car.

The best extinguisher to buy is an 'ABC' dry powder extinguisher. The ABC refers to the types of fire the extinguisher can cope with.

- Type A fires involve solid materials like wood, cloth and paper
- Type B fires involve flammable liquids like oil and petrol
- Type C fires involve flammable gasses like propane, butane and natural gas.

Some dry powder extinguishers are only 'BC' extinguishers so won't be all that effective if wood catches fire - not much of a problem on a circuit, but on a Rally in a forest...

So, what's in foam extinguishers? Water and some hi-tech washing up liquid. You will often see the letters AFFF on foam extinguishers. That stands for "Aqueous Film-Forming Foam" - aqueous because of the water and film forming foam because the foam forms a film which cools and excludes oxygen from the fire.

Fire needs three things to sustain itself - fuel, which could be anything from dry grass and vehicle trim to petrol, oil or brake fluid; heat, which can come from the engine, a turbo, the brakes or exhaust and oxygen, and there's plenty of that all around us!

Powder extinguishers knock down the fire, excluding oxygen and providing instant cooling, while the foam provides further cooling and seals the site of the fire to stop re-ignition.

The best way to learn about fire fighting in motorsport is to take yourself along to a marshals' training session. Most take place in January or February, before the new season starts, but there are some mid-season sessions too. Details of marshals training are available from the MSA, Regional Associations and racing clubs.

QUIZ ANSWERS

1. Alan Jones
2. Triangulation station
3. 4 times. Cooper 59-60, Lotus 63 and 65
4. Benihana (Japanese steak houses)



First Aid in Motorsport

A new video giving a straightforward guide to first aid for all those involved or interested in motorsport.

It runs for just over 13 minutes and is available at £10 incl p&p from:

MOTORSPORT SAFETY FUND

PO Box 239, West Malling, Kent, ME19 4BL.

Sea King Stages Rally



Leconfield

Yet another successful event, although this time we had some help from our friends at Wakefield & DMC. luckily, I was away on holiday. The event on the day ran without incident and on time. But the hard work was done by the small band who set up and took down the stages, especially until late on Sunday night and on the following Monday. Many thanks to everyone who contributed to the event, but special thanks to Ken Hailstone, Dave Cogan, John Dixon, Ian & David James, Gavin Heseltine. Pete Thackray and John Milner. I don't think many people realise how huge Leconfield is and what a mammoth task it is to set the venue up for the event. We managed to get 73 starters, which was very good considering it was a new event, and took place at a popular holiday time.

HULL SHOW

As mentioned in the last newsletter, and if you get this magazine in time, we are having a bit of a stand at Hull Show, so pop along and see us, its free to get in (I think!), you might even get a beer, more likely a cup of tea.

It is on Saturday 8th September, from 10.00am to 6.00 pm, in East Park, Holderness Road Hull.

CLUB AUTOTEST

We have a club Autotest planned for the 4th November, as there is now a Larkspeed event on that Date, I will have to reschedule the event, details later.

2001 AUTOTEST CHAMPIONSHIP

Provisional results so far.

	January	February	Larkspeed Round 1	Larkspeed Round 2	Larkspeed Round 3	
Howard Everingham	59	56				115
John Taylor	10	50	48			108
Dave Short	10	45	58			113
Roy Heath	49	40				89
Rob White	35	35	37	53		160
Steve Young	39	30	31	30	30	160
Ken Sturdy	54					54
44						44
John Dixon	31					31
Adrian Young	30		30			60



North Humberside Forest Rally

A message from Ian Sadofsky, Secretary of the Event.

I am now actively seeking a Company or Companies (Maybe Yours!) to Sponsor the North Humberside Forest Rally, to help grow the Rally and also publicise and promote a commercial partner who would benefit from Sponsoring one of the top Motor Sport Events in the North of England.

If you have any suggestions of any companies or organisations I should write to please contact Ian Sadofsky

Mobile 07939 511130

Tel 01482 627131

Fax 01482 649934

E Mail ian@sadofsky.freemove.co.uk

MARSHAL'S NEWS



As our John is on holiday, I have just the 3 events listed below, also details of a training evening.

Sunday 9th September Trackrod Look Out Stages Rally
Melbourne sign on 7.30 am

Sunday 30th September Malton Motor Club
Dalby Gravel Sprint

Saturday 13th October Harold Palin Stages
Manby

Radio Training Evening

At Delacy Clubhouse Brotherton at the side of the A1
Friday 21st September at 8.00AM

There will be a bar, and this has been promised to be Radio Training with a difference. Brian Avery and Chris Worboys will be in attendance.

If you are interested please call Avril Clark on 01724 342821, so she knows how many are going. or E mail Superavril@AOL.com

STOP PRESS

Marshals Required for the Dukeries Motor Club Premier Stages and Historic Rally, the Historic Rally is a round of the MSA British Historic Rally Championship. The Rally based at Mansfield is on Sunday 30th September. The event will use four venues all within 20 minutes of Mansfield. If you can help please contact the Chief Marshal Paul Rees on 01623 404114 , or E mail paul@rallymarshal.co.uk.

ANOTHER BELGIUM TRIP

Following last year's attempt at the YPRES Historic rally, organising this years trip should have been straight forward, but Foot and Mouth here might make us unwelcome in Belgium.

No information or regulations were forthcoming, Pat was Co-Driving again so he checked a Web Site but found nothing. A bulletin from the Historic Car Register warned that regs were not being sent out, but would need to be taken from the internet. This being complete Gobblegook to me, I had a friend (Computer Nerd!) down load them for me, he also informed me that about 50 crews were already listed as entered. With a maximum of 40 British Crews and a maximum of 80 in total, time was against us, but lack of correct bank details on the entry form, made paying the entry fee difficult, typically Belgium.

The next hurdle was getting there, last year Gav got an excellent deal with North Sea Ferries, this year the same crossing would have cost more than twice as much and the dates preferred were fully booked. So Dover-Calais got our booking, myself, Pat and Gav would travel Sunday, because recce was only allowed Monday & Tuesday. The second wave of Ken & Dave would travel on Wednesday night by North Sea Ferries and travel back with us the following Sunday.

The car was fettled having not been used since the 2000 Trackrod event. The van got a coat of paint and a service ,and the spares loaded in anticipation, no confirmation of entry but a place on a list of 96 on the web site.

Sunday The journey to Dover was interrupted by a puncture on the trailer in a contra flow and later we were passed at speed by a fellow competitor, Charles Golding, who then used up all three lanes for half a mile to gather up a wagging Montego tow car and trailer. After a thorough disinfecting before boarding the ferry, we arrived in France mid afternoon and drove up to YPRES to get our route details and recce passes. Pat was again cow spotting on the way, last year we learned all about the Belgium blue cattle and their double muscled hid quarters, that produce better and bigger steaks, but he recapped it all for is.

Thanks Pat.

We then drove to our chalet on a nearby camp site.

Monday morning saw us recceing shortly after 7 am, trying to carry out 2 passes of each stage, checking our notes, made by regular Co-Driver Liz Jordan. Over 12 hours later we arrived back at our digs.

Tuesday morning saw us again starting early and follow the full route including road sections, doing every stage at least once, another long day.

Wedensday, we had a rest and recovered from the recce., other British crews who had just arrived carried out recces unofficially, one was stopped by a irate farmer, the local crews practised through the night in their rally cars, but no one is penalised. On the evening a optional practice stage is available using part of the route through a town square, we went to watch , together with thousands of others. We began to soak up the atmosphere and some of the lorry loads of Jupiler bottled beer. Some of the modern runners are having a go and make several passes. Of the historic runners, Charles Golding's escort seems to have similar characteristics has his montego and trailer, being broadside for a lot of the time, the crowd love it.

Thursday

Dave and Ken arrived from the ferry having hired a car and bring with them my driving licence which I forgot and some new brake pads for the van. Two days of recce had taken their toll, the day was spent doing jobs on the van and rally car and looking round the local area. We attended the ceremony at the Menin gate in Ypres which takes place every evening throughout the year and is dedicated to all the commonwealth troops lost in the first world war.

Friday morning we gave the car a polish and head for scrutineering, made it near the front of the queue, it was then lunchtime for the officials so a wait was inevitable.

When things got moving again, signing on was first, both crew members has to show their driving licence, Pat and I had ours, but some brit crews had to have theirs faxed from home, before being allowed to run. We have no problems with scrutineering so we relax until its time to start.

In Boringe town centre just outside Ypres we parked up in number order along the main street to wait for our time. The Escort Mexico in front of us is crewed by local brothers. The Co-Driver explains in broken English that the driver has "no eyes in the dark" so they will pull over if we catch them. Then we hear the start time has been brought forward by 25 minutes. The first cars move off to the start ramp, one car remains parked in the street, its that man again Charles Golding, he is sitting in a nearby pub waiting for his original time and eventually starts 20 minutes late.

We set off over the ramp and off to the first stage, where the whole off the historic field is parked waiting to enter the stage. A modern runner (Ben Briant) has taken out a electricity pylon with his Mitsubishi and blocked the stage. The driver is unhurt but but the Co-Driver needed 25 stitches in a wound to his arm and scrotum Arghh!.

The stage was eventually y cancelled, so to stage 2, we had a steady run through without problem, catching the Mexico on the flying finish. The next stage is the longest of the night and we catch the Mexico half way through, but the engine begins to die and time is lost while I grope in the dark for the second fuel pump switch. When power is restored the Mexico is nowhere in site and we eventually catch him in a village, again near the end of the stage, no room to pass so we follow to the stage finish.

The last stage of the night is only 3 miles long, contains just half a dozen corners and a hairpin around a house. During the recce the house holder was out waving us round the junction each time which was on good tarmac, when we arrived at the hairpin on the rally it was covered in gravel and I understeered up the verge, no doubt the householder was among the many cheering spectators, no damage done, but a little time lost.

So off to Parc Ferme via the Start/Finish ramp at Ypres, and Boringe. It was about 1.30 am, but we managed a couple of Jupilar in one of the many bars still open before bed.

Saturday morning first job was to get our restart time based on last night's positions. We leave Parc Ferme about Lunch time, go to the start ramp again, interviewed on the PA System again and into service having had to push start the car out of Parc Ferme. I thought the starter had come away from the engine, but it had fallen apart, so

another was fitted and the bell housing bolts retightend. This was a reoccurrence of a problem from previous rallies, that I thought was cured.

The first stage after the restart went ok, but during the next one , changing gear became difficult and on the road to the next stage became impossible. At the stage start I tried to adjust the clutch, but had to slam it into gear at stage starts and hairpins and kept it in third gear for the rest of the stage, pulling over to let Chris and Hilary Green pass. Once at the stage finish we found the bell housing had parted company again. So I had to force it into gear, on the way back to service each set of traffic lights and road junctions meant crashing the gears as the starter had packed up again. We pushed the car through the time control and were allowed to push it around the start ramp, but were allowed no assistance and had to push some distance to service. Dave & Ken had sourced some long nuts and bolts to go right through the bell housing and engine as the threads in the bellhousing were u/s. The exhaust had also to be welded, we dropped some time in service but got to the next stage. First gear was now unobtainable so I had to use second to set off, we got through that one ok and off to the longest of the rally at 21 miles Setting off in second and pulling away from hairpins put too much strain on the clutch and it began to slip and about halfway into the stage it slipped too badly to continue . So I pulled off the stage and parked up next to a broken down Datsun 240Z.of Tony Fall and Yvonne Mehta. During the endless conversations whilst waiting for the stage to close, Tony remarked on the shape of the cattle in the nearby field, and this was like manna from heaven to Pat who then educated an attentive Tony and Yvonne to the superiority of Belgium blue cattle and their double muscles.

We got back to the chalet and went to watch, then to the finish for a meal and the presentations. People were relieved to have finished many at their 5th or 6th attempt, which makes me think we will be back for another try next year.

My thanks to Robert Pattison (Pat) for agreeing to co-drive again, Gavin Heseltine, Ken Hailstone and Dave Watkins for all their efforts to try and get us to the finish, next year lets make third time lucky.

John Dixon

