



# North Humberside Motor Club Ltd

NEWSLETTER

MAY 2002

## MSA RALLY MARSHALS REGISTRATION & GRADING SCHEME

You will see in the wheels pages details of the new MSA Marshals Registration Scheme. Our local training event is at York. The Marriott Hotel (Formerly Chase Hotel) Tadcaster Road, York. On Thursday 13th June. The evening starts at 19.45. That quarter to eight if you don't understand !.(Capt. Mannering)

The good news is that the scheme is entirely **Voluntary**, you do not have to be registered to marshal on events. All members who wish to register will have to attend a training evening at some point, but eventually each club will hold its own session. There are grandfather rights, if you are already registered on a Marshals scheme, or the club signs your form to verify you are experienced, you automatically register at the appropriate grade, unfortunately you have to also attend a training evening and have your registration form filled in by the 30th June, which doesn't leave much time. **But remember you do not have to be registered to marshal on a event.**

If you wish to go to the training evening, just turn up, or have a word with John Newlove.

## JOHN OVEREND MEMORIAL STAGES RALLY

Saturday 18th May

Manby Nr. Louth in Lincolnshire.

**We need your help**, we are very short of marshals, if you can help please telephone Graham Hardwick 01759 306706. Or Robert Newlove 01377270888.

### NOTE

If you are going to Manby, the A18 is closed at one point due to Road Works. When you come across the diversion signs you can follow them which takes you into Grimsby, or ignore them and follow a shorter diversion further along the road via Waltham. Or you could just follow the A180 via Grimsby.



## Willingham Recovery

## North Humberside Forest Rally

Well we have done it again, another successful Rally. The event went very well on the day despite the numerous accidents, and even with delays caused by these accidents, we managed to run all the stages. We had a good write up in Motorsport News and the other press.

Thanks are due to Willinghams for their Sponsorship, the organising team for many hours of work to ensure a good event, but most of all to everyone connected with the club, who turned out to help in any way, without your help the Rally could not take place.

### STOP PRESS

The four UK based World Rally Championship Teams have offered their support for the MSA's Marshals Training scheme. Mitsubishi, Ford, Hyundai and Subaru are to offer prizes to see behind the scenes on World Championship Rallies. All marshals registered by 30 September will go into a draw.

### 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*

01904 761173

01347 878049



## WE'RE GOING TO A DANCE

An old story has it that when a message saying 'send reinforcements, we're going to advance' was passed down a military line, it ended up as 'send three and fourpence, we're going to a dance.' Something similar happened with the Rally Safety Study Group because clearly we didn't make it plain enough what we were trying to achieve. So, if the racing brigade will bear with me I'll have another go.

A shortage of marshals is becoming a problem. We need to recruit more. Once recruited we need to motivate people to stay with us. No quibbles so far?

Good, well the video, Motorsport Marshalling and the new recruitment material are all intended to help the process.

So too is the new grading scheme, which is where some confusion seems to have occurred.

After marshalling satisfactorily on three events (which needn't be for the same club) people can go onto the National Marshals Register at Grade 3. So what? So it gets them a newsletter 2 or 3 times year which, as the scheme builds, will contain incentives for marshals, as well as an invitation

to the Watkins Lecture to hear people like Sir JYS, Niki Lauda, David Richards and Max Mosley.

Marshal on three more events and attend a Training Evening and you move to Grade 2. The evenings won't leave you ready to run a major event, they'll simply give you a broad grounding in some of the basics - personal safety and so on.

Oh yes - and first aid. I've just heard that the MSF's first aid video is to be used in Australia as part of their formal lecture evenings to induct rally drivers. Sure, they have snakes and heat but if it makes sense for drivers to know about first aid, it certainly does for marshals to do so too. (I once ran three controls in Australia - I don't know what my car's consumption figure was but I was doing 12 to the hour - 12 pints of water that is because of the heat. Mind you, I was quite close to the sun because I was so scared of snakes that I set up the controls on top of telegraph poles).

But what about Grade 1? You need to do more formal training much as at present. Under 'grandfather' and, being politically correct, 'grandmother' rights,

existing specialist marshals will automatically go onto this grade if they are already registered on any MSA recognised formal marshals' grading scheme. With one proviso - they attend a Training Evening. This is not, of course, because they're going to necessarily learn any new tricks but because everyone needs to be singing from the same song sheet, while having experienced people there should help motivate newcomers. (To avoid any confusion I guess I should mention that it is not - of course not - compulsory for anyone to go on the Register if they don't want to nor is there any compulsion for organisers to only use people on it.)

It's likely that plans will be made so that clubs or Regional Associations can run their own basic training sessions. But for this year it's important to get things going with a bang so I hope you'll turn up - whether you're a race or rally marshal or a total newcomer - at one of the venues listed in the box at the back of this issue.

You won't need to bring three and fourpence by the way - admission is free. *Stuart Turner*

## KARTING

Important moves have just been made to help pull karting together and provide a ladder of success for beginners right through to the top and maybe even F1.

The Kart Control Board is a new body under the auspices of the MSA which brings together widely different sectors of the sport. From the clubs through to commercial operators and from circuits to the trade and kart schools.

Chaired by MSA Chief Executive Colin Hilton, the KCB has already broken new ground by helping to establish an excellent talking point for every sector of this fast growing industry.

A new Pro-Racer Card has been developed between the KCB and Association of Race Kart Schools as an instant 'licence' for beginners taking part in commercial events where races can be recorded, watched by an experienced and trained official. With eight signatures the card can be used to gain an MSA kart race licence without the need for a practical test.

Training programmes are being jointly developed and shortly an entirely new set of guidelines for commercial non MSA race meetings will be published aiming to raise standards and increase safety across the board.

The KCB also lays down guidelines to help increase the safety of newcomers coming into

*continued on page 8*

## AUTOSCENE

Motorsport  
News

REVIEWS FROM

CLASSIC  
CARS

**RED ARROWS** Ferraris on the Mille Miglia, Gianni Marzotto and Sergio Cassano, Giorgio Nade Editore. £50. ISBN 8379 11240 6.

There is arguably no one better qualified to research the histories of every Ferrari that ran on the Mille Miglia than Gianni Marzotto, winner of this epic event in 1950 and 1953.

Packed with a wealth of photographs, this in-depth format covers every year from Nuvolari's heroic 1948 drive in the 166SC to de Portago's horrific 1957 accident which terminated the event.

An extensive appendix covers every Ferrari runner, with section times, registration and chassis numbers - all headed by colour poster art for each year. The final chapter offers amazing revelations about Enzo's pre-war Mille Miglia strategy, highlight-

ing his espionage on rival teams and secret refuelling tactics.

This quality 306-page title has a full English text and includes some fascinating reflective insights from Marzotto. An impressive work.

**VOLVO CARS 1927-2000 A** Cavalcade, Christer Olsson, Norden Media, via MRP Books, £20. ISBN 3 907153 01 4.

If nothing else, this glossy, beautifully presented hardback explodes the myth that all Volvos are boring. Poet and truck historian Olsson has deservedly won awards for his writing but this is lightweight stuff, reading in part like a Volvo marketing blurb - no great surprise considering the author's former role as the Swedish company's PR man.

Yet the text is informative and

easy to read, as befits its coffee-table target market.

Good to see potted histories of bizarre prototypes, such as the Venus Bilbo, the experimental taxi, like the slammed spawn of a Metrocab with a Tatra 603, and 480 cabrio. A handy intro for the initiated, with lovely photos and outstanding repro - even the squarest of the square look good.

**FORD MODEL Y, Henry's Car for Europe, Sam Roberts, Veloce Publishing, ISBN 1 9011295 885, £29.99.**

The account of the conception, development, production and assembly of the first Ford designed for a market outside the US.

Painstakingly researched, it's full of hard facts, but unfortunately the sheer depth of material makes it text heavy, and so hard going to anyone but a dyed-in-the-wool Y fan.

Yet stick with it and you'll find it's full of information relating not only to the cars but the legislation of the time, along with a

fascinating section on some of the earliest characters at Ford, such as 'Cast Iron Charlie' Sorenson.

**THE FIRST SIXTY YEARS, A club history of the Lancashire and Cheshire Car Club, Eric Cheetham.**

An interesting history in chronological order of the club from 1933 to 1993. Available at £2.50 plus 66p postage (cheques/PO's payable to L.C.C.C.) from Sarah Nield, Latham Hall Farm, Clay Lane, Altrincham, Cheshire WA15 8TY. E-mail: sarah@lathamhall.freeserve.co.uk



## COD FILLET QUIZ

1. Which Ferrari works driver won a Coupe des Alpes?
2. Who designed the Vauxhall 'Prince Henry' in 1910?
3. What was significant about the 1909 12/18 hp Riley?
4. What make of car was the 'Charlesworth'?

ANSWERS ON PAGE 8

## New members for MSA committees

Could you spare up to three days per year attending meetings of a specialist committee? Are you a licence holder or official? Ideally, are you also under 30 years of age? If so, we need your input to a major part of British motor sport.

Nominations for new members to sit on the following specialist committees of the Motor Sports Council should be submitted to the MSA by the end of June 2002 at the very latest.

Committee seats become vacant on a rotational basis, with members normally retiring after a three-year term, but can be appointed for a further three-year term up to a maximum of nine years.

The appointments will become available in 2003 are: Autotest (3 places), Historic (2), Kart Sporting (3), Off Road (2), Race (2), Rallies (2), Speed Events (2) and Trials (2).

If you are able to commit time to the work of a specialist committee, and feel that you have the necessary qualifications, please persuade your motor club or regional association to nominate you.

Each nomination should be supported by a brief curriculum vitae, showing your motor sport achievements and relevant qualifications; your name; address and telephone number(s); and a letter from your motor club or regional association formally proposing you.

Please send all nominations to Motor Sports House, marked for the attention of Tony Newsam.

If you cannot spare the time to commit yourself to membership of the Motor Sports Council's

## Marshal Training Evenings

The Training Evenings mentioned on page 1 will start at 19.45 and will feature a new video *Motorsport Marshalling*. There is no need to book a place: just turn up on the night. Both new and experienced marshals are invited to attend.

- Mon 10 June Huntingtower Hotel, Crieff Rd, Perth
- Tue 11 June Swallow Hilltop Hotel, London Road, Carlisle
- Wed 12 June Fitzwilliam Hotel, Aldegrove, Belfast International Airport
- Thur 13 June Marriott Hotel (ex Chase), Tadcaster Rd, Dringhouses, York
- Mon 17 June Raven Hotel, Victoria Square, Droitwich
- Tue 18 June Holiday Inn (ex Posthouse), Grove Rd, Basingstoke
- Wed 19 June Devon Hotel, Exeter By-Pass, Marsh Barton, Matford, Exeter
- Thu 20 June Quality Inn, Merthyr Road, Tongwynlais, Cardiff (M4 j32)
- Mon 24 June Hospitality Suite, TT Grandstand, Douglas, Isle of Man
- Tue 25 June Holiday Inn (ex Posthouse), Wrexham Road, Chester
- Thu 27 June Paddock Suite, Donington Park Circuit
- Mon 1 July Quality Hotel, Roehyde Way, Hatfield, Herts
- Wed 4 Sep St Helier, Jersey, Channel Islands

Full details are also at [www.msauk.org](http://www.msauk.org) and will be sent to clubs.

specialist committees, or if you wonder how these committees work, perhaps you would like to be a guest at a meeting.

Up to five places are available at each of the following specialist committee meetings: Autotest, Historic, Kart Sporting, Off Road, Race, Rallies, Speed and Trials; and at the advisory panel meetings for Judicial, Safety, Technical and Timekeeping. Normally, each holds three meetings per year at Motor Sports House.

If you would like to attend any one of these specialist committee or advisory panel meetings, please write to Miss Andrea Wren at Motor Sports House, with your name, address, telephone number and a letter of support from the chairman or secretary of your motor club or regional association. We will then advise you of dates and times.

The new policy arises directly from last year's agreement by the Council and the Motor Sports Association to adopt principles laid down by the Governance in Sport Committee, a collaboration between the European Olympic Committee, the Fédération

Internationale de l'Automobile and other international sports bodies.

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."

New and amended rules for British motor sport are conceived by the specialist committees and recommended to the Motor Sports Council. If approved by Council (in effect, the parliament of UK motor sport), those changes are implemented by the Motor Sports Association.

## KARTING *Contd from page 1*

the sport in high performance machines. It is expected to be widely accepted by circuits and operators across the country.

Further details from the BKIA at 01427 875900 or email [info@bkia.co.uk](mailto:info@bkia.co.uk)

## MARSHALS POST

by the BMMC

Flagging is one of the most difficult – and at times frustrating – jobs to do at circuits and kart meetings.

It requires a lot of concentration and an ability to "read" a race – to know when leaders are approaching back markers, whether they are likely to "go for it" this time, soon after they pass you or whether you are better off keeping your flag in and leaving it for another post.

Even if you have acquired the skill of race reading – and it is something that can be learned over time – you will make mistakes, or be lured into them by drivers who seem to enjoy haring up behind a slower vehicle, only to ease off and slip into the pits, just as you present a perfect blue flag signal to a competitor who no longer has anyone wanting to pass.

The important thing when you are learning to flag is not to be too tentative. Make up your mind and stick the flag out. If you were wrong, then acknowledge it and chalk it up to experience. If you are uncertain, or just dithering, then keep the flag furled.

Flags are there for three main reasons – to communicate with drivers and your fellow marshals, to promote safety and to encourage discipline. You will find between six and eight – flags in the bundle for a normal circuit marshals' post. There will always be a red, white, yellow, green, blue and a red and yellow striped flag. There may also be a yellow and black quartered flag and, at some international meetings, a second yellow flag.

The red flag is always waved and means stop racing, the white indicates a slow moving competitor or course vehicle, the yellow flag indicates danger – and no overtaking – while the green signifies the course is clear, the blue flag is for overtaking, the red and yellow striped flag indicates a slippery surface and the yellow and black quartered flag tells drivers they must slow down to form a train of vehicles without any overtaking.

If you are flagging, always check you have the flags you need are all there as soon as you get them.

## QUIZ ANSWERS

1. Mike Hawthorn, Sunbeam
2. Lawrence Pomeroy
3. It was their first 4 wheeler
4. Alvis

## First Aid in Motorsport

This video does not try to turn you into a brain surgeon. Instead, it provides a basic, straightforward guide to first aid in various languages. The video only lasts a few minutes yet it could help you to save a life!



Motorsport Safety Fund

## First Aid in Motorsport

A 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.