



North Humberside Motor Club Ltd

NEWSLETTER

MARCH 2002



Willingham Recovery

North Humberside Forest Rally 6th April 2002

Thanks to some hardwork by Ian Sadofsky , we have a new sponsor for our Annual BTRDA Forest Event. Local recovery firm Willingham's are hopefully sponsoring the Rally for the next three years.

We need lots of help !

On Friday 5th April, we need help at Scrutineering and signing on. Marshals to park cars etc and help with the paperwork. Signing On is at the Ramada Jarvis Hotel at Willerby, help is required from around 4.0 PM until late. If you can come later, we still need you, also on Saturday morning. To help with paper work (in the warm) please ring Alan Carvell 01482 840756. To help outside, or to Marshal on the event please contact John Newlove 01904 608524 or Robert 01377 270888.

NORTHERN MOTORSPORT BALL 2002
Organised for Competitors by Competitors, all proceeds in aid of Pennine Rescue.

Saturday 1st
June Imperial Hotel Harrogate
Tickets £25

Includes a 3 course Dinner, Disco and a great evening.

Further Details from
Nicola Harper Suzanne Barker

Editors Notes

Well we seem to have had a good start to 2002, a good entry on the New Years Day and the March Autotest.

There are pictures of the Autotests on the club Web site courtesy of Alan Gilbert

Thanks to everyone who helped on the Riponian and the Kall Kwik, I think everyone had a good day, cars got a bit muddy though!

But there is no respite, straight on to organising the Forest Rally and then the John Overend Memorial Stages looms nearer. We have moved it forward into May, surprising how May is not very far away.

FORTH COMING EVENTS

30th March Delacy M.C Rally Binbrook

18th May John Overend Memorial Stages
Manby

26th May York M.C Rally Leconfield

I have had a E mail from Eddie Milton of Five Star Exhibitions.

In conjunction with the CSMA, they are holding a
CARS IN THE PARK
Great Yorkshire Showground
2-3 June 2002

They are planning a run starting at Blackpool before the event. Further details from
Eddie@fivestarexl.com

Want to sell something!

If you have any bits or even cars to sell, why not advertise them in the club Magazine. This is a FREE Service to members.
Send details to Robert Newlove
Or E mail gin@btinternet.com

MARSHALS BAT ON

Page one of *Wheels* rarely strays into ongoing MSA affairs but I think it's worth covering again the actions to help recruit marshals being put in place as a result of the Rally Safety Study Group's report, even if you've read about them elsewhere.

- All clubs are being sent a Guideline on *Finding, Briefing and Keeping Marshals* for their Motor Club Manual. Their what? I'm glad you asked - it's a detailed guide to almost all aspects of running a club, from setting up a committee to finding sponsorship. I suspect a few clubs have forgotten where their copies are. Perhaps time to dig them out?

- Posters and leaflets carrying the message 'Be at the heart of motorsport... be a marshal' are being supplied to all clubs for use in accessory shops, libraries etc. They have space for clubs to overprint their own details. The MSA website will reflect the same message.

- In 2003 Chief Marshals were appointed to be listed along with other club officials in the MSA's *Fixtures and Motor Sports Clubs* booklet.

- The Motorsport Safety Fund is publishing a credit card sized

leaflet containing a basic guide to marshalling. Copies will be sent to all clubs, while the MSF's booklet *A Pocket Guide to Marshalling* will continue to be available for more advanced scholars.

- The MSF's new video *Motorsport Marshalling*, which covers all aspects of this noble pastime, will be sent free to clubs by the MSA.

- After marshalling on three rallies, people will be eligible to join the National Marshals Register at Grade 3 and will get a magazine, *The Marshal*, two or three times a year. Touching wood and with manufacturers' cooperation, it is hoped to introduce raffles for marshals with factory visits etc as prizes.

- To get to Grade 2, marshals will need to do a further three rallies and attend a Training Evenings covering the essentials of rally marshalling - Personal Safety (because you aren't much use to anyone if you get hurt); First Aid; Setting up a Control and Stage; Spectator Control and, finally, Communications - chains of command, communicating with other marshals and so on.

If dates and venues for these

evenings are available before this *Wheels* goes to press, we'll try to slot them in somewhere; if not, club secretaries will eventually have details. Each Training Evening will end with a not-too-serious quiz. Why not come along? If you've never marshalled before you'll still be welcome and your attendance will count towards moving you onto Grade 2 if you take up marshalling and do six events.

And Grade 1? Well, you'll need to do another three rallies plus further training modules, much as at present.

The term 'ladder of opportunity' was first coined for rally drivers way back in the 70s. Well, I think these plans create something of a similar 'ladder' to introduce and train people in marshalling.

I suspect I'm the only one reading this issue who has actually marshalled two controls in Afghanistan (I'm not volunteering to do it now you understand). I wish there had been something like the above in place way back then. How was I supposed to know that camel droppings are inflammable?

Stuart Turner

OFF ROAD

TRIALS FOR ALL AGES

With the introduction of the Junior Trials Vehicle off-road motorsport now has a complete range of off-road Trials events making off-roading accessible and suitable for all ages either as competitors or passengers.

The JTV will allow children from 8 to compete, Tyro Trials allow 14 year olds to drivers and for passengers as young as two to sit in. For most other events from the wide range now available for off-roaders, passengers must be either 14 or 16 and drivers must hold a valid driving licence.

The term 'off-road vehicle trials' cover a wide and very varied range of events, suitable for all types of 4x4 vehicles. Trials involve competitors driving a defined course marked out by pairs of canes set out over testing terrain. The object is to complete the course as far as possible without stopping or touching a cane.

The difference between trials is the severity of the terrain you cross, some being suitable for standard road going 4x4's with non-damaging sections, to others for just 'full blow' off road specials requiring the vehicles to cross seemingly impossible terrain.

Off-road motorsport now has something to offer all 4x4 owners, to find out more check the club listings in the 4x4 and Land Rover magazines or on the MSA web site.

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AUTOSCENE

Motorsport
News

REVIEWS FROM

CLASSIC
SPORTS

BRISCA FORMULA ONE, Malcolm Barber and Malcolm Aylott, from Autographics, Kantara, Blowing House Hill, Ludgvan, Penzance TR20 8AW, £33.50 inc p&p.

Nobody can be better qualified to write this history than Barber, whose life has been interwoven with BRISCA (British Stock Car Association) since 1972 as both driver and promoter.

This tells the sport's story from its American/French origins, when the answer as to what to do with unsaleable old big-horsepower cars was to ... wreck 'em! to the high-tech '80s.

Although the cars might look the same, they've changed massively under the skin. One thread has remained: the American V8. Frustratingly, there's little in the way of technical detail, Barber preferring to describe the running

of each year's championship, and the politics behind it.

Full of typos and glitches, this book has an amateurish feel, but that doesn't matter, overwhelmed by sheer enthusiasm and love of the sport.

Only 1000 copies will be printed of this action-packed softback. An entertaining curiosity.

LE RALLYE MONTE-CARLO, Maurice Louche, Editions Maurice Louche, Campagne Cambonne, 13980 Alleins, France (0033 4905 74082), 170.5 Euros inc p&p. ISBN 2 9500738 9

The Monte is the big one, revered as rallying's Le Mans, Indy, Prix de Diane.

Written with the collaboration of l'Automobile-Club de Monaco, this two-volume, 760-page work is almost all in French, with short

introductions to each year in English. Prefaced by Pat Moss-Carlsson, Michèle Mouton, Munari, Röhl, Sainz and Vatanen (in French and their native language plus English), this details the rally from when it was a true test of endurance, with crews starting out from every corner of Europe and North Africa, to today's race up and down the icy cols.

There's a complete listing of results in the back, but it's the pictures, 1800 of them all told, that makes this, especially in the first volume, 1911-1972. It's a trivia merchant's delight: spot the picture of an early Mouton with Autobianchi A112, marvel at the variety of cars navigated by 'Biche' - and did you know Maurice Gatsonides once drove a TR5? Truly fab, and probably worth the price.

HONEST JOHN'S MYSTERY MOTORS, Daily Telegraph, £9.99, Constable ISBN 1 84119 430 1

Compiled from Honest John's motoring agony column in the *Daily Telegraph*, this compact

hardback is a look at some wacky early motors.

Car spotters will be surprised to find Model T Fords and BSA Scouts in this book, but others such as AV Monocar, Pope Tribune and Soriano Pedrosa keep up the obscurity count and there's a section of as-yet unidentifiables to test your spotting skills. Passages cribbed from other books provide some fun, such as *The Woman and The Car* and an absolute gem, *The Gentle Art of Starting*, from the de Dion owners' manual. Light and entertaining.



COD FILLET QUIZ

1. Where and what is Hershey?
2. Which 2 men have broken the World Land Speed Record 5 times?
3. How many times did Fangio win the British GP?
4. Who designed the Triumph Herald?

ANSWERS ON PAGE 11

Rally Safety Study Group

Wide-ranging changes in the organisation and promotion of special stage rallies, together with measures to enhance the recruitment, retention and training of marshals, have been proposed by the MSA Rally Safety Study Group.

The recommendations fall into three broad areas: marshals (see page 1), event organisation, and spectators.

Every stage rally organiser should be obliged to appoint a Spectator Safety Officer (SSO), to be involved in planning the event and briefing marshals. The SSO should have the power to delay or cancel a special stage.

Every organiser should be obliged to put in place a system to ensure that no under-age marshal can sign on.

The MSA should begin formal training of Stage Rally Clerks of the Course and Stage Rally Safety Officers, with a view to introducing mandatory licensing of these officials in 2003.

The MSA should launch a programme to 'educate' rally spectators, building to a full promotion leading to this year's Network Q Rally of Great Britain.

Even for relatively minor rallies, special stages should have clearly defined areas open to spectators. Closed areas to spectators should also be clearly defined. Proper provision should be made for spectators, including a spectator safety leaflet, clear signage, and well-marked pedestrian routes between viewing areas.

For major events, chargeable spectator stages should include car parking, refreshment facilities, toilets, first aid provision and a public address system.

Where large numbers of spectators are expected, event marshals may be assisted by professional spectator stewards and/or Police officers to ensure proper crowd management.

New diagrams to show where spectators should and should not be permitted on three typical junctions (crossroads, T-junction and fork).

MSA Chief Executive Colin Hilton said: "The recommendations are comprehensive and will clearly affect special stage rallying at every level. Some proposals can be introduced immediately by MSA staff, but others will require regulation changes by the Motor Sports Council or co-operation from motor clubs and Regional Associations.

"Our aim will be to roll out improvements as quickly as time and resources permit, so we ask competitors, officials, motor clubs and the media to watch for a series of more concrete announcements during the next few months."

BACKGROUND

The MSA re-convened the Rally Safety Study Group in late 2001, following accidents which caused injuries during the Dee Jay Cambrian Rally and the Network Q Rally of Great Britain.

The group is chaired by Tim Stock (Chairman of the Motor-sport Safety Fund and Chairman of the BRSCC); other 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).

The full report of the Rally Safety Study Group is available from the MSA website as a PDF document. (www.msauk.org)

IMS Ltd, organisers of the Network Q Rally of Great Britain, will issue a separate statement about the effects of the Rally Safety Study Group report at a future date.

OFF ROAD *Contd from page 1*

As this issue goes to press the first full-scale test's of the first (JTV) Junior Trials Vehicle is taking place, check out the results on the MSA website at www.masuk.org

QUIZ ANSWERS

1. USA Pennsylvania the worlds biggest autojumble
2. Malcolm Campbell and Craig Breedlove
3. Once 1956 (Ferrari)
4. Giovanni Michelotti

Committees open doors

Motor Clubs and Regional Associations will be permitted to send observers to specialist committees and advisory panels of the Motor Sports Council.

Directly arising from last year's decision to adopt principles laid down by the Governance in Sport Committee, a collaboration between the European Olympic Committee, the FIA and other international sports bodies.

Up to five observers will be allowed at each committee or panel meeting. Any application to attend a particular meeting must be made in writing to Tony Newsum at Motor Sports House, supported by a letter from an MSA-recognised motor club or regional association.

MSA Chief Executive Colin Hilton explained: "This is a demonstration of our commitment to open governance. The legitimacy of any governing organisation depends on continuing and widespread confidence in its institutional structures, rules and dispute mechanisms."

Specialist committees are: Autotest, Historic, Kart Sporting, Off Road, Race, Rallies, Speed Events, Trials, and Regional (members are elected through the clubs). The advisory panels, meet to assist the committees and the Council itself are: Industry, Judicial, Medical, Safety, Technical, and Timekeeping.

MARSHALS POST

by the BMMC

Noise is an integral – you might say essential – part of motorsport.

It's one of the things that makes historic and vintage car racing such a spectacle, even if the speeds don't match those that can be achieved by some modern machinery. It's a key part of the sports car experience.

Sit in the grandstands at Le Mans in the small hours, close your eyes and listen. It's simply glorious.

But – and there's always a "but" – noise presents problems for marshals and other officials who can find themselves close to cars all day.

Current regulations set three noise tests – or "Sound Tests," if we are going to be politically correct – for Environmental Scrutineers to carry out – one eight metres from the car, another two metres away and the third, from half a metre.

The eight and two metre tests are taken from the middle of the vehicle, while the half metre test has the noise metre at an angle of 45 degrees from the exhaust. Depending on the type of car, the engine should be either at two thirds or three quarters of full revs.

Noise is measured in "decibels," which is actually just a unit used to measure ratios – in this case, the ratio between a reference noise, hardly audible to the human ear and the noise of the car. The "A" you often see attached to the measurement – as in dB(A) – simply refers to the Type A filter fitted to the noise meter to make it react similarly to the human ear.

The maximum level for the eight metre test ranges from 74 to 86dB(A), depending on the class of vehicle, while the two metre test allows 86 to 96 dB(A). The half metre test allows 98 to 110 dB(A) – 100 dB(A) for stage rally, autotest and trials cars at 4,500 rpm and 108 for autocross and rallycross at three quarters of maximum revs.

F3s, GTs and Touring cars can go even higher – 118 dB(A) on the half metre test.

Scientists reckon that if you are exposed to 90 dB(A) – the sound of a busy street – for eight hours a day, you can suffer hearing loss. At 100 dB(A) – the sound close to a diesel truck – you can suffer hearing loss after exposure of two hours a day and at 110 dB(A) you risk damaging your hearing after seven and a half minutes exposure a day.

So, if you are going to be close to the glorious sound of racing engines in the pits, at a stage start, on a hillclimb or anywhere else, use earplugs or a set of headphones. You will still hear your mates and you will ensure you continue to enjoy that superb noise!

... STOP PRESS ... STOP PRESS ... STOP PRESS ... STOP PRESS ... STOP PRESS ...

RALLY MARSHAL TRAINING

EVENINGS

Each evening starts at 19.45 and features the new video 'Motorsport Marshalling'

Monday	June 10	Huntingtower Hotel, Crieff Road, Perth
Tuesday	June 11	Swallow Hilltop, London Road, Carlisle
Wednesday	June 12	Fitzwilliam Hotel, Belfast International Airport
Thursday	June 13	The Marriott Hotel, Tadcaster Road, Dringhouses, York

(For later evenings, see the next issue of "Wheels")

Full details at www.msauk.org – or ask your motor club

Be at the heart of motorsport . . . be a marshal!

... STOP PRESS ... STOP PRESS ... STOP PRESS ... STOP PRESS ... STOP PRESS ...