

North Humberside Motor Club Magazine



JUNE 2004

Sorry its been a while since the last communication, but what with the John Overend and then going on holiday to recover, then getting into French Mode and doing absolutely nothing. Included with this newsletter is the notice for the AGM, it would be nice if someone could attend, or does anyone fancy coming on the committee, some of us are getting a bit long in the tooth.

We also need a secretary of the Meeting and a Clerk of the Course for the John Overend in 2005.

Motor Sports Council decision June 2004

With effect from 1 July 2004, the regulations governing the use of SOS/OK boards in rallying have been amended to reflect those of the FIA. After an accident, the crew must display the red SOS sign if urgent medical attention is required, or the OK sign to indicate no assistance is necessary. Any following car that has the SOS sign displayed to them, or that sees a car where both crew members are still in the car but is not displaying a sign, must immediately and without exception stop to render assistance. All other cars following shall also stop, except the second car, which shall continue to the next radio point to report the accident. The same regulation was also approved for Off Road events from 1 July 2004, with a small variation that does not require a safety triangle to be placed before the scene of the accident.

Full details of these regulation changes will be found in the news section of the MSA website, www.msauk.org.

I don't really know how this will work, unless the car is at a slow bend, following crews won't have much time to see the board, and they certainly won't be backing up to have a look.

NEWSFLASH FROM D.V.L.A.!!!

"In order to assist other motorists in identifying potentially dangerous drivers, it's now compulsory for anyone with a lower than average driving ability to display a warning flag. The flag (comprising of a red cross on a white background) will be attached to the top of at least one door of their vehicle. For drivers of exceptionally low ability, additional flags are now compulsory."

COVER PICTURE

The Subaru Impreza of Stephen Simpson/Mark Booth, winners of the John Overend Memorial Stages Rally
Picture by Paul Pearce

More on

www.paulpearcerallyimages.co.uk

Also at www.tonylarge.net

Co-Driver Required

For Armstrong Massey and other events in Mini

Contact Mick Penrose
01759 371649

Dark Days.

The 2004 John Overend Memorial Stages Rally will remain in the memory of many people for many different reasons for many, many years to come.

Unbeknown to the majority of the competitors, service crews and marshals who attended this years event was the unbelievable reality that Peter Overend, eldest Son of the rallies in-memoriam namesake, had been killed the evening prior to the set up crews departure to Melbourne.

Peter was only 37 years old, killed on his motorbike near Sherburn in Elmet at 5pm on Thursday 13th May. I think its fair to say that most people inside NHMC didn't know Pete; he was the elder Brother of Robbie Overend who many more Club members do know. It's a tragic irony that 10 years ago, Pete's Father, John Overend lost his life while setting up a rally stage on RAF Binbrook and here were the same group of dedicated people, most of whom were at the first tragic event, embarking on yet another venture into setting up a rally stage on a former RAF base, knowing that a good friend had just lost his life.

As the Clerk of the Course, it was my overall decision to either cancel or run the 9th John Overend Memorial stages Rally. My own personal thoughts were towards the family and especially to my Wife who is Peter's Cousin. They grew up together in Sandholme and it had been requested by the family that Lynda would take care of Peter and the funeral arrangements. The final decision to run the event came from Robbie and his Mother, Janet. A decision that was welcomed by the many friends of Peter who incidentally made up the bulk of the set up crew.

Peter was laid to rest in St. Michael's Churchyard, Eastington on Wednesday 26th May, not far from where his Father is buried. In a similar service, Peter was carried by 6 of his closest friends to his final resting place and a retiring collection raised over £700.00 for the work of the Yorkshire Air Ambulance.

Dave Cogan

MARSHAL'S NEWS

URGENT (if you see this in time)

Saturday 27th June

Selby & DMC 3 Swans Road Rally, only a half nighter so no late finish's. Starts at Wilberfoss, contact Alastair Crosby 01757 618196



Sunday 4th July

ARMSTRONG MASSEY Beverley & DMC Melbourne Airfield

Chief Marshal is Tim Rodgers, who can be

reached on 07787 538524 or by e-mail at amcm@bdmc.org.uk

Sunday 4th July

NHMC Dalton Classic

Anyone who can help marshal the road section of this Touring Assembly Please contact Dennis Webster 01482 812755

Saturday 17th July

Opposite Lock Stages Manby Airfield

Signing on 08:00 to 08:30.

camping available Friday & Saturday plus barbeque bring your own beer.

Saturday 31st July

Sheffield and Hallamshire Centenary Rally

The Club is celebrating 100 years 1904 to 2004, with a event on Twyford Wood. Anyone who can help contact Roger Willey 0114 2366489 lots of Marshals goodies, a cash prize draw and a Barbeque afterwards are promised.

PRESS REPORT

It's just been reported that one of the French football players has failed a drugs and alcohol test on Monday , after the match. If this is confirmed as positive, under World Football Federation rules, Paragraph 6 sub section 2e, France will forfeit their 3 points and they'll be appointed to their opponents, England.

See Below for the full transcript of this report.

Carlsberg don't send emails, but if they did, they'd probably be the best in the world.

A BIT OF GOOD NEWS

It's not very often that Rallying gets any good press, however I received this letter last month as a direct response to the way in which NHMC conducted itself on Melbourne Airfield. I though everyone should see this as Steve Murty has not been happy with rallying on Melbourne for some time, we usually leave venues in a far worst state than when we find them and this is becoming less and less acceptable. Just look at the mess of the forests after we've been in there.

PENNINE RACEWAY

DRAG RACING • EXHIBITIONS • PROMOTIONAL VEHICLES • MOTOR RACING PROMOTIONS

27th May 2004

Mr David Cogan
Clerk of the Course
Sherwood
Station Road
North Ferby
East Yorkshire
HU14 3DJ

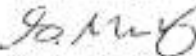
Dear David

Thank you for your letter of the 15th April and thank you also for setting out a road map for future shared use of the Melbourne facility, which I accept as an equitable way forward for all parties concerned. Your offer of a contribution towards repairs out of profits is also appreciated.

May I take the opportunity to ask you to thank your clean up team for the caring way in which they repaired and swept the deteriorating surface by my pay-gate and pits entry corner by the T I Rally School property, which in the past I have had to reinstate at my own substantial cost. The whole use of the airfield reflected considerate, mature, management, even down to the disposal of the litter and replacement of the litterbins back to their original positions.

Once again thank you very much.

Yours sincerely



STEVE MURTY
DIRECTOR

CC John Rowbottom

The Motor Centre, Sandbed, Hebden Bridge, West Yorkshire, England. HX7 6PT
Telephone: National 01422 843651 • International +441422 843651 VAT Reg No. 185 243 065

Our clean up team did a magnificent job, the place looked as good as new; it's such a pity that all and sundry line-up to take the credit for this yet it was the same few people left doing all the graft while the rest went home.

The road map and correspondence that this letter refers to is in direct response to an announcement from John Rowbottom (owner of Melbourne) to all rally clubs that rallying on Melbourne will be stopped at the end of 2004 unless a significant amount of extra money is forthcoming to repair the damage after each event. Our Committee agreed from the start that the Club's money wouldn't be used to improve this or any other venue.

Members of NHMC, Trackrod and Beverley came up with the following solution to raise the necessary extra cash required by the landowner for anyone wanting to use Melbourne for a rally in 2005 onwards.

- All rallies should charge the same entry fee.
- All rallies will charge an extra £35 levy per competitor and itemise this in the SR's to highlight the fact that the money is going back onto the venue.
- This £35 levy would be paid to the Landowner who will match the figure and use the theoretical £70 per competitor to repair Melbourne.
- Once all the commonly used roads were repaired, suggestions can be put forward to have new roads built and other such improvements implemented.
- All rallies will be part of The Melbourne Challenge Championship.

The overall agreement is slightly more complex, it includes written guarantees from the rallies, the landowners and Pennine Raceway as to matters such as building and toilet hire, track sweeping, provisions for spectators and clauses to ensure that any money paid to the landowner will be matched by him and used for the purpose it is intended.(and refunded in the unlikely event of Melbourne being sold) NHMC is leading the way in drafting an agreement, which will form the basis of a contract for all parties to enter into.

I've already received a number of comments after announcing this proposal on the JOMR and some have appeared on various web sites and rally forums. I am please to say that most comments were in favour of doing something now to save Melbourne from closure.

The final decision will come from the competitor. You have a simple choice, pay the higher fees and continue to enjoy your rallying or boycott Melbourne and add it to the nostalgic list of places we used to rally. You might think we are being held to ransom and you might well be right, I think they call it supply and demand.

An alternative would be to put an advert in the local newspaper, I'm sure someone, somewhere has a disused airfield in his or her back garden they've forgotten about. And I'm sure there's a couple of Club members with a few million stuffed under the bed.

WANTED
Disused Airfield
East Yorkshire.

Purchaser requires the following:

- 10 miles of roads
- Toilets facilities
- Offices
- Waste Management Contract
- Electricity
- Easy Access to Motorways
- Voluntary Management & Staff to run car rallies.
- Voluntary Maintenance Staff to repair damage after each rally
- Free portable barriers
- Free Machinery with operators

Purchaser prepared to pay in excess of £2 Million to obtain this very rare item

I have received these regs for Mablethorpe's Touring assembly, if anyone fancies a go, ring the secretary listed. The worrying thing is that they don't seem to know were it is starting, also all entrants will receive a fatal disease (PLAGUE), and the mind boggles as to the entertainment.!

General Regulations.

1) Mablethorpe and District Motor Club will promote a Touring Car Assembly called the MERMAID JUBILEE on Sunday 15th. AUGUST. 2004.

2)

3) The event will start from LOUTH, OR ALFORD and finish at LANGWORTH, Refreshments are available at lunch halt The first car will start at 10.30am and at 1 minute intervals there after. Route instructions will be given out on the morning of the event, and will consist of tulip diagrams. Additional directional commands will be given in the Route instructions.

4)Manned controls will be established en route at intervals.

5)The event is open to CLASSIC CARS made before 1978, and modern CLASSIC CARS made after 1978. Including modern day SPORTS & LIMITED EDITION'S.

6)The minimum number of entries will be 15. The organisers reserve the right to amalgamate classes or cancel the run.

7)Additional classes may be provided for vans or 'one-make' clubs if required.

8)Vehicles will be scrutinised to ensure general compliance with safety standards and road worthiness

9)ALL COMPETITORS MUST PROVIDE A TAX DISC, AN INSURANCE CERTIFICATE, A VALID MOT WHERE APPLICABLE

Entry fee is £20.00 per vehicle, TO INCLUDE, AFTERNOON TEA & ENTERTAINMENT at the finish. and presentation PLAGUE FOR THE COMPETITORS

Closing date for POSTAL entries is SATURDAY 8th AUGUST, 2004.

Late entries can be made by phone to obtain confirmation of entry in the event.

An exemption certificate for the event has been applied for from the RACMSA.

Competitors will note this is NOT a speed event. Timing is based on an Average speed of 20MPH.

Cars may be excluded if found in breach of these regs., breach of any traffic laws, ineligible to continue at any time, or RACMSA ruling.

Event Officials:-

Clerk of the course - SIMON RYDER 01507 450656 / 07771 691185

Route Co-ordinator - SIMON RYDER. / STEVE MUGGLESTONE

Club Secretary - VICKI MELLOR 01507 479515 Scrutineer - TBA

I have received a couple of letters advertising Web sites, they may be useful to some of our members

This site claims to sell anything that will race including Lawn Mowers and Hovercraft

WWW.motorsportauction.co.uk

WWW.roomsin.co.uk

Is a accommodation web site founded by a off road competitor, it lists everything from Caravan sites to B&B or 5 star hotels in the North of England. Could be useful for anyone Rallying away from home.

Rally Report
The 2004 John Overend Memorial Stages Rally.
Written by Dave Cogan, Clerk of the Course.

With the sudden death of Peter Overend, the rally was always going to be a difficult one as our minds were elsewhere. Mistakes would be made, tempers would be frayed and everyone would be put to the test. It is testament to the dedicated band of people who organised, set up and ran this year's event, that when NHMC do something, even in the face of adversity, they do it well.

Before the event had even started, two or three of us had been in close negotiations with the Land Owner and The Officials of Pennine Raceway limited, the latter expressing, in no uncertain terms, that rallying was destroying Melbourne and was not welcome there anymore. The date had its problems too; it was the same weekend as the Welsh Rally, which made finding a Rescue and Recovery Unit an absolute nightmare and we weren't sure how this event would affect our entry. To make matters worst, a leading Land Rover Magazine was holding an off road extravaganza at Driffield showground the same weekend. One of My Wife's Cousins who owns a Land Rover Surplus Stall had reserved us a free caravan pitch next to his stall for the weekend.(He was short staffed and wanted our help to flog his wares) And finally a letter landed on my door- step just before the rally from the Land Rover Series 1 owners club. Jerry Thurston, the tall bloke from Channel 4's Salvage Squad was looking for Yorkshire Members to help restore a Series 1 Land Rover at the show. They offered free accommodation, free entry to the show and free food, they even provided the tools. Oh well perhaps next year.

As for the rally, Friday morning couldn't have started any worse. Janet Overend was the first to ring with the devastating news, this was then followed by phone calls from Robert Newlove and Gav and all before 6.30am. A meeting was quickly convened at James Sparrows house at 9am. After numerous other phone calls and the obligatory cup of tea the decision came directly from the Overend households with the families consent to run the event.

After a very quick staff change due to the tragic circumstances it was off to Melbourne with all the kit. The bales which form the key part of the build sequence arrived a little later than scheduled but by late Saturday afternoon we had managed to build all the stages and crews had started to arrive in their droves. (some came in cars) It had been raining for a couple of weeks before the event and a grass track that was destined to be used on stages 1 and 2 was still impassable unless you had a 4 x 4 so the old chalk track behind the big barn had to be used. This hadn't seen any competitive rally traffic for a number of years so the rally purchased 40 tonne of chalk, which was laid by Neil Fewlass and rolled flat by John Dixon with a road roller on loan from James Sparrow. Now there are some that might say was all that effort necessary. Well, I had two choices, re-build this chalk track or not run stage 1 and 2 resulting in the loss of 24 stage miles.

Neil and John said they could do the job and they did. (Club members wanting estimates for driveways should contact Neil or John directly please).

The event itself seemed to go quite smoothly, it started on time and before we knew it we were onto the lunchtime turnaround. We had a near maximum entry that suddenly started to disappear at an alarming rate. Cars were breaking down all over the place, drive shafts and engine mounts being the major culprits. Melbourne is rough in places as everyone knows and by the end of the day we had lost half of the field. Watching the mass exodus after the last stage was quite a sight; I was thinking that there wouldn't be anyone left to collect the trophies.

The prize presentation was a very low-key affair with all but two of the trophies being collected by the appreciative competitors. I had announced Peter's death at the presentation and how it was affecting some of our team. Steve Simpson and Mark Booth who collected overall honours expressed their gratitude to NHMC for running a very enjoyable event and they also expressed everyone's deepest sympathy to the Overend Family.

I am pleased to say that we had a very healthy number of marshals who all did a superb job on the day and more or less everything went to plan. The stage turnarounds were done without fuss and all radio operators helped keep me informed of the rally as it unfolded. And no sooner than it had started than it was time to pack it all away and head for home, some of us as late as 11pm on Sunday night with work the following morning.

But it doesn't end there. As part of the hire agreement of the venue, all the loose straw from around the chicanes and gravel on the dragster return roads had to be swept. John & Robert Newlove gave up Monday morning to remove the straw and John Milner and I gave up 5 hours on Monday evening to sweep the roads. John & Christopher Newlove came back during the evening to help complete the task.

It may be wrong of me to single out any one individual for helping on the event, but special thanks has to go to Steve Young for stepping into Robbie's tractor for the weekend, putting aside his customers to help us out, without Steve and the tractor we would have failed. Whether you gave 5 minutes, 5 days or for some of us 5 months of your time, thank you to everyone for your help. Thank you also to those Club members who provided us with vehicles, machinery, trailers, food and time which without these people, the event just wouldn't have happened.

Here's to 2005

Dave Cogan
Clerk of the Course

Larkspeed

performance zone

LEAGUE 2004

Round 3 Was our own John Overend Memorial Stages Rally

Picking a team is very difficult, we aim to get represented in as many classes as possible.

This is our team results, best three scores to count

James Sparrow/Janet Sparrow	3 rd out of 28 =	99.3
Gary Parker/Dave Everard	7 th out of 28 =	85.0
Dave Watkins/Neil Duncan	6 th out of 22 =	82.7
Robert Brook/Craig.Martindale	2 nd out of 17=	98.2
Andy Townend/Corrina Townend	Retired =	5.0

We just missed out on the day to YSCC, who beat us by 6 points

Overall results after Round 3 are

ILKLEY	641.2
HUDDERSFIELD	532.8
YSCC	493.6
NORTH HUMBERSIDE	492.2
A & P	380.5
TRACKROD	342.6
MALTON	337.7
YORK	310.0
SHEFFIELD & HALLAM	230.0
SELBY	217



Round 4 was a PCT at Keighley, only myself and my son Matthew competed, breaking our mini in the process, (see Picture)results later.

Next three rounds

4th July Armstrong Massey

17th July Opposite Lock Manby

25th July PCT Ilkley

If anyone is doing any of these events ,please let me know

Robert Newlove

DALTON HALL CLASSIC CAR RUN & ASSEMBLY SUNDAY 4TH JULY

This is our annual event organized by the over the hill brigade (sorry I mean classic section). As in previous years it is run in conjunction with the South Dalton village garden fete



The event is open to all cars manufactured between 1st January 1905 and 31st December 1984

The day starts with a run through the picturesque roads of the East Yorkshire Wolds, followed by an assembly in Dalton Park

(South Dalton is just off the Beverley to Malton Road, about seven miles from Beverley)

You do not have to do the run, but are welcome to just come and display your classic car.

During the afternoon the Garden Fete will take place with cream tea's etc and hopefully a Steam organ.

Timetable

9.30 to 10.am	Arrive at Dalton park for documentation in respect of the run
10.31am	First car departs
1.30pm	Approx first car returns to Dalton park
2.0pm	Garden Fete commences
2.0 to 3.30	Cars judged for concours etc.
4.0pm	Results and presentation of awards

Regulation available from Dennis Webster 01482 812755

E Mail denniswebo@hotmail.com

Even if you haven't got a classic car, come along and bring a picnic for the afternoon, if the weather is nice, Dalton Park is in a lovely setting. Even if it rains, the club have bought a new tent!

EVENING ENTERTAINMENT

On the Saturday evening July 3rd, the village fete organising committee have arranged a concert in the village church, at South Dalton

The Drifffield Miscellany Singers will sing songs for a Summer Evening, starting at 7.30, this will last for about a hour and a half followed by refreshments in the beer tent (sorry I meant Marquee), Tickets are £5, ring Dennis if you want to attend

SOFT PEDALLING

Under some law or other – I think it's the Dafter Protection Act – I'm probably not allowed to ask where you live, but wherever it is, I bet positive stories in your local media about our sport are mixed with adverse ones about problems with cruises, access to land and the like.

We should fight our corner by lobbying (vigorously) about issues where appropriate, but I think we should also actively look for ways of generating positive publicity. With this in mind, I was interested to see how the Cirencester Car Club fared recently when they ran a 'Touring Assembly and Economy Run'.

In summary, they got 36 entries at £35 a head; entrants covered just under 100 miles through magnificent country; economy figures ranged from 17.9 to 63.6 mpg; the event needed only 15 officials, and perhaps most important of all for a new venture, it made a healthy profit.

Anyone was eligible, in anything, and the mix of old and new cars (a third were pre 1963) seemed to work well. Tourist Board people should have been happy because people were out in scenic villages waving, not fist

clenching, and waving most enthusiastically were overseas visitors.

I know countless clubs run similar touring assemblies but what added the extra interest was the economy aspect. Cars were filled at the start and filler caps sealed with high-tack tape. They were weighed en route and then refilled at the finish with both consumption and cost noted; entrants were handed certificates showing their results in mpg and cost per mile, as well as under a formula taking into account weight – based on the old Mobilgas Economy Run idea to equate large and small cars.

Highest mpg figure was 63.6 by a 2001 Toyota Avensis 1800 petrol, driven by economy run old hands, just bettering 62.04 by a six month old Focus TDCi. Best effort under the weight formula was by the Focus, while the lowest pence per mile was the 5.86 of the Avensis. Yes, I know the cost of fuel is only one aspect of motoring because depreciation can loom much larger but then many classic cars don't actually have the dreaded depreciation. For what it's worth (probably not a lot), cars on the event as a whole averaged 36.71 mpg at an average cost of 12.38 pence per mile.

Performances picked at random included 30.05 mpg by a 1927 Amilcar, 50.64 mpg by a 1961 Lotus Elite (proving what an efficient shape Colin Chapman put into production – but then we knew that) and 40.88 by a Caterham Superlight 1600. The sole Dellow did 27.03 mpg but then it suffered more fuel-burning stops and starts than other entries as spectators fought to touch such a fine example of industrial craftsmanship.

Based on Cirencester's experience, other clubs could well consider similar events – put details of the club and an application form in with the paperwork and you could attract new members. Incidentally, do avoid or at least explain any motorsport jargon – one crew asked, perfectly reasonably, what Tulip arrows are.

Most important of all, if the PR side is handled effectively such events can provide pegs for all sorts of local media stories, and positive ones at that – "Stop your car drinking while you drive" for example. The key is to strike the right mix of a friendly gathering of car enthusiasts with just a mild competitive edge of how far you can go on a gallon.

Stuart Turner

I've said it before, Off-Road motorsport leads, and the rest of the motorsport world has to catch up. When using alternative fuels, off-road motorsport is years ahead. A little while ago there was news that a car fuelled by diesel was going to be used in a long distance saloon car race. The motorsport press speculated that this was a first for motorsport, wrong, diesel fuelled 4x4 have been competing at the highest level of off-road for years, even decades. A diesel BMW won stages on this years Dakar Rally. The latest big news is a special LPG powered car has undergone an engine conversion to enable it to compete on this alternative fuel, again press speculation was, this would be a first for motorsport. Wrong, Off-Road were there first, an LPG powered Land Rover competed in Hillrally's back in 2001, and numerous LPG powered vehicles have competed since.

DEFRA's proposals

Well done to everyone that wrote in objecting to the DEFRA proposals on rights of way, all 15,000 of you. The sheer number seem to have made the Minister concerned, Alan Michael look again at this DEFRA proposal. Rumour has it, the Minister has even started listening to our concerns for the very first time, rather than those that were telling him about the '4x4 problem' from another viewpoint. Extra staff have been taken on, to process all the letters. The battle to save our access to the countryside is not over, but we have at least been seen as having a valid point of view which needs to be considered.

AUTOSCENE



REVIEWS FROM



HAWKEYE

MRP, Ivan McLeod. £15.99
ISBN 1 899870 67 9

Full marks to McLeod, for doing the legwork and talking to all the right people to profile the life and racing career of Tasmanian Hawkins, whose seat-of-the-pants approach informed his life and racing. Starting with an MG TC and a friend's Austin-Healey 100S, he came to England and scored factory drives with Ford (Willment), Ferrari and Porsche, before losing his life in a fiery crash at Oulton in his Lola T70 in 1967. He was a larger-than-life character, by all accounts and, apparently, the most terrifying road driver ever. This is a story that needed to be told, with a good spread of photos. There's

little about his private life, probably on author's discretion. Foreword is by his team-mate Vic Elford.

MOTORFILMS QUARTERLY

Four priceless short films and part four of Nye's Jack Brabham interview comprise David Weguelin's latest video/DVD. Gems include a lap with Peter Harper around the final Monaco test on the '62 Monte Carlo rally and evocative footage from the 1955 Goodwood 9 hours. Behind the scenes shots catch heroes off guard and reveal chaotic pit work, particularly Ferrari, which only had side jacks. Watch out for the erratic Burt Rogers, who spins everywhere before rolling his Tojeiro.

RONNIE PETERSON

Formula 1 – Super Swede.
Coterie Press. Johnny Tipler.
£34.95

ISBN 1 902351 07 X

Typical of Coterie, this is a lovingly crafted impressive-looking hardback; as it should be considering the subject matter. A hero to a generation of race fans, Peterson always managed to recover from potentially ruinous career choices while being famously at sea when setting up a car. This engaging effort, written by the prolific author formerly known as John Tipler, is much more than a mere hagiography. Yes, Peterson was a nice guy but he wasn't without his flaws: he could be stroppy and his motivation could suffer.

Tipler has roped in a remarkable number of Peterson's contemporaries and team players to give extended quotes, many of which are informative and occasionally revealing. What's especially pleasing are the many

wonderful images, in particular those of a young Peterson campaigning his home-built Svebe open-wheeler against fellow up-and-comer Reine Wisell in his homeland. Even better are the shots from the family album showing Ronnie and other drivers relaxing away from the tracks, plus those of him with his tragic wife Barbra. It's great value and will undoubtedly prove a sell-out.



COD FILET QUIZ

1. Which British racing car manufacturer built a team of 3 litre cars to the wrong formula?
2. Where was the last race of the 'works E Type ERA'?
3. Who was the co-director and designer when Brabham set up as a constructor?
4. Which make of car did not have a radiator badge?

ANSWERS ON PAGE 11

Kart marshalling

There has been some confusion about the use of marshals for Junior Class races. These notes are for the guidance of all clubs – to achieve a degree of consistency and make things easier for everyone. Any queries should be directed to the Technical Department of the MSA.

Feel free to photocopy or reproduce these notes but do not alter them, as this will defeat their purpose!

Incident Marshals – briefing notes

- Firstly you must attend the special briefing
- You must sign the MSA indemnity form
- You will be allocated a coloured tabard
- You will be allocated to a specific area of the track and must remain behind protected barriers as instructed unless dealing with an incident trackside
- Your area of track will be identified on the circuit map and you should not stray into any other area
- Do not interfere or obstruct the flag marshals
- Only attend stranded karts/drivers if they are in need of assistance within your designated area
- In attending stranded karts/drivers do not create another dangerous hazard;

- make sure you do not place yourself or others at risk
- Wait – assess – action – return to post
- If appropriate, a single attempt to restart the kart or karts may be made provided this does not interfere with race traffic. (This procedure should only be attempted if the marshal is experienced in the starting or pushing procedure)
- No attempt is to be made to repair a kart or replace a chain
- Do not lift karts with driver seated, get them to move to safety then move the kart to safety. (Assuming they cannot restart under their own means)
- When moving the kart it is best to push or pull, lifting should be avoided wherever possible
- When moving karts do so with care, do not overstretch or lift excessive weights, and be cautious with hot or moving parts
- Do not remove or manhandle drivers who show signs of injury, await medical assistance
- Do not attempt to remove a crash helmet from a potentially injured driver
- Do not signal or attempt to communicate with drivers who are racing
- No timing, communication devices, or cameras are allowed on the track
- No smoking on the track

QUIZ ANSWERS

1. Vauxhall for the 1922 season but that was the year of the new 2 litre formula!
2. No of Man 1950 (Peter Walker)
3. Ron Tauranac
4. Packard (name on the hub-caps only)

The Club reserves the right to veto volunteer Incident Marshals, and will designate the posts as they see fit. The Club also reserves the right to remove Incident Marshals from the circuit that do not work within these guidelines. The Club will give priority to people who have attended a marshals' training course, and those who are members of the BMMC.

New kart marshalling leaflet

The Motorsport Safety Fund has launched a new leaflet for kart marshals. It contains basic information on all aspects of kart marshalling, and folds to the size of a credit card. Further details from the:

Motorsport Safety Fund
PO Box 239
West Malling
Kent
ME19 4BL

Support for British marshals

The British Motor Sports Training Trust is a registered charity which trains marshals and other volunteer motor sport officials. It recently received a donation from Innarsat – the exclusive global partner of the FIA World Rally Championship – with the support of Prodrive. The latter donated body panels and components from Subaru World Rally cars for Innarsat's new staff restaurant.

by the BMMC

Standards of marshalling vary around the world – as do medical, rescue and recovery services. Arguably, that's one reason why marshalling at major international meetings in Britain sometimes involves a level of "red tape," checks and inspections that seem over the top here, but may be vital in other parts of the world which the same championship visits.

British marshals have enjoyed a high reputation over the years, but, that's no reason to rest on our laurels.

There are a number of other countries where marshals may do things differently – but no less safely and effectively than the best British marshals.

If the continuing decline in the number of marshals continues to be paralleled by an increased number of meetings – up by ten per cent over ten years, according to reports in the motor sport press – we could find ourselves learning a trick or two from the Continent, where intervention vehicles have been used as a substitute for trackside marshals for some years.

What else could happen? Well, we are already seeing some being expected of comparative newcomers to marshalling:

Around a decade ago, flag marshals at some circuits would have reacted with sheer disbelief at the idea that they might be asked to flag alone.

Nowadays, it is not unusual at some meetings to be asked to flag and observe – or for a marshal from the incident team, who has no flagging experience, to be asked to wave the yellow or put out the green flag as necessary.

Again, our continental colleagues start flagging from day one. Some might say: "And it shows," but can we be critical when we are asking trainees to fill in with a flag on posts where there are no flag marshals or observers?

And, there's the question of demonstrating competence, too. We have relied on a combination of attendance at appropriate training sessions and practical performance as the basis for our competence grading system.

In France, they have been insisting for some years, on all candidates for the grade of Chef du Post (the equivalent of our Observer) sitting a written test and attending an interview panel, where their suitability is assessed.

A recent trip to the pre-Le Mans test weekend revealed that the French are now trialling a new test for people wanting to gain the grade of Marshal (the only other grade they have).

It combines a written paper, interview panel and practical flagging and incident handling session out on circuit – and lasts eight hours!

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SHOOTING FOR POSTERITY

Prompted perhaps by a shortage of material when celebrating major anniversaries, some clubs are now persuading people to act as their official film and video archivists. If you take on the heady role of filming key club events, I suppose it could lead to even wider opportunities – with so many reality shows on TV, it's surely time for *Celebrity Scrutineers* in which a group of them are locked in a house then judged on how well they check the kitchen units against the Ikea assembly instructions.

But what about equipment? Well the advice regarding cameras seems to be to go for quality and not be seduced by gizmos, most of which you'll never use. Read magazine reviews, talk to cameramen on events and as a general rule, stick with household names. Have a camera with a manual focus and if you'll be filming rallies, buy a skylight filter to protect against flying stones. And get a rain cover of course.

Audio is sometimes seen as the poor relation of the pictures but as noise is part of the glory of our sport, it could be worth investing in a good directional microphone that's not too susceptible to wind noise.

Whatever equipment you have, insure it, look after it and practise with it so that using it becomes second nature. And read any instruction booklets before an event rather than on it by the light from a burning car you are trying to film. Above all, *follow marshals' instructions* – problems with the media come high on volunteers' lists of least favourite things.

Keep in mind that the wider the shot, the smoother it will appear, and don't keep zooming in and out – it can get very tiresome to watch. I'm sure your every frame will be a Rembrandt but the result will be even more bearable if you break up endless action footage with shots of attractive spectators or frozen marshals to freshen things.

If you happen to be the only one to catch a memorable moment, you may feel that this is your stairway to national TV news but remember that on many sporting events, footage taken must be for personal use only and there may be notices in programmes telling you who owns the dreaded 'rights'. Material may have a very short shelf life so you'll need to act quickly if you do happen to get sensational footage.

You'll invariably shoot far more than you need so be ruthless when editing then when you sit back with it finally finished...go back and chop out another 10%. Don't forget noise effects and/or background music – the video celebrating Ecorie Cod Filler's 20th anniversary was much enhanced by the soundtrack from *'We're All Going on a Zimmer Holiday'* underscoring the footage.

If you get really good you could even become professional, although it's a tough jobs market and you might find yourself just endlessly filming half naked women for TV reality shows, but then I suppose every job has its downside. Still, if you only film for fun to keep a record of your own motorsport career, at least you'll have the perfect ace to serve when people pop round with their holiday videos. "A three hour video of your holiday in Australia? Of course I'd like to see it. Then I'll show you my four hour one of the time I broke a Reliant Robin endurance record. At Le Mans."

Game, set and match I think.
Stuart Turner

KARTING

Commercial karting in the UK far outweighs the numbers for MSA karting, for many their first tentative steps in motorsport.

A recent survey revealed over 140 commercial kart centres with a relatively even split between outdoor and indoor tracks.

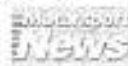
Track lengths vary considerably. The indoor tracks are limited by the size of warehouse, etc that provides the roof and normally are a couple of hundred yards. Out of doors anything from 200 yards to 1100 yards (and occasionally more) is available. As you might expect the majority of these venues cater for corporate and leisure activities usually with public viewing areas, cafeteria and so on.

While there is no governing body as such the National Karting Association (NKA) represents interests on matters like health and safety, the requirements of which can be quite onerous. A comprehensive code of practice is in place and all members are expected to adhere to this. The NKA is one of the organisations belonging to the Kart Control Board (KCB) and has made considerable contributions in areas where their day-to-day risk exposure is new territory for MSA clubs.

As part of KCB initiatives it is possible for kart drivers to accumulate experience under supervision at NKA kart centres and use these 'credits' towards satisfying the minimum requirements for a new MSA kart race licence.

More information about the NKA and its member tracks can be found at www.nationalkarting.co.uk. Information on getting an MSA kart licence is available on www.msak.org and for more on training, schools, etc see www.arks.co.uk.

AUTOSCENE



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Eric Dymock's stylish and highly readable biography of Jim Clark has been reprinted with 32 pages of additional photographs. The 'special edition gallery' features colour from Indianapolis, portraits and a shot from his last race at Hockenheim.

JOHN GOTT
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Gott, famously the long-term owner of the ex-works Healy SMO 746 in which he died racing in much modified form at Lydden in 1972,

was old-school, combining a role as Chief Constable of Northamptonshire with a distinguished rally career. This softback exudes the appropriate respect for a man who could be distant and at times difficult, and is both welcome and overdue.

PORTRAIT DE COURSES
Pierre Darmendrail.
Editions Drivers.
£27.99

ISBN 2 95 16357 9 4
The work of French photographer Jean Dieuzaide is little-known outside France but he had a great eye for light and composition. Working in a variety of commercial fields, he wasn't a motor racing specialist and his work is the better for it. This book focuses primarily

on the early '50s and includes a wonderful gallery of racing portraits and pitlane studies, but best of all are the victory groups, the packed crowds as fascinating as the winning subject. Continuing a surprise trend in French publishing, this superb book also features English text.

ART OF THE AUTOMOBILE IN MINIATURE

Gerald Wingrove.
Crowood Press. £25
ISBN 1 86126 632 4

Perfectly complementing the recently reprinted *The Complete Car Modeler* (ISBN 18612 6644 8, £14.99), this handsome landscape book celebrates the finished work of master craftsman Gerald Wingrove. Focusing on his magnificent pre-WW2 subjects ranging from Model T to Duesenbergs and fabulous Alfa 8Cs, each model gets the full studio treatment. But this is much more than a picture book and Wingrove's personal notes reveal the depth of his research.

SELF-BUILD SELF-HELP

Which to buy, engine choice, drivetrain, tuning and vehicle approval are just a few of the topics addressed in Iain Ayre's new *Kit Car Manual*. This colour Haynes publication includes a useful list of British and US manufacturers with websites, for £17.99.



COD FILLET QUIZ

1. Can you name the rallying Chief Constable and BMC team 'Captain'?
2. Who was the very successful lady rally driver who used to be Motoring Editor of *Vogue*?
3. The title of *Union des Pilotes Professionnels Internationales* was quickly changed to?
4. Who was dubbed by the *John Player Yearbook* as the Eric Morecambe of Rallying?

ANSWERS ON PAGE 11

Rally Marshals Register

We have produced an information sheet to answer some of the questions we're regularly asked about the MSA Rally Marshals Register. It is posted on our website www.msauk.org in the News items section.

Some of the key points are summarised here.

- to join the Register, download a Registration Form from the MSA website, obtain endorsement of your Motor Club and attend a Marshals Training Evening approved by the MSA.
- to upgrade from Grade 3 to Grade 2 obtain signatures on the reverse of the MSA Registration Card from a Chief Marshal or other senior event official and (unless you already done so) attend a Training Seminar approved by the MSA.
- to upgrade from Grade 2 to Grade 1 obtain further signatures on the reverse of the MSA Registration Card and attend at least two Training Days approved by the MSA – including specific modules. In addition, submit a letter from an MSA licenced Stage Rally Clerk of Course confirming that you have acted as a Deputy Stage Commander or Deputy Event Safety Officer on a named National B Stage Rally.

The information sheet also answers some frequently asked questions.

Some marshals have received a free safety tabard from the MSA thanks to the support of Alexander Forbes Risk Management Services and SLE Worldwide. During 2004, another batch will be issued to those new to the Register.

NEAFP calendar

The FIA calendar for National Events with Authorised Foreign Participation (NEAFP) will continue for 2005. This allows licence holders from all countries to participate, providing the event is inscribed on the FIA calendar.

Marshal of the Year Award

With the help of Alexander Forbes Motorsport Risk Management Services, the MSA will again be presenting a Marshal of the Year award to recognize excellence from any or all disciplines of motor sport.

Regional Associations and the British Motor Racing Marshals Club have been asked to submit their nominations for the Award to the MSA by 10 September 2004.

If your club has a nomination, please submit this to your Regional Association for

consideration as soon as possible – supported by a brief summary of the reasons.

For clubs in remote locations (eg offshore islands) who may not be active members of a Regional Association, nominations may be submitted directly to the MSA, marked for the attention of Allan Dean-Lewis, Head of External Affairs.

Club of the Year Award

The Alexander Forbes MSA Club of the Year Award gives clubs an opportunity to win £1000, the prestigious Alexander Forbes Trophy and other benefits. There are second and third prizes of £500 and £250, with commemorative awards.

This year, clubs are being initially screened based on their competitive activity and success and on the actions they have taken during the year to increase membership and participation levels.

Regional Associations have been asked to submit their nominations for the Award to the MSA by 10 September 2004, and clubs subsequently short-listed will be asked for further information – from which the final selection will be made. The winners are expected to be announced before the end of November.

For Clubs in remote locations (eg offshore islands) who may not be active members of a Regional Association, nominations may be submitted directly to the MSA, marked for the attention of Allan Dean-Lewis, Head of External Affairs.

by the BMMC

There are plenty of regulations governing motorsport, but a singular lack of standardisation when it comes to key safety requirements like electrical cut-offs – or kill switches – and external triggers for on-board extinguisher.

There are a number of different types of switch and trigger – some you turn, some you pull, some you press and others that are covered with guards that you have to flip up to get to a toggle switch beneath.

That's not too much of a problem in itself – but what is a problem for marshals are combined cut-off/extinguisher switches and the lack of any regulations detailing where the switches should be placed.

Often, even within the same class or on similar vehicles, you can find cut-offs and extinguisher switches in different places.

If you've just run 100 yards, carrying an extinguisher, the last thing you want to do is to have to play hunt the switch.

What's more, if it's a dual acting isolator and extinguisher, you are hardly in the right state to differentiate between the gentle pull that isolates the electrics and the tug that isolates the electrics AND fires the extinguisher.

There was, a few years ago, an F3 car that had a single switch that isolated the electrics and fired the extinguisher – and it was all perfectly legal. Small wonder that the team had to re-fill the extinguisher several times during the season.

At the end of the day, the electrics must be isolated to prevent the fuel pump continuing to pump fuel into a hot engine. If doing that sets off the extinguisher, that's tough for the team, but it's their own fault.

That's one reason why marshals are advised to get the driver to isolate the car – then the team can wingate at him!

While the driver is isolating the car, get him to replace the steering wheel, if he had to remove it to get out. This is one area where regulations often help marshals by making it an offence for drivers to fail to replace steering wheels.

It's not as simple as it sounds. If you get the chance, take a close look at a wheel that has been removed and try to put it back on. You usually need to check the wheel's orientation as one of the splines on the steering column is often wider than the rest and the wheel will only fit the column in one position.

Moving a car without its steering wheel is not easy, but, if you take it slowly and work as a team, keeping a special watch on your safety, you can manhandle the front wheels so that they point in the direction you want to go.

QUIZ ANSWERS

1. John Goss
2. Nancy Mitchell (HRC, BMC Driver, Ford etc)
3. Grand Prix Drivers Association
4. Mike Wood (Lands AC and ECF)

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