



North Humberside Motor Club



Club Magazine
January 2006

Editorial

A happy new year to you all, and to our members north of the Border "Bliadhna Mhath Ur".

The clubs competition calendar got off to a great start with an excellent entry for the New Years Autotest and it was especially nice to see so many youngsters having a go for the first time. There were a few old hands too with Messrs Pickard and Sparrow Senior trying their hand at some alternative motor sport. Apparently the young bloods really enjoyed it and are raring to go on the next event on February 12th. If you fancy having a go but do not have a vehicle see our "Car for Sale" item later in this issue.

What's that car on the front cover you are probably asking. Ah well this being the quiet period of the year for events I thought the time was right to wheel out an interesting article by Dennis Robinson that I have been keeping up my sleeve since last October. Dennis and his good lady Liz crossed the pond to the States last year and got involved in a bit of circuit racing. The "car in front" is not a Toyota but is in fact a Bugatti Atlantic which was at the circuit but sensibly did not race. I forgot to ask what year it was made but answers on a post card please or make it question 7 in this month's WATKWIZ. It looks a stunning car and interesting to compare it with Bugatti's recently launched super car which is allegedly the finest car ever built. Rumour has it Church Garage, Skirlaugh will be taking on a Bugatti franchise later this year !

A reminder that the Club's Annual Awards Presentation Evening will be held on Saturday 25th February at the Ferguson Fawsitt Arms commencing at 7.30 pm. The Menu is enclosed with this magazine issue, tickets can be purchased from Graham Tabor. The guest speaker will be Le Mans winner Guy Smith and I believe he is bringing with him his principal sponsor, alias his dad, who is well known to club members from his rallying exploits in the seventies. Just to show my age I can recall competing against Pete Smith's Opel Kadette in a BDMC autotest and Guy was there in his pram !

Can I also remind you that the results for the Club's Stage Rally Championship for 2005 will be finalised at the end of January so you have until then to submit any long lost results. Provisional top 6 standings are :-

Drivers:-	Points	Navigators :-	Points
Allan MacDowall	400	Gavin Heseltine	416
Chris Peart	381	Gordon Blyth	381
Dave Watkins	345	Dave Everard	346
Gary Parker	314	Mick Lebeter	314
Gavin Ruler	314	Neil Duncan	289
Rob Brook	239	John Brook	239



Goodwood Revival Meeting, Not.

Since Pat and Steve Wren left NHMC and these emerald shores some twenty odd years ago, we have always kept in touch and from time to time put them up whilst visiting. Steve was ever a speed man, not really into rallies and occasionally represented NHMC at hillclimb events for the Shell (later Larkspeed) League, with his formula Junior Spridget.

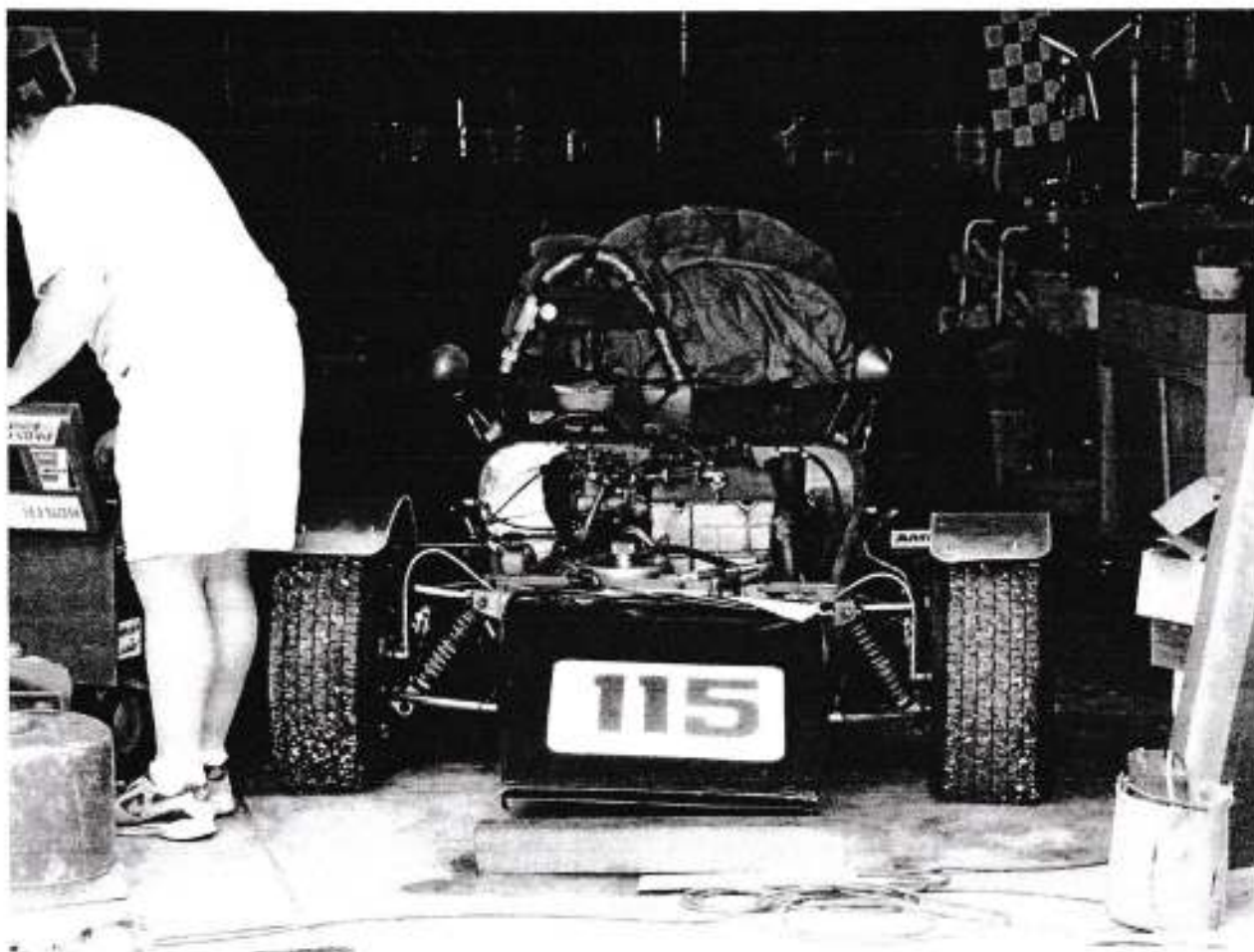
In the USA Steve carried on racing firstly with selection of increasingly fast Fiat X1-9s and latterly with a Mallock U2 Mk.11. (That's eleven, not two).

This year, after years of promising to visit them, I found myself with enough air miles for the two return tickets and the time to spare (off sick with the broken leg/ankle) so we arranged to visit the USA and Canada to coincide with one of Steve's race meetings.

We set off from Humberside, via Schipol on September 7th and on arrival in Amsterdam we found that we had been bumped off the next flight, so ready for some sort of battle we went to one of KLM's offices where we were given seats on the next flight to Detroit, arriving earlier than we would have done if we had stayed on schedule, profuse apologies, €300 apiece, and vouchers for lunch and drinks whilst we waited. We got to Milwaukee bang on time where we were met by both Pat and Steve, one to lead the way and the other to travel with us if we lost the leader.

We picked up our rental car and set off, rather tiredly for the 45 minute drive to their home in Hartford, Wisconsin where we were greeted by some sort of friendly wolf and a couple of coldies before crashing.

After a couple of days getting over the jetlag we went off on our own tour round the lakes via Niagara, Toronto, to see some of Liz's relatives, on around Lake Huron to Sault-St.Marie and Soo Locks, the only locks on the seaway system that I had not been through. We then re-entered the States and back down to Hartford for the motorsport. We arrived back there on the Thursday, whilst Pat and Steve had taken the rig, a huge turbo-diesel truck hauling a long trailer which was part caravan, part car transporter, part Garage-cum-pit, up to the circuit, Road America, Wisconsin, which was about an hour away, for early registration and to get the best parking site. They decided that as they had guests they had better hook up to the mains and use the Aircon in the trailer.



The Mallock being prepared.

We had dinner in town that night at what is supposed to be the biggest bar in the country, and it was huge!!

Friday Morning was an early start to get Liz and I registered and the car ready for practice. When we arrived we found that we had to be tagged and identified as pit crew. This involved having a non removable tag attached to ones wrist which then had to stay on for the whole weekend. There were differing colours of tags, white for drivers, red for pit crew, and other colours for organisers, marshals etc., A bit of a nuisance having to keep them on for the whole long weekend but quite effective, and entrance on the next two days was simply by holding ones wrist up to the gate marshal.

The rig was set up adjacent to the pit wall and false grid so it was pretty noisy when practice started. Not much for us to do on the car, just final checks on fluids and pressures etc. then whilst Steve got the car round to the false grid (all rolling starts here) Pat gave us a quick run down of what to do next and how to work the stopwatches etc. First practice went off OK and before coming back into the paddock Steve stopped in the pit lane for checks on tyre pressures and tyre temperatures.

Back in the paddock after assessing the data on temps and pressures some adjustments were made (nitrogen for the tyres, not air, as air contains water vapour which expands too much when heated and over inflates the tyres). We also made some adjustments to the suspension to try and dial out some understeer. Second practice went well but Steve still reported that

the car was understeering, so we went for a check on the corner weights, no problem there so backed off the adjustments on the front shocks as much as possible and hoped that that would do for the next day. Back home for a quick shower and then off to the next village for the Friday night Fish Fry, as much fish and chips as you can eat! Bob Carver has nothing to be worried about though.

The Saturday Morning Drivers meeting was at 7.30 so we were up even earlier and on the road before dawn. The road kill is quite diverse! Skunks and deer predominate, and are somewhat bigger than hedgehogs. At the Drivers meeting one of the sponsors were dishing out goodies. There were long cloth sacks with a drawstring about 1ft. long and 3" wide, and these were puzzling some of the Americans. Steve told them they were willy warmers and not to worry about the English Size, they would shrink to fit!

One of the specially invited clubs for this historic weekend was the Bugatti Club and there were plenty of them around, the cheapest would have been about 2½ millions worth, and they did not hang about on the track either. There was also a selection of even more expensive cars on display. In fact the majority of the cars racing that weekend would not have disgraced any motor museum or concours.

First practice did not go well, as one of the ELVAs kept baulking Steve in the corners and then pulling away on the straight as they had about 20hp more up their sleeve than we did. Back in the paddock between sessions, we noticed a little pool of what looked like oil. On investigation we found to our horror that the oil was dripping from the right rear brake drum.



Where's that oil coming from? (Ed: Not your best photo-genic side Dennis!)

OK, so it was drain the diff, wheels off, half shafts out, clean up, change gaskets and seals, reassemble, refill and put the wheels on again, oh!, and then put some more gas in the tank before lunch.



Ready for the off.

Second practice was ever more fraught, having waited in the false grid to let all the ELVAs go and leave himself a clear track, Someone blew up and deposited oil all over corner three and the session was black flagged and then chequered before Steve had got wound up to a good lap time. He ended up 11th overall and 5th in class.

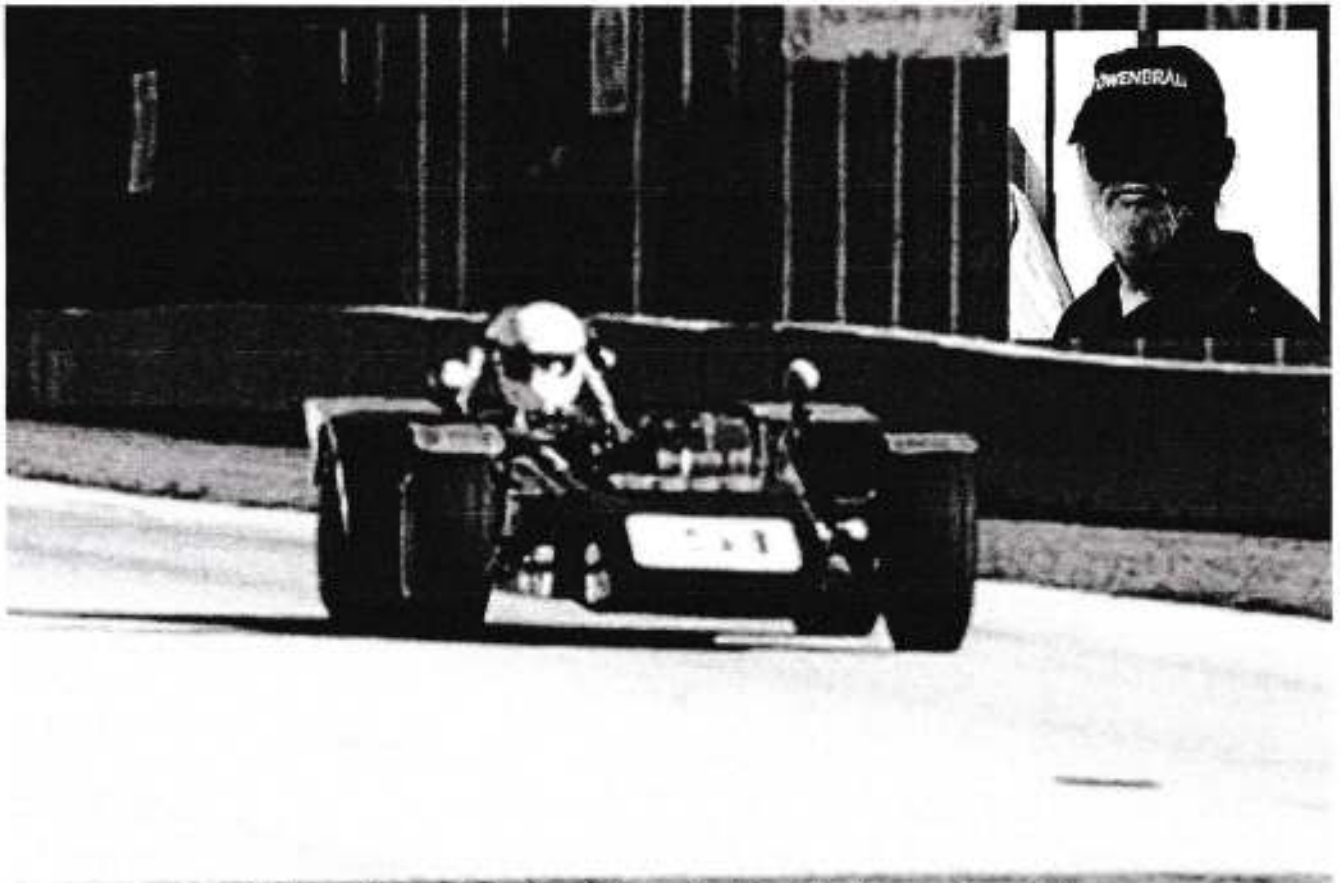
Thankfully, Sunday was a little more relaxing and we could lie in until nearly 7 a.m.

The weather, as with the previous week or so dawned virtually cloudless and hot. There was quite a crowd going in through the spectator entrances but we wafted straight through the competitors entrance, thanks to our wrist tags. We got the car out of the trailer double checked everything and fuelled up ready to go.

Race time arrived and with Liz acting as broly dolly we went round to the false grid to line up for the start.

As soon as the cars had cleared the false grid we were able to take up our position on the pit wall armed with stopwatches pressure and temperature gauges just in case.

After two laps Steve had moved up one place overall and one place in class then we got confused as some of the slower classes in the same group race had been lapped and the order became confused. Steve eventually managed to make up another place and got in a couple of laps which he considered was just about the best that could be wrung out of the Mallock at the Road America Circuit.



U2 in action on the Road America Circuit. Inset : Steve Wren

Nothing left to do except pack up the trailer and watch a couple of races before setting off for home. I made the mistake of going in the truck with Steve, as there was no air con in there.

Out that night for dinner and a couple of beers we looked back on quite a memorable and exhausting weekend. We had two days to recover before leaving our friends and heading for the airport and home with a few orders for parts etc for the car after its winter rebuild.

Dennis Robinson.

GREAT START TO THE NEW YEAR NEW YEAR'S AUTOTEST 2006

The New Year's Autotest was held on Bank Holiday Monday 2nd January. Once again at Reader's Yard at Brandesburton. (If anyone can suggest any alternative venues please let me know).

What a surprise when 15 entries turned up, some regulars, but a great gang of new budding autotesters., and what's more only one Mini, it appears that the Corsa (Nova) rules.

The regular experts were there, Ken Sturdy in his well set up Nova (it just about goes round bollards on its own), Howard Everingham in "Heapy" his faithful Mini, Rob White with his Mitsubishi and entertaining the crowd as usual, Dave Short driving another Nova for the first time. Then came the Vauxhall Fan Club, James Sparrow and son Luke, Phil Pickard and son Simon, all sharing a hastily prepared Nova. Michael and James Wood shared a Corsa, as did Phil Burton and Katy Wood.



1st NHMC Expert – Ken Sturdy

The road car class consisted of Robert Brook in his Peugeot 205 rally car and Roy Heath foresaking Heapy for his wife's Renault 5 and John Dixon in a Nissan Micra.

With such a large and unexpected entry we only managed to run 15 tests, but with the help of Alan Gilbert, John and Chris Newlove, and a little bit of help from Richard Wood things went ok..

Ken, Rob, and Howard ran in the autotest car class, and the Corsas formed class 3. Ken's Nova and Howard's Mini led from the start, all times within half a second or so of each other, with Rob's steaming Mitsubishi not far behind. Unfortunately Ken managed to get a washout which dropped him slightly. Rob had fitted a hydraulic handbrake which didn't seem to work very well until he fitted a longer handle!



Young Gun – Luke Sparrow

The Sparrow/ Pickard Nova had one or two problems, mainly with the steering wheel knob dropping off and the Mitsubishi developed a water leak, but it didn't slow Rob down much, it just mixed steam with the tyre smoke.

John Dixon had a bit of a problem to start with, but a bit of wire by passing a sensor seemed to clear the problem

Overall Winner: **Howard Everingham**

Class Awards:

Ken Sturdy	Expert
Roy Heath	Road Class
Dave Short	
Phil Burton	First Novice

Robert Newlove

Marshals News

We have soon arrived at one of the busy times of the marshalling year, the good news being that most events are on a Sunday. If you can help on any of the events below please contact

John Newlove 01904 608524 e-mail john.newlove@btinternet.com

Ripon MSC Riponian Rally Sunday 5th February

Ted Collins from Huddersfield is running Boltby again. The stage will be run twice. Signing on 09:30 at High Paradise. He says he it might Snow. He would particularly like some help at the finish.

Delacy Motor Club Kall-Kwik National Rally Sunday 19th February

We are running the 8 mile Cropton stage twice on this event and will needs lots of help. We had a good turn out last year so I am looking forward to the same amount of support on this years event.

Provisional signing on is 08:00 at the stage start at 100/732938

This is a good event for anyone wanting to have a go at timekeeping as the timing is fairly straightforward. If you fancy having a go please let me know.

March The Alternative Sign Centre Robin Hood Forest Stages Rally on 4/5

If you can help on this event please contact the stage commanders direct.

Clipstone North- Jon Binns 01257 241680 jon@binnsj.freeseve.co.uk

Clipstone South - Richard Ogan 01132 516816 richard.ogan@wincanton.co.uk
richard.ogan@tesco.net

Birklands - Phil Rees 01943 466369 phil.rees@keldagroup.com phil.rees2@tesco.net

Blidworth - Andy Cooper 0162 3474637 atcooper1@ntlworld.com

Thieves Wood - Andy Hill 01246 241683 andyhill79@hotmail.com

Harlow Wood - Roger Willey 01142 366489 alex@kirk-willey.fsworld.co.uk

Watchwood - Ted Collins 01422 255919 tedandpatcollins@tesco.net

Trackrod Motor Club Look Out Stages Sunday 12th March

Trackrods annual single venue on Melbourne airfield, signing on is usually around 07:00, please contact me for more details.

North Humberside Forest Rally Saturday 25th March

Our clubs main event and as usual we will need lots of help.

Help will be needed on the Friday evening in Hull and in lots of different areas on the Saturday.

Competition Secretary's Bit

With a good start to the New Year with our first Autotest, lets hope we can keep the momentum going.

Forth coming Events

5 th February	Riponian Stages
12 th February	Club Autotest
18 th February	Delacy KallKwik Forest Rally (Based in Pickering)
25 th February	Mablethorpe DMC Bill Cammack Memorial Stages Manby
25 th February	NHMC Awards evening
4/5 th March	Robin Hood Historic Forest Stages rally
5 th March	Robin Hood Clubmans Forest Stages rally
12 th March	Lookout Stages Melbourne

We had an Autotest planned for 5th March, but with all the events on, I am trying to move it to 12th February

Please note that the Club has purchased a DVD Player so bring along your rally DVDs to club nights at the Ferguson Fawsitt.

Robert Newlove

FOR SALE

1992 Vauxhall Nova 1.2, 3 Door Model, stripped interior, used for Autotesting. V5 available so could be put back on the road. Good Handbrake, Spare Wheels. Anti Roll bars fitted also Strut Brace. Open to offers.

Contact Ian Sadofsky 01482 635404 rally1@rally1.karoo.co.uk

Who's doing what this year ?

I had a quick run round the guys who were at the Ferguson Fawsitt last Thursday night so "in no particular order", as they say on the Strictly Ballroom Dancing programme, here is what they are doing in 2006.

James Sparrow/Dave Everard:-

Kicking off with the Robin Hood Clubmans in the Group A Escort. Then the full five rounds of the Dutch Tarmac Championship in the Escort WRC.

Robbie Overend:-

Still re-building the Escort Mk 2 but will be out for the John Overend in May and a single venue on Swinderby.

Ken Sturdy :-

Will be contesting rounds of the MSA Autotest Championship and will be representing the ANCC in the Inter Association events. The Pug 106 will be out in the Lookout, JOMR and Swinderby single venue rallies.

Gavin Heseltine :-

Historics:- with John Dixon will be out on the N. Humberside Forest rally, the Manx and at least one event in Ireland.

Moderns:- Allan MacDowall is currently overhauling the Opel. They will not be defending their ANCRO Clubmans title but will using their free entries on the Mutiny, Swansea Bay and Bulldog rallies which form part of the Welsh Forest Championship. First event will however be the Mini Manx.

Dave Watkins/Me :-

Will be competing in most of the rounds of the HRCR Northern Area Historic Stage Championship, starting with the Robin Hood. Entering the N. Humberside Forest Rally in defence of Historic Class win in 2005. Possible RAC entry ?

Rob Pattison/Steve Bell :-

Local forest and single venue events starting with the Riponian.

Mike "Bilko" Jackson :-

Quote "Err , well I started the Ascona engine for the first time today "

WATKINS

1. Which Sea claims the highest average temperature ?
2. Where is the Bathurst 1000Km motor race held ?
3. What engine configuration will be used in the 2006 F1 season ?
4. Which car company had a record £590 million loss in 1991 ?
5. How many rounds in the 2006 World Rally Championship ?
6. How many laps in a standard Speedway Race

CALLING IN TO QUESTION

Those who came to the club promotion workshops were kind enough to fill in questionnaires designed to get a feel for the current mood among clubs. They were promised an analysis in *Wheels*. This is it.

Perhaps the most startling thing was that virtually all the 360 or so delegates had been on a club committee in the last five years – people at the heart of the club world with views worth heading. And it's by no means all bad news.

One third consider that club membership is increasing, one third decreasing, one third static. If that suggests that the next few years may see fewer but stronger clubs then I don't think that will be such a bad thing – with modern communications and improved road networks maybe 750 clubs across the UK is almost overkill.

Two thirds of clubs find it difficult to fill vacancies on committees and that's borne out by the regular pleas I see in club mags for people to get more involved. A slightly better picture emerges with regard to marshals with 54% saying they find it easy to get them, as well as on finance with 100% considering their clubs financially healthy.

Dangerous to draw conclusions I suppose but maybe the lively clubs interested in promoting themselves are also the healthier ones? Maybe no coincidence either that over 60% have some form of forward plan for their clubs. And all reported good links with neighbouring clubs.

Greatest problems? Recruiting new members and finding venues, both highlighted by 29% of delegates.

Any involvement with cruise activities? 97% put no, heavily underlined in some cases.

The remaining 3% mentioned trying to reach out via websites but generally failing. I guess I've got to clamber off my cruise hobby horse and accept that we've lost this section of the enthusiast market; we may just have to watch as the average age of 'our' sport continues to climb.

Nearly three quarters of the clubs represented have someone looking after media liaison and six out of ten think the local media gives them reasonable coverage. The two things are surely connected.

A fifth of clubs are trying various things to recruit young members – free membership or half price entry fees for under 17s for instance, but we got into hot

water when asking whether clubs do anything to attract female members or those from ethnic minorities. Some put 'we don't discriminate over ethnic minorities' and 'why should women be treated differently to men' and so on. Fair points, but before you shoot the messengers I should explain that the questions were asked for one simple reason – try to get funding from government or other bodies today and you soon hit the current buzz phrase 'social inclusion'. I know it's easy to mock but sometimes it doesn't exactly help our cause for the sport to be seen as predominantly macho, male and white.

The final question asked if clubs had any issues relating to land use. It was a shock to find 65% saying yes. And that really highlights why the workshops were run – it's a basic fact that the more clubs promote and the better known they become as a result, the better ride we may have over the access issue. And if anyone thinks we aren't going to be fighting battles like that again and again well, do give my regards to the Tooth Fairy when you next contact her. Or him of course.

Stuart Turner

OFF ROAD

Safety

Off Road has an excellent safety record, second to none in motorsport. To keep this record, competitors need to be vigilant when it comes to their equipment. Recent changes to seatbelts/safety harnesses regulations for racing, stage rally and rallycross, now require belts to be FIA approved. This might be a good time for all Off Road competitors to check their own belts, due to the harsh outdoor environment of off road motorsport. Belt buckles are one area that should be regularly checked and cleaned. Recovery ropes and strops should also be regularly checked, they don't last forever. Worn or frayed ropes and strops need to be replaced, in fact a schedule of regular replacement might be good practice.

Training

The new-year is the traditional time of the year for MSA – Regional Association supported training seminars. With the launch of the MSA's Volunteers in Motorsport training and recruitment initiative over the next five-years, it's hoped that some training seminars dedicated to off road marshals and officials will be take place. Plans I understand are already in place for the first such dedicated training seminar in the near future. This highlights once again, the need for more of the off road clubs to join their local Regional Association and benefit from the wider community of motorsport clubs.

AUTOSCENE



REVIEWS FROM



THE COBRA IN THE BARN – GREAT STORIES OF AUTOMOTIVE ARCHAEOLOGY

ISBN 0 7603 1992 8
Tom Cotter, Motorbooks International, £16.99

This 250-page American book covers one of the most talked about subjects of the old car hobby. Author Tom Cotter has gathered an entertaining selection of barn find-type stories. Dream finds featured include the Cobra title subject. In 1993 a propane gas delivery driver started nosing around a customer's barn in Indianapolis and passed on word of a "small sports car" in storage. Eventually someone well down the line took a look, discovered the 149th 289 Cobra with 21,000 miles on the clock and did a deal for \$30,000

dollars. The hardest part was disturbing a mean racoon that had eaten most of the interior. Other than a Figoni et Falaschi-bodied Delahaye found in Czechoslovakia in the 90's, and a Maserati A6GCS bricked up in Sicily, the book focuses almost entirely on America, so hopefully that leaves room for a second volume of European discoveries.

BMC COMPETITIONS DEPARTMENT SECRETS

ISBN 1 904788 68 8
Chambers, Turner, Browning, Veloce Publishing, £24.99
This book is a result of historic rally mover Philip Young prodding the three legendary BMC comps dept managers until they told their stories while at the helm during the glory days of rallying. It has three sections,

with an intro from each, reproduced memos and minutes with explanatory notes, plus a gallery of rare photos. Most impressive is the proof of the legendary detail planning by Chambers and the publicity-conscious Turner when mounting an international campaign with various competition and service cars. Revelations include a B-engined A40 demanded to battle the Anglias and Cortinas, and that Hopkirk was the highest paid driver (and sometimes faster than Stewart in testing).

ALPINE TRIALS AND RALLIES 1910 TO 1973

ISBN 1 904788 95 5
Martin Pfunder, Veloce Publishing, £12.99
The first in the *Those were the days...* series of small hardbacks were essentially picture books, but this has a comprehensive text telling the story of the tough Alpine rallies from the first events organised by the Imperial Royal Austrian Automobile Club between 1910 and 1914 to the

Austrian Alpine that ran up to 1973. Pfunder, who drove a Denzel with his father in the 1953 Yugoslav Alpine, does a good job of unravelling the highly confusing history of these early events sharing similar names but very different routes and itineraries, in collaboration with Coant Hans Christoph Serr-Thomas and Andrew Swann. At the back is a comprehensive section of winners, dates and distances. A super little reference book.



COD FILLET QUIZ

1. With which F1 team did Jean Behra drive his first GP?
2. In what year was ROMEO added to Alfa?
3. Which model of car had a choice of bodies from Weinberger, Weymann, Kellner, Binder Roadster, Tobjedo and Coupe Napoleon?
4. Who was known as 'Toby'?

ANSWERS ON PAGE 11

MSA news

New RLO appointments - correction

We made a mistake in the January issue. The new Route Liaison Officer (RLO) for Lancashire will be Alan Shaw, while James How will fill the role for Avon and Somerset.

Lifetime Achievement Award

Tom Delaney, who raced at Brooklands in the 1930s and who still competes today at the remarkable age of 95, has received the first Lifetime Achievement Award to be given by the MSA.

"It's a lovely gesture from the MSA," said Tom. "I've enjoyed the racing all the way through. I know I have to pass a medical check each year, but to be honest I think that racing has helped keep me in shape. Each time I get in the car I feel 21 again!"

Colin Hilton, Chief Executive of the MSA said: "Tom's story is amazing and the MSA is privileged that he should be the first recipient of its Lifetime Achievement Award. He is a shining example of how to go and enjoy motor sport."

Tom still drives the same car he started racing with some 75 years ago - a Lea-Francis Hyper. The car - which Kay Don had driven to victory in the inaugural Tourist Trophy in Ireland in 1928 - was bought as a present to get Tom started, by his father, Terry Delaney, himself a racer going back to pre-1900 days. Nowadays, Tom competes in vintage races and in 2005, at

Silverstone, he collected another trophy to add to his collection.

2006 Blue and Gold Books

The MSA Competitors' Yearbook 2006 (a.k.a. the Blue Book) contains all the MSA regulations for motor sport as well as British Championships, Regional Associations, motor sport venues and a useful motor sports directory. It is issued free with competition licences but can be purchased separately from the MSA for £22.00 (including postage).

The MSA Kart Race Yearbook 2006 (a.k.a. the Gold Book) lists the Technical Regulations for all kart classes, has provisional championship calendars and kart

race fixtures for 2006. It is issued with kart competition licences but may be purchased for £7.00 (including postage). Please address orders to Sales Department, Motor Sports Association, Colnbrook SL3 0HG with cheques made payable to: Motor Sports Association. You can also purchase on-line from www.msawk.org

QUIZ ANSWERS

1. Equipe Gordini 1952 Swiss GP
2. 1920
3. Type 41 Bugatti Royale
4. Baron Emmanuel de Graffenried

Seminars for Club and Event Officials

As mentioned in previous issues, this year the Officials Seminars are reserved for unlicensed Club and Event Officials (which typically includes event secretaries, non-licensed clerks of course, club stewards, championship coordinators, and other unlicensed club and event officials). The content is based on a theme of event planning and organisation.

Invitations have been sent to clubs, which can nominate up to five Officials to attend.

The remaining dates and broad locations of the venues are as follows:

Day/Date	Location
Sunday 12 February	South West (Ilminster area)
Saturday 25 February	North (Brighouse area)
Sunday 26 February	Wales (Llandrindod Wells area)
Saturday 4 March	East Anglia (Ipswich area)

Additional 'mini' seminars are planned on the Isle of Man (Monday 6 February, evening) and on Jersey (Tuesday 7 February, evening) and Guernsey (Wednesday 8 February, evening), subject to local arrangements.

If you have not been nominated and wish to attend, contact your club secretary.

Weekend seminars for MSA licensed scrutineers are being arranged. No specific Timekeeper seminars are planned.

MARSHALS POST

by the BMMC

Marshals training should be in full swing by the time you read this, providing an ideal opportunity for anyone who is toying with the idea of becoming a marshal and wondering whether they would enjoy playing a vital role in keeping motorsport running.

Rally training is taking place across the country and most circuits will be hosting a range of sessions covering circuit skills, while kart tracks and speed venues will also be staging events.

A new initiative is also being developed, designed to give people a taste of motorsport marshalling at an event.

The initiative will hopefully combine an introduction to marshalling with essential safety training and a chance to see what life is like on a marshals' post.

It could be some months before the initiative gets off the ground but most racing clubs and some circuits are geared up to help people who want to find out what marshalling is all about.

When it comes to rallying, local motor clubs are a good starting point and there is also the British Rally Marshals Club, sister club to the British Motorsport Marshals Club, which will be delighted to help you get out on an event and find out what it's all about.

If you are going out on your first event, make sure you have plenty of warm clothes, decent waterproofs, a strong pair of boots and some gloves - as well as food and something warm to drink.

The same goes for training sessions - make sure you've plenty to keep you warm and some decent boots if you want to have a go at fighting a petrol fire.

Fire fighting is always a popular training session. It gives people new to marshalling a tremendous confidence boost to realise just how big a fire you can successfully fight with a comparatively small extinguisher and some team work.

And, even when you're an experienced marshal, it's nice to confirm your fire fighting expertise.

However, the popularity of fire fighting means you do need to let event organisers know you want to take part.

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A guide for newcomers and a memory jogger for the more experienced marshal.

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www.northhumbersidemotorclub.co.uk

PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM



Rob "Smokin" White entertains the crowd in his colourful Mitsubishi



John Dixon in the Micra straight off the Church Garage, Skirlaugh forecourt !