



# North Humberside Motor Club



**Club Magazine**  
**March 2006**

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PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM

## *Editorial*

Front cover picture this month is car 1 on the Forest Rally, Warren Philliskirk in his Metro 6R4 being flagged off by Brian Auchterlounie, Director of Wold Construction our sponsors and we thank them for their continued support. (Photo Robert Newlove)

Adverse weather conditions in the weeks leading up to the rally meant that the Forestry Commission had not been able to re-grade the snow covered forest tracks last used in November. Heavy rain also meant a late change to the preferred service area with a move to the muddy and constricted Red Dike road. Great credit must go to Clerk of the Course Ian James and his organising team, set up crews and marshals for coping with all the problems and presenting another successful event.

Special mention for Cynthia Mumby and Alan Carvell who are standing down as Entries Secretaries for the Forest Rally after 20 years. In appreciation of their service to the club Ian James made a presentation to them at the rally awards. (Photo on the back cover)

From a competitors point of view I can report that the forest stages were very rough, especially for us historics running towards the back and following the four wheel drive boys who were ploughing deep ruts. Cropton was especially rough for the second run through and did not do my haemorrhoids any good at all.

Star performers from the club were Andy Carter and Joanne Briggs, recently joined from another nearby club, who won class B8 and finished 46<sup>th</sup> overall in their Nova running at the head of the field. (They are also heading the club stage championship – when was the last time a mixed crew did this ?). Creditable result also for disabled driver Dave Hawkins and Paul Train in their Impreza, 64<sup>th</sup> overall and 22<sup>nd</sup> in class N4. In the Historics Dave Watkins and myself were gifted the class win when the Escort TC of John Dixon and “Gav the Nav” succumbed to the gremlins again !

The annual Awards evening went very well with local guest speaker Le Mans winner Guy Smith presenting the prizes – funny how he managed to win the Bingo! Guy did present a signed print of his Le Mans victory to the club which is to be framed and hung in the Fergusson Fawcitt. A full list of the award winners and a few photographs are in this months magazine for those who did not attend. Thanks to the organisers Graham Tabor and Robert Newlove

Gavin Heseltine continues his saga of last years ANCRO Clubmans Championship with the Swansea Bay Rally. Never a dull moment, during and after the rally. Final instalment next month.

ND.

## **Marshals News**

Many thanks for everyone who turned for Trackrod's Lookout stages on Melbourne, it was one of the coldest events for sometime. No doubt someone else will say it but thanks to everyone who contributed in anyway to the Wold Construction Forest Rally to make it another successful event.

### **Sheffield & Halmshire Motor Club 2WD STAGES** **TWYFORD WOOD Sunday May 7<sup>th</sup> 2006**

Mick & Mary Jones have asked if we can help on Twyford particularly on Start & Finish. As Sheffield & Halmshire have helped us on many events I am keen to help them. However this is the weekend before the John Overend so most of us will be busy setting up, if anyone can help please let me know.

### **John Overend Memorial Stages Rally Sunday 14<sup>th</sup> May Melbourne Airfield**

Our annual single venue event on Melbourne airfield near York. We will need lots of help both in marshalling on the day, also in setting up and clearing up after the event. We can promise a good days sport and usually manage to organise decent weather. I would expect provisional signing on to be 07:30 and would hope to finish by 17:00. In order to plan the marshalling for the event I would appreciate if people could tell me as soon as possible if they can help.

### **ILKLEY & DISTRICT MOTOR CLUB THE ILKLEY CLASSIC TRIAL** **Sunday 21 May 2006**

A different type of event with a 75 mile route in the Yorkshire Dales starting and finishing in Ilkley. If you are available to marshal please contact the Chief Marshal Karen Spencer  
Tel: 0113 267 7234 or email: [info@ilkleyclassic.org](mailto:info@ilkleyclassic.org)

### **Multi-Venue Autotest, York Motor Club, Sunday 21st May**

York Motor Club are organising a classic multi venue autotest style event called the Viking Classic Rally. They are looking for marshals.

John Newlove  
Tel : 01904608524

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e-mail: [john.newlove@btinternet.com](mailto:john.newlove@btinternet.com)

## Competition Secretary's Bit

Well after recovering from the Forest Rally, we are now straight into sorting out the **John Overend Memorial Stages** on Melbourne , Sunday 14<sup>th</sup> May. Regulations should be out from the beginning of April, and on the club web site, shortly afterwards. We of course need lots of help, if you can marshal, please contact John Newlove. If you can help setting up, or taking down on Friday, Saturday or Monday, please contact Robert Newlove or Dave Cogan.

### **Yorkshire League**

The first round was Trackrod's Lookout Stages on Melbourne on 12<sup>th</sup> March, we had a excellent entry with seven crews to choose from to make a team of five (best three to count). Both Rob (Pat) Pattison, and Gary Parker, suffered mechanical alfunctions, but the other three had a good result. New recruits Andy Carter/ Joanne Briggs took a excellent first in class in class A, as did Robert Brooks and his dad taking overall honours in Class B. this is Rob's first class win. Rounding off our team was Steve Barmby/ Michael Woodcock, with 7<sup>th</sup> in class B. We were just pipped for best team on the day by York Motor Club with a higher number of competitors in their classes.

Yorkshire League standings after Round 1 :-

York Motor Club	287.7
North Humberside	275.2
YSCC	200.8
Huddersfield	197.6
Sheffield & Hallamshire	167.1
Beverley	149.4
Airedale & Pennine	147.8
Trackrod	132.5
Ripon MC	97.4
Wakefield	53.5

De Lacy, Alwoodley, Keighly, Selby and Slaithwaite Clubs have all yet to register a score

### **Next Events**

YSCC Autotest Sunday 2<sup>nd</sup> April in the Bradford area. (Any volunteers).

NHMC John Overend Memorial Stages 14<sup>th</sup> May

I am looking into sourcing some new NHMC clothing. Details a.s.a.p.

Robert Newlove

## DINNER AND AWARDS NIGHT

The annual awards night was held at the Ferguson Fawcitt on Saturday 25<sup>th</sup> February. The guest speaker, Le Mans winning driver Guy Smith, presented awards to the following :-

### New Years Autotest 2005

FTD : **John Taylor**  
Class award : **Ken Sturdy**  
2<sup>nd</sup> in Class award : **Dave Short**

### March Autotest 2005

FTD : **Ken Sturdy**  
Class award : **Howard Everingham**

### Autotest Championship

Points are scored on both Club Autotests and Yorkshire League Autotests

1st : **Ken Sturdy**  
2nd : **John Taylor** and wins the Norman Jordan Cup  
3<sup>rd</sup> : **Dave Short**

### Stage Rally Championship

1st Driver : **Allan MacDowall**  
1<sup>st</sup> Co Driver : **Gavin Heseltine**  
  
2<sup>nd</sup> Driver : **Chris Peart**  
2<sup>nd</sup> Co-Driver : **Gordon Blyth**  
  
3<sup>rd</sup> Driver : **Dave Watkins**  
3<sup>rd</sup> Co-Driver : **Dave Everard**

### Clubmans Champion

Points are awarded for all Club Events.

Winner for the eighth time : **Ken Sturdy**

### Yorkshire League

Competition between Yorkshire based Motor Clubs (formerly the Larkspeed League). We give a award for the best points scorer on each round.

Round 1	Trackrod Lookout Stages	<b>Gary Parker and Dave Everard</b>
Round 2	Curborough Sprint	<b>Mark Tabor</b>
Round 3	John Overend Memorial Rally	<b>Ken Sturdy and Richard Wood</b>
Round 6	Opposite Lock Rally	<b>Gavin Ruler and Mick Lebetter</b>

The Minster shield goes to the driver who has scored most points in the league.  
This year it goes to : **Gary Parker**

The **Sanderson Cup** is awarded by the committee for the most improved competitor of the year, and this year goes to our only sprint competitor : **Mark Tabor**

### **John Overend Memorial Trophy**

This is awarded to the highest placed North Humberside MC crew on the John Overend Memorial Stages Rally. This year it goes to : **Gary Parker and Dave Everard**

### **Lady Enthusiasts Rispin Rosebowl**

Awarded to **Sarah Kitchen** who is our only regular female marshal.

### **The Hessle and District Enthusiast Trophy and The Night Enthusiast Cup**

Awarded to **Ian Sadofsky and David James** who took over the organisation of the John Overend Memorial Rally for 2005.

### **Marshals Awards**

The Stanford Trophy is awarded to the member who according to the chief marshal has turned out for most events during the year. Awarded to **Rob Wooley**.

We have also awarded marshals awards to :

<b>Gareth Penall</b>	<b>Ian Sadofsky</b>	<b>Alan Carvel</b>	<b>Dave Short</b>
<b>Ian Walker</b>	<b>Mike Kitching</b>	<b>Alan Gilbert</b>	<b>Nigel Turton</b>
<b>Simon Bell</b>	<b>Andy Brown.</b>		

### **Harry Hannah Trophy**

Usually awarded to a member who has worked to promote the club. This year awarded to two NHMC crews in the winning team entry on the Roger Albert Clark Rally.

**Dave Watkins and Neil Duncan, 9<sup>th</sup> overall.**  
**John Dixon and Gavin Heseltine, 10<sup>th</sup> overall.**



Gavin Heseltine: Champion Co-Driver



Ken Sturdy: Clubman Champion



Minster Shield: Gary Parker



Sanderson Cup: Mark Tabor

Round 4 : Swansea Bay Clubman Rally : Port Talbot MC : 17 July 2005 :

Our participation in this event was in doubt up to the Friday morning, as Allan had undergone a hernia operation the previous week and had to get the surgeons ok to compete. As a result the loaded van, trailer and rally car were sat outside the hospital whilst Allan had his appointment on the basis that he was part of the way there if he got the ok. Meanwhile I was waiting to catch a train to rendezvous with them at Crewe if the event was on. A phone call confirmed "BUPA says yes" and it was all systems go.

This event had been our favourite the previous year and we were looking forward to it, despite the long drive. Once again 2wd cars only. Scrutineering was at Felindre, the service area for Wales Rally GB, and passed without incident. It was a very hot and dry day and most of the pre-event banter was about the likelihood of dust in the stages.

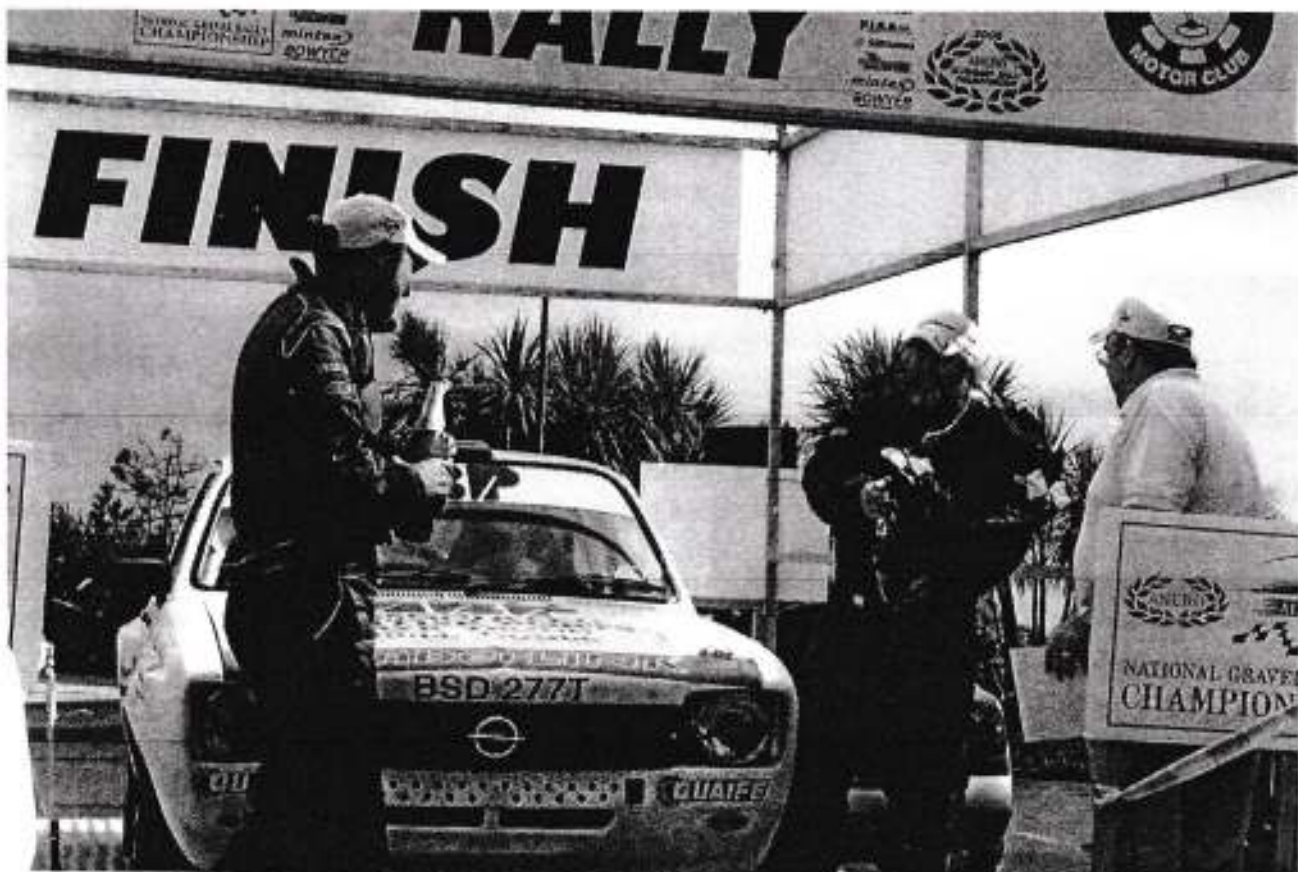
Stage 1 (**Rhondda** 14.23 miles) and Stage 2 (**Tyle** 5.66 miles) both went without problem and despite running third on the road (Car 103) dust was not proving to be much of an issue. We did have a problem in Management service after stage 2 but it was with the chase car not the rally car. On a forest access road the Astra van we were using had hit a rock and holed the sump, we had to leave them to do the best they could and carry onto service. Going into service we were lying 2<sup>nd</sup> overall 6.0secs behind the amazing Neil Weaver in his 1400 Nova.

The Astra van had limped back to service but was not going any further. Whilst the service crew changed tyres I tried to find a replacement chase car whilst Allan went to find the organisers to clear our proposed change to an as yet unknown vehicle. As Steve Magson had retired on Stage 1 with an ECU problem he offered his guys but they were some distance away waiting to rescue him and Geoff. Allan came back with ANCRO co-ordinator Neil Thompson who had offered to drive our guys in his vehicle. We left them swapping equipment into Neil's car and went to the next stage.

Stage 3 (**Walters Arena** 3.69 miles) and Stage 4 (**Rheola** 9.64 miles) saw us swap times with Neil Weaver to close by 0.5secs and trail him by 5.5secs, whilst Alistair Adams had taken 5.2secs from us to push us down to third by 2.0secs on the way to final service before the last stage. We were now running second on the road, behind James Potter, as George Collister had dropped time in management service having damaged his suspension on the previous stage.

Stage 5 (**Resolven** 11.35 miles). As the stage was not ready to run when we got there we were able to work the situation to our advantage to get a 2 minute gap behind James Potter. We really went for it on this stage and had a huge moment at the quarry. On the safety video as you came over a crest (R1/C on the notes – flat!) and there were two 8 wheeler tipper lorries parked, one either side of the road, we assumed on the day they would be parked elsewhere. Big mistake as fully committed we clipped the drivers side door mirror on the car on one of them. Alan remarked at the end of the stage that all he could see as we cleared the crest was the letters M A N hurtling towards him. We stopped the clock 9.9secs quicker than Alistair Adams and 10.3 quicker than Neil Weaver to take our second overall win and third ANCRO Championship maximum by 4.8secs and 7.9secs respectively. This strengthened our position in the lead of the ANCRO Clubmans Championship.

Once again the champagne had an easy win, current score Gavin 0 Champagne 3. As we were staying overnight we meant to make the most of our win this time, we were both up for it much more than we had been after the Mutiny win. Back to the digs, with the service barge towing the "dead" management vehicle and a taxi back to rally HQ (Swansea Hilton) for the awards and some beer. We left our awards in the safe keeping of the organisers and headed off into Swansea on the Sky TV arranged jaunt.



Have you got one with a screw top ?

Swansea was absolutely jumping with the pubs heaving. Allan and I were starving and ended up in an Italian restaurant (signage outside) that was actually an Indian (food on offer inside). Most confusing when you are pissed. After a curry and a few more beers we realised we were knackered and it was time to go. Rang the service crew to tell them we were off and they asked us to call at Yates's to collect "Buckie" who was asleep leaning on the bar. So three went home (seniors) and three stayed in town (juniors aka young & daft).

Upon arriving back at the digs 1 Scotsman was sick, 2 Scotsmen climbed over the locked 6ft gates and 1 Yorkshire man forced his way through a hedge, barbed wire and electric fence to get into the grounds (no names to protect the innocent). It looked like we had been locked out; it was only half past one and absolutely pissing it down. By the time me and "Buckie" arrived at the house the door was locked (no key) and no sign of Allan. We assumed he'd found somewhere out of the rain, fallen into the outdoor pool or we were not bothered. The porch provided enough shelter for me and "Buckie" to get to sleep before I woke up feeling cold and decided to sleep in the navigator's seat of the rally car which was parked outside the house and was not locked.

About 3.30am I was woken by the sound of rattling and banging made by the rest of the team climbing over the gates as they returned from the flesh pots of Swansea (baa baa). I watched in amusement to their reaction when they found "Buckie" asleep in the porch and the door locked before revealing my presence. After garbled explanations and a quick scout round the building an open window was found and the lightest of the group (not me) was inserted through it. He made his way to the door and was able to let us in. The room with the open window was Allan's who was fast asleep in his bed (ba\*t\*rd).

The next morning over breakfast we found out what had happened. The landlady had counted the vehicles and as they were all there, assumed we were all in, and had locked the gates. She also heard the door close (after Allan had gone in) and this confirmed her assumption that we were in, and so she locked the door and went to bed. Two minutes later me and "Buckie" arrived unable to get in, and Allan in his room/asleep unaware we were locked out.

The landlady arranged for a relative with a MIG to come round and Allan spent the next three hours repairing the sump on the Astra van so it was driveable back to Ayr. We eventually left Swansea at 1pm. I was dropped off in Warrington at 6pm and came home on the train via Sheffield arriving home at 9pm. Allan and the boys got home at 10.30pm, a very long but hugely successful weekend.

(To be continued)

Gav the Nav

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### Happy Birthday

One of our long standing club members was 64 last week. Which one ? Well here's a clue, he's the one in the middle !



In celebration here's a Birthday Quiz. Name his two cronies above and the four below.



## North Humberside Motor Club Stage Rally Championship 2006

Drivers	Events	1	2	3	4	5	6	7	8	9	Total
1	Andy Carter	2						67		71	138
2	Dave Watkins	2			39					46	85
3	James Sparrow	2				44			36		80
4	Rob Brook	1						71			71
5	Chris Peart	2				10	46				56
6	Mike Smith	2		43						10	53
7	Alan Kirby	1			52						52
8	Dave Hawkins	1								46	46
9	Rob Pattison	2	35					10			45
10	Stephen Barmby	1						40			40
11	Fred Pattison	1			36						36
12	Gary Parker	1						10			10
13	John Dixon	1								10	10

## North Humberside Motor Club Stage Rally Championship 2006

Co-Drivers	Events	1	2	3	4	5	6	7	8	9	Total
1	Joanne Briggs	2						67		71	138
2	Dave Everard	3				44		10	36		90
3	Neil Duncan	2			39					46	85
4	John Brooks	1						71			71
5	Gordon Blyth	2				10	46				56
6	Guy Gladwin	2		43						10	53
7	Colin Burley	1			52						52
8	Paul Train	1								46	46
9	Michael Woodcock	1						40			40
10	Steve Bell	1	35								35
11	Amanda Bell	1						10			10
12	Gavin Heseltine	1								10	10

### Results

Driver	Navigator	Car	Event	O/a Postn.	Class Postn.
<b>February</b>					
Alan Kirby	Colin Burley	Subaru Ford Sierra XR	Legend Fires North West Stages (3)	16	12
Robert Pattison	Steve Bell	4x4	Riponian Rally (1)	27	14
Mike Smith	Guy Gladwin	Fiat Uno	Winter Stages Rally (2)	39	4
<b>March</b>					
James Sparrow	Dave Everard	Escort Cosworth	Robin Hood Modern Rally (5)	10	10
Fred Pattison		Ford Cortina GT	Robin Hood Historic Rally (4)	13	8
Andy Carter	Joanne Briggs	Vauxhall Nova	Lookout Stages Rally (7)	20	1
James Sparrow	Dave Everard	Escort Cosworth	Tank S Rally (8)	21	2
Chris Peart	Gordon Blyth	Proton Satria	Rally of Kent (6)	21	4
Dave Watkins	Neil Duncan	Escort Twin Cam	Robin Hood Post-Historic Rally	22	7
Rob Brooks	John Brooks	Peugeot 205	Lookout Stages Rally	25	1
Stephen Barmby	Michael Woodcock				
Barmby	Woodcock	Ford Escort Mk II	Lookout Stages Rally	40	7
Andy Carter	Joanne Briggs	Vauxhall Nova	Wold Construction NH Forest Rally (9)	46	1
Dave Watkins	Neil Duncan	Escort Twin Cam	Wold Construction NH Forest Rally	52	1
Dave Hawkins	Paul Train	Subaru	Wold Construction NH Forest Rally	64	22
Chris Peart	Gordon Blyth	Proton Satria	Robin Hood Modern Rally		Retired
Gary Parker	Dave Everard	Mitsubishi Evo 6 Ford Sierra XR	Lookout Stages Rally		Retired
Robert Pattison	Amanda Bell	4x4	Lookout Stages Rally		Retired
John Dixon	Gavin Heseltine	Escort Twin Cam	Wold Construction NH Forest Rally		Retired
Mike Smith	Guy Gladwin	Fiat Uno	Wold Construction NH Forest Rally		Retired

## FROM THE ARCHIVES

### MARCH 1971

Roger Stanford (Chief Marshal) desperate for marshals on the Holderness Rally.

Annual Awards Presentation and Dinner Dance will be on April 2<sup>nd</sup> at the Grange Park Hotel (now Ramada Jarvis). Tickets £1.50.

The Ladies Committee will be dispensing refreshments from the Club Van at the Melbourne Driving Tests on Sunday 16<sup>th</sup> March.

Thursdays Noggin and Natter were at the Cross Keys, Lairgate, Beverley.

### MARCH 1981

No magazine so back to October 1980.

New RAC Regulations for 1981 include:-

1. Maximum of 2 extra lights on road rallies.
2. Approved roll cages must be fitted for stage rallies.
3. Competitors on rallies must wear seat belts.

Nor King Stages Rally – NHMC were voted best marshalled stage and won £10.

### MARCH 1991

No magazine so back to Aug/Sept 1990.

John Beadle, Stage Commander Dalby (13.3 miles), needed marshals for the Trackrod.

1989 Stage Rally Championship was finally sorted:-

Drivers :-	1 <sup>st</sup>	Gavin Ruler
	2 <sup>nd</sup>	John Dixon
	3 <sup>rd</sup>	Steve Varey
Navigators :-	1 <sup>st</sup>	Lorraine Nixon
	2 <sup>nd</sup>	Gavin Heseltine
	3 <sup>rd</sup>	Mike Jackson

Club nights were at the Black Horse, Little Weighton.

Steve Varey was Committee Chairman.  
Cynthia Mumby was Magazine Editor.

Geronimo

## COLLECTION POINTS

Although I think we sometimes spend too long pining for the (allegedly) Good Old Days, the historio/classic side seems to grow ever stronger. I wonder which of today's cars will be revered in future years - I don't see many of the boring but efficient A-B ones gracing future collections unless they're the first or last of a line or owned by someone famous. Further upmarket, it's difficult to argue with Richard Hudson-Evans, a keen observer of the auction scene, when he suggests that all Ferraris, SL Mercs (given time), the latest Maseratis, the more track day-ready 911s, and the latest Corvettes are some of those less likely to freefall through the depreciation floor than most.

If you decide to buy or sell a classic, his advice is to use the traditional public auction route for anything that could be described as exceptional in terms of quality, rarity or whatever, and if buying, do your homework, be clear on what you can afford and spend as much time looking at the paperwork as the cars. Give the internet or the classified sections of the classic press a whirl for other stock, although for certain models some of the excellent marque-related magazines might be best.

Of course more and more people now get their auto fixes by collecting things connected with cars or our sport - one reason why most auction houses include automobilia in their sales. Many collectors seem to fancy their chances as dealers hence the sometimes bewildering array of stands at fairs and shows; happily, such over-supply means there's plenty of choice and keeps prices down. Finally of course - roll of drums, all kneel - there's eBay. If you can be sure of the accuracy of the vendor's description as well as the quality then this certainly avoids travel hassle and cost but you'll miss the sheer buzz of an auction. (Why do you think there are so many copycat auction programmes on TV?)

If you decide to collect automobilia, you need to watch for shifts in the market. I heard of someone recently who simply couldn't get rid of computer games so the jury is out on whether they (or motorsport DVDs) will ever be collected.

Partly because of a plethora of replicas, automobilia has become less about car mascots and old garage equipment, more about sales brochures, motoring art and literature, toys, limited edition

models and - growing in popularity - F1 memorabilia. You can count me in on the literature because I reckon books give you the best bang for your buck - if you decide to sell after reading them you're likely to get at least half your money back. Remember you don't need a collectable first edition if you just want to read the words. Personally, I wouldn't bother hoarding motor magazines in the hope of wild profits; they won't appreciate and you'll be lucky to make enough to pay for the surgical appliance you'll need after tripping over the damn things.

Selling automobilia? You can do worse than have run of the mill items stowed in your car outside a show then try to sell direct to stallholders, maybe with some digital images to ease the process. But if you've something of potentially high value then I'd go the auction route with items properly promoted on the auctioneer's website and well described in a catalogue.

The key advice in all this is to only collect what you enjoy, even if your friends do all laugh. I know I get much quiet pleasure from my world-famous collection of rare ignition switches.

Whatever turns you on.

Stuart Turner

## OFF ROAD

### Awards

There are relatively few awards in off road motorsport other than the main championship awards coupled with other forms of motorsport. So when an off road award is made it makes it that more deserving. The Welsh

Association of Motor Clubs present the Mitsubishi Award each year to the person who has shown an outstanding contribution to off road motorsport in Wales. This year it was awarded to John Tomney, well known to many as the chief safety and spectator control officer on the MSA British Off Road and the National Hillrally championships. John also operates Zodiac Recovery, a licensed recovery unit on national and international rallies. No competitor in motorsport could compete without the presence of people like John, arriving before events start and still recovering those that have gone off long after everyone else has gone home.

### New events

The new Baja UK, is due to take place in August, but off road is set to have another new event for 4x4's this year. Organiser of the Scottish Hillrally, Ian Sykes is planning the Scottish Hills & Glens 4x4 Reliability Tour based on the famous Classic Mails Rally. This event scheduled for weekend 23rd - 25th June will appeal to owners of classic 4x4 vehicles as it will focus on various challenges to test navigation, driving skill, observation and old fashioned road chivalry and cover less used public highways, forestry commission land, privately owned forests and estate tracks. For further details log on to [www.hillrallydemon.co.uk/shgr.htm](http://www.hillrallydemon.co.uk/shgr.htm)

## AUTOSCENE



REVIEWS FROM



### MOTOR RACING - THE EARLY YEARS

ISBN 1 8331 1354 5 Brian Laban, Könnemann, £20

This book from the Getty archives features a glorious range of racing images from the early road races to the dawn of the Cooper revolution. Printed in duotone with pictures at proper sizes, its evocative shots vividly capture the drama and social side of motor racing. It's the latter that really makes this book so enjoyable. The portraits, workshop studies and pit counter shots say so much about each era, be it schoolboys nagging a pensive Bira for autographs, or an apprehensive pre-start driver group at Brooklands in 1922. The action pictures are great too; this wonderful, affordable 350-page publication with captions in

German, French and English, is refreshing. Superb value and highly recommended.

### OULTON PICTURE COMPANION

Dedicated marshal and Oulton Park historian Derek Lawson has published part two of *Sun, Rain and even Snow* as a photographic record. Featuring mono and colour, it runs from 1953 to the 50th anniversary Gold Cup meeting. Only 500 will be published at £50. Call 07801 491345 or e-mail: [dereklawson@ntlworld.com](mailto:dereklawson@ntlworld.com)

### RAC RALLY ACTION!

ISBN 1 903706 97 1

Tony Gardiner, foreword by Paddy Hopkirk, Veloce Publishing, £35.99

This 204-page hardback does exactly what it says on the cover -

with great action shots from the classic days of the RAC. Gardiner, a professional illustrator, always took a week's holiday to watch the RAC, and reckons he covered 28,000 miles chasing the rally; many of the photographs were shot on his trusty Zenit camera. That it's dedicated to the late, great Roger Clark shows where the author's heart lies, and many of the best pictures are from the forests in the '60's and '70's, before the rally metamorphosed into the stadium-centred showcase it is today.

### ALFA ROMEO 33 - THE DEVELOPMENT AND RACING HISTORY

ISBN 1 904788 71 8

Peter Collins and Ed McDonough, Veloce Publishing, £39.99

This is the first book devoted to the Tipo 33 and the authors have dug deep into this challenging subject. The wealth of historic photographs alone is testament to their research. Making the most of driver access at recent retro

events and trips to Italy, they've contacted an impressive number of ex-drivers and testers whose first-hand accounts really make this a highly readable story of the 33's evolution from underdeveloped 2-litre V8 to the turbocharged flat-12 red wedge of the 70's. Special chapters on the concept cars and the super-exotic Stradale complete the picture. The authors even attempt to sort out the complex and contradictory chassis histories. A must for all Alfisti and historic racing fans.



### COD FILLET QUIZ

1. Who were the outright winners of the Tour of Mull in 1969?
2. Who won the 1955 Goodwood 9 hour race.
3. Who won the Coupe de Dames in the 1962 Alpine Rally.
4. Where and when was Alan Jones's first GP victory.

ANSWERS ON PAGE 11

## Board and Council changes

Following the MSA's final board meeting of 2005, Chairman, John Grant, announced he would not stand for a second term, due to the pressure of his other business commitments. Alan Gow was appointed to succeed him and took up his position as the new MSA Chairman on 1 January 2006. Four new directors have been elected to the board of the MSA - Robin Knight (Chairman of the 750 Motor Club), John Wood (Managing Director of MIRA), Dennis Carter (Chief Executive of the BARC) and Alan Gow (BTCC Series Director).

Bill Troughear and Ronnie Trouton MBE have retired as directors of the Royal Automobile Club Motor Sports Association Limited and been appointed Honorary Vice-Presidents of the Motor Sports Council - joining Michael Southcombe, an Honorary Vice-President since 2004.

## MSA British Rally Academy

A new entry-level rally training scheme has been launched which aims to take British National B and single-make rally participants to British Rally Championship level competition.

The new scheme complements and builds on the success of the MSA British Rally Elite - introduced for the 2005 season to develop young talent and ease the transition for drivers and co-drivers from the British Rally

Championship to the World Rally Championship.

The MSA British Rally Academy features a workshop-based learning structure where the six selected participants undertake training in physiology, conditioning, psychology and driver and co-driver development. Successful participants in the Academy will be given the opportunity to progress to the Elite scheme.

## Rally car regs to be reconsidered

At the meeting of the Motor Sports Council on 9 February, representatives of the MSA Rallies Committee presented their initial findings, following a period of consultation into the proposed revision of rule K.37 - the technical regulations for special stage rally cars.

The original proposal had been submitted in an attempt to bring UK regulations closer in line with internationally accepted regulations established by the FIA.

The Committee reported that the extensive and welcomed feedback from the rallying community had confirmed that there is a need for a thorough review of these regulations. However, the original proposals as set out for consultation have not been endorsed by the subsequent feedback and will be reconsidered.

The members of the Motor Sports Council endorsed the principle of moving the sport towards standard production touring cars and low-volume specialist production cars.

However, it was agreed that any regulation changes concerning new cars would not be brought into effect any earlier

than 2008, while all existing vehicles will remain eligible to compete until at least 1 January 2010.

## New faces

Four people have joined MSA Committees this year. Penny Jones, from Bedfordshire, now sits on the Kart Sporting Committee. Colin Gaukroger, from Cheshire, is now on the Off Road Committee. Jason Hayes, from Somerset, joins the Sprint & Hill Climb Sub Committee. The Historic Committee now includes Stacy Vickers, from Hampshire.

## Free stand for clubs

Further to the announcement in the March issue of *Wheels*, Volunteers in Motorsport is now offering MSA-recognised motor clubs a display stand to hire at no charge. Clubs wishing to promote motor sport at local events can use the stand. It can be themed for particular disciplines and (for a small cost) can include a motor club logo. Further details can be obtained from Richard Nunn, the Project Administrator, on 08450 940094 or email: [nationaltraining@msauk.org](mailto:nationaltraining@msauk.org)

For more information about Volunteers in Motorsport, visit [www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk)

## QUIZ ANSWERS

1. George Hill and Kath Wood (Cooper)
2. Fuore and Walker (Alan Martin DB53)
3. Pat Moss and Pauline Mayman (A/Healey 3000)
4. 1977 Austrian GP (Shadow Ford DNR)

by the BMMC |

Whatever the event, all competing cars will have to pass through some form of scrutineering at least once and possibly more than once, if they have an accident or there's some question over their eligibility.

The most important reason for scrutineering is to check vehicles are safe to compete and the competitors have the right safety equipment.

Typically, a safety scrutineer will check the roll cage, seat and belts, competitor's helmet and overalls, battery connections, fire extinguishers, cut offs and piping, wheels, tyres and other requirements set by the regulations.

But, with around six minutes to check each competing vehicle, there is a limit to just how much a safety scrutineer can cover.

Safety scrutineers will also have to re-scrutineer any cars damaged during practice, to ensure enough has been done for them to be safe to race and may need to check vehicles damaged during racing, if they are to be allowed out again to compete.

They will also be expected to produce accident reports, detailing the damage a vehicle has sustained and any parts that have been broken.

You may also see environmental scrutineers whose main job is to ensure a vehicle doesn't exceed noise limits and eligibility scrutineers or technical commissioners, whose job is to check vehicles comply with specific technical regulations.

An eligibility scrutineer needs to have technical knowledge. They can order the sealing or dismantling of a car and, if they are qualified, can carry out dismantling themselves.

That said, safety scrutineers don't need any mechanical knowledge, although they do have to be technically competent.

If you'd like to get involved more closely in motorsport, whether you are a marshal or simply an enthusiast, it's worth thinking about becoming a scrutineer. More information about scrutineering is available from the MSA.

## ENDURANCE RALLYING IS TAKING OFF!

Get your club involved in this all-new initiative for club-level rallying.

*Endurance Rallying is a whole new rally formula for 1400cc cars. Modifications are limited, drastically reducing the costs of taking part. These restrictions mean the new formula is highly competitive.*

Endurance rally drivers are looking for more events... long, short or just middling... easy or incredibly tough... do it your way... get involved!

Contact Philip Young at the Endurance Rally Association

email: [mail@endurorally.com](mailto:mail@endurorally.com) and show this fascinating new film at a club-night.

More on [www.endurorally.com](http://www.endurorally.com) Tel: 01235 851291 Fax: 01235 851292

### FREE DVD of the 2005 Lombard Rally

A special film, presented by former Lombard winner Tony Mason, goes behind the scenes of the recent Lombard Rally (and includes rare archive footage from original Lombards).

FREE to club secretaries, this could inspire your club to start a new event. 200 cars are already modified to Endurance Rallying specifications and drivers are now looking for more action! Ask your club secretary to request a free copy to show at a club-night.



Cynthia and Alan receive their awards for 20 years service to the Forest Rally



Andy Carter and Joanne Briggs, Class Winners on the Forest Rally