



North Humberside Motor Club



Club Magazine
September 2006

Introducing ... **RallyingUK.com**

A Web Site designed and run by "grass roots" enthusiasts who regularly participate in Club Rallying throughout the UK



RallyingUK.com was launched on the 14th July 2006 and is already benefitting from "Top 4" listings on both Goggle & MSN search engines. The site is receiving an average of 200 visits a day from potential buyers, sellers and competitors.

The Team are actively promoting the site including direct links to Regional Associations and their Member Clubs together with personal interaction through leaflet distribution at Rallies & Motorsport Shows throughout the UK.

We are endeavouring to provide a service to the Club Competitor by way of an informative site content to compliment the classified advertising. The Trade Advertisers on our site are, and always will be, directly related to Motorsport and, hopefully, of interest to Club members.

Whilst you will be required to "Register" to place adverts, you do not need to register to view any information on our site, including the items for sale. However, Registration is **Free** and will enable us to keep you informed of new developments on the site and other relevant information by way of Newsletters.

We believe that our Private and Trade advertising rates are extremely competitive even compared with the likes of Ebay, where fees and costs can soon mount up, with your items only listed for up to 10 days and with no guarantee of a sale. We also provide special Classified Rates for Businesses taking out an Advertising Contract with us.

The Members of our own car club (Bournemouth & District) are already benefitting by recouping funds from the sale of unwanted items to put back into their Rallying projects.

We hope you will find time to navigate the site and if you have any comments to make we would welcome your feedback. Alternatively if you would like any further information or encounter any problems with the site, please do not hesitate to contact **Simon Andrew** on **07841 167926**.

The RallyingUK.com Team

Editorial

Greetings. No August Magazine as the World and his Dog seemed to be on holiday including our regular contributors and the Editor.

Front and back (top) cover photographs this issue are from the Opposite Lock Rally back in July by kind permission of James Tointon owner of the Manby Motorplex (www.manbymotorplex.com) who also doubles as the venue photographer. On the front it's that man Sturdy yet again giving it some air over the yumps in what proved to be Ken's last outing in the Peugeot 106. He has bought Gary Parker's Mitsubishi Lancer Evo 6 and has already adapted to the new car coming home an impressive 4th overall on the Wolds Rally at Swinderby. The well sorted 106 is now up for sale – see page 4. Back cover are the Pensioners, Dave Watkins and myself, picking up maximum points for the Northern Historic Championship. Whilst I was away sunning myself in the Lake District, Paul Train deputised for me on the Centenary Stages, finishing second historic despite a sick engine, but enough points to give Dave the lead in the Championship. The twin cam engine is currently being rebuilt for the Trackrod Historic and will have grown from 1600 to 1800 cc.

Also on the back cover is a photo of Gavin Ruler/Dave Everard competing in the recent ARD Thor Hammer Stages. I have not seen any official results to date but believe they finished fourth overall. Excellent result especially as it was Gavin's first finish of the year after three DNFs. This was the first time the Driffield venue had been used in twenty years and feedback on the surfaces was generally favourable but the long straights seemed to lead to the demise of a few engines later in the day.

Congratulations to Chris Peart/Gordon Blyth who have wrapped up the 1600 class in the EuroRallye Cup with 17th overall and a class win on the Park Systems Clubmans Rally. They are currently lying 5th overall in the Ancro Clubmans Championship with one round remaining. Good result in the same rally for Allan McDowall/Gavin Heseltine with 13th overall and 1st in class in the National event. Whilst "between jobs" Allan took a temporary job driving a logging truck. Where? – in the Galloway Forests! That's one way to get around the "no reconnaissance" rule.

The Club Stage Rally Championship is starting to hot up with the usual suspects involved. A reminder that our Co-ordinator Gavin Heseltine does need full results from competitors, especially the number of competitors who start in your class.

The Club's Annual General Meeting was held on 27th July. Nothing dramatic to report. All officials standing for re-election were unopposed and duly elected. The good news was that last year's £2,450 deficit in the Accounts was turned into a healthy profit of £6,866 for the last financial year.

The article on sprinting by Mark Tabor in the last magazine prompted another "closet" sprinter Rob Brook to respond with an article on his exploits – in a *Skoda!* – and it's a *diesel*. Do we have any other secret competitors out there – any Extreme Lawnmowers perhaps?

I'm looking forward to the Trackrod on the 7th October. There is certainly an interesting entry list for the Historics. Amongst the hordes of BDA Escorts and Porsches there will be a Renault Alpine and probably the Lancia Stratos. Steve Magson will be bringing out the Opel Asconna 400 (No sign of that other Opel yet by the way!) and Pete Sleights will be out to repeat his victory last year. When was the last time a Stratos was heard in the Yorkshire forest? Must have been Andy Dawson in the Chequered Flag car on the Mintex 197*. I could be wrong – but no doubt someone propping up the bar in the Ferguson Fawsitt will put me right.

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Marshals News

Saturday 7th October Trackrod Rally Yorkshire

We need lots of help on this event as we are running an 18 mile stage in Dalby which is run twice by the Internationals. Please let me know if you can help. Latest signing on is 07:45 but the earlier the better as it will take a long time to drive through the stage.. Everyone will need a pass to get in to the forest. It is expected to be long day probably finishing around 18:30. Signing on is via the Forest Drive to MR 101/871902 If you can help in setting up the stage please contact Dave Cogan.

The 2006 Lombard Revival Rally, 26th to 29th October (Endurance Rally)

The event starts at the Air museum at Elvington near York on Thursday October 26th, there are several selectifs in the York and Scarborough areas. North Humberside Motor Club are running a selectif on Thursday 26 October on Scarborough Marine Drive. 1st car due at 20.00 hours and it will run for approx two and a half hours. This is a high profile event with 150 competitors competing in this round Britain Enduro event for cars up to 1400cc. A lot of spectators are expected and we need marshals to help run the section. If you can assist please contact Ian Sadofsky on 01482 635404, 07842 417275 or rally1@rally1.karoo.co.uk

Sunday 5th November : Malton Forest Stages Event

We are helping York run the Gale Rigg stage. More details later.

Saturday 19th November – Monday 21st November : Roger Albert Clark rally

We are helping Ted Collins from Huddersfield Motor club run the Langdale stage on Saturday 19th November which will be run twice by the RAC field and by the supporting Kall Kwik Clubmans event. Details to follow.

Some more dates for your diary :-

Saturday 14th October : Harold Palin Stages Manby

Sunday 29th October : Premier Stages Rally. Based at Southwell Racecourse and using the Sherwood Forest complex.

John Newlove 01904608524

john.newlove@btinternet.com

For Sale

Peugeot 106 Super Cup car, original Peugeot car (S856 FDU), massive spares package, 18 wheels/30 tyres, tarmac & gravel set ups, lamp pod, brand new spare shell, etc etc etc.

Ring Ken Sturdy on 01964 625102 or 07767 658750 for more details or email ksturdy@itatspectrum.co.uk

Competition Secretary's Bit



Yorkshire League

Round 5 of the 2006 Yorkshire League was Huddersfield MC's joint rally with Slaithwaite MC at Manby - the Opposite Lock Rally. The day unfortunately turned out to be a sad occasion with the loss of a well known and regular competitor Chris Leeming. Chris was taken to Hospital after stage 1 after suffering chest pains. He unfortunately could not be resuscitated within the ambulance. Our sincere condolences are sent to Lorraine and her family. Chris will be sadly missed. At the request of his family, and I believe would have been Chris's wish, the event continued. At the end of the day York came out on top closely matched by the host club.

NHMC were represented by Dave Watkins/Neil Duncan, Ken Sturdy/Richard Wood, Richard Martin/ Holly Dickens, John Hedison /Rob Pattison. Dave and Neil finished 7th out of 23 in the class, Ken and Richard 3rd out of 23, Richard and Holly 9th out of 17 starters and John and Pat 10th out of 19. Best three scores to count.

We have also got the results from the Sheffield & Hallamshire Sprint, thanks to Mark Tabor for representing us on that event.

We are doing very well, currently 3rd Overall. There is now a potential gap until November, however there are some postponed events that are likely to run before then. We will keep you informed.

Overall Scores after 5 Rounds

ILKLEY	1093.7
YORK	1007.11
NORTH HUMBERSIDE	765.8
HUDDERSFIELD	739.2
SHEFFIELD & HALLAM	578.9
YSCC	567.8
RIPON	556.2
A & P	522.9
BEVERLEY	412.0
MALTON	490.4
TRACKROD	382.5

I have had an Email from Mark Sayer from MPIX photography. He is having a bit of a sale and has many photo's of our events for the last few years.

Have a look at www.mppix.com/rally.htm

I have a date for an Autotest on the 5th of November, but I may move it. If anyone is interested , please let me know.

Robert Newlove

Rob's Fun Goes Sprinting

Last year I was looking for a new car to buy, and eventually bought a Diesel Skoda -The Fabia VRS, topped off with a private reg - RO05 FUN. (Add a dot and Squint a bit - ROBS FUN?) Now before you start confusing me and my dad, have you tried these things? They're great – fantastic performance, comfortable and do light years to the gallon. (I recently averaged 46mpg towing the rallycar & trailer over 200 miles!) But enough of the car review...

After using the car for a 190 mile Road Rally in Essex, I was talking to a friend of mine who has done the occasional sprint. "Your car would be a great sprint car. Did you know it would be in the same class as a 1400cc petrol?" After checking it wasn't the 1st of April I asked more. The MSA Blue Book declares diesels will have their engine size halved, but multiply

by 1.4 for turbo's. Therefore, any diesel under 2.0 litres comes into the under 1400cc petrol class.... (2000cc x 0.5 = 1000cc x 1.4 = 1400cc)

On the back of this I trundled off to marshal on a sprint to see what it's all about. The venue used was Chertsey Test track, where I came 7th overall last year in a Mk 2 Escort, so I've got an idea of the place. Compared to rallying, the circuit was faster (No chicanes), the cars were faster (Caterham R500 level performance), the cars had fewer safety requirements (Road cars), The drivers needed less to compete (No schooling needed here) - Can you see a pattern? Not to put the drivers down, they must be flipping mad.



Next day I entered the "Abingdon CAR-nival Sprint", to be held days after I returned from Barbados... The Sprint is part of a weekend of motorsports, the Saturday holds Autotests, Off-Road courses and a 2-course sprint, whilst the Sunday hosts a 100 car, 100 mile rally. All the events help raise serious amounts of money for local charities, though they clash with the Yorkshire League sprint.

Saturday morning, up early-ish and off to Oxford. Really should have looked at the map before I left - clockwise around Oxford is not a direct way. (First note - In sprinting you don't have a navigator.) Arrived and met up with Paul, who'd offered to "Service" for me - Still trying to work this concept out as neither of us had anything with us except camping gear and beer. (Ah, now I get it...)

I fixed the timing strut (2 screws into the number plate), applied the ignition cut-off label to the switch and applied the numbers. Seeded car 10 was new to me, never had this when rallying! (Lower class cars = earlier seeding) It was then off to Noise and scrutineering. As a standard car the biggest requirement was proof of Insurance as I was in the road going class. The class (10 cars) ranged from Metro GTi's, a couple of original Mini's, 106's, a VW Bora TDi, and me. I recognised the Bora from the previous sprint (He'd won the class), and recognised about four others. Unfortunately, the "Road going" classes had been merged, so the Unmodified were in with the modified, the 1380cc mini being the giveaway, the chipped Bora TDi the other.

In the morning we ran on the handling course, whilst in the afternoon we were onto the acceleration and braking course. These actually seemed the opposite for me, but more of that later. First a convoy run, to show where the course goes. Then 2 practice runs and 2 timed runs, best timed run to count.

First practice, tried setting off in second gear as the car has so much torque, and I wanted to reduce the number of gear changes. The first thing that hit me was how quiet the car is in competition. It's a quiet road car, but with baralava, helmet and no navigator shouting at you, it really is a different experience to the Pug. The second thing - it's lovely to be able to switch the Air conditioning on between runs, with outside temperatures in the 30's, it was lovely to be able to compete in a comfortable car! Third thing to hit me, there's no stop line at the end where you hand your time card in. (Would have been nice to know...)

Unfortunately, the timing equipment failed on the practice runs, so I can't say how I got on. It felt OK, but difficult to say without times.

Then first timed run. I was told I got too much wheel spin at the start (still setting off in 2nd), though it felt good inside the car. I braked slightly too early for the chicane, but good drive out. The last corner was a real struggle, being a very late turn-in, very quick and long. However - a good run for the first proper attempt. I decided 2nd gear was the right option for setting off.

Before the second run we went to watch at the chicane. A lot of the cars we saw were rear wheel drive, but it was clear there were 2 stabs of the braking, not just the one I'd used. No need to brake beforehand, so 95mph plus entry speed, braking and cornering, with an unforgiving bank to hit if I went off. What's the worst that could happen?

Second run - set off with a better amount of wheel spin (Very little), but left the handbrake on slightly (Doh!). Braking later (as planned) and I tried just too hard. ABS = control, but poor braking. Result, I ran wide on the chicane, marbles, lots of wheel spin - poor run. Oh well. Comparing the results I was 3rd in class, just over 1 second behind the Bora and the Mini 1380cc. 4th was over a second behind me, a Mini GT.

Onto the second course - Practice here suggested traction under acceleration was the most important. In the standard car you can sit spinning wheels in third, even in the dry. First run went well, though I was concerned I'd get a penalty for cutting one of the corners (Everyone looked to be doing it) - I was told I could only get a penalty for "4 wheels off", 2 wheels in the grass or through a cone was fine...



The second run felt quicker, but the times showed otherwise. It was only now we realised the problem - Heat. Talking to the owner of the Bora we learnt he had 195Bhp on tap in the morning, but he was also suffering. His telemetry (Yep, that's right) showed he was also getting slower, the heat was thinning the air, hence less air into the turbo and reduced power. We were struggling more than most as the turbo compounded the problem, not to mention the intercoolers not working. (Oh, come on - it's a better excuse than Jet-lag)

I had an "alright" first timed run, the Bora and 1380 Mini were challenging for the class win, but the 1275 Mini was really closing. He was getting quicker by over a second a test, and we were getting slower. It was going to be close. All I could do was be neat, and see what happened. Comparing the times for the last test, I went 0.10 seconds quicker than my previous best, finishing 0.09 seconds ahead of the Mini and taking 3rd in class. First sprint, first trophy - very happy. In fact it was pride of place in the front of the car all day Sunday whilst marshalling on the rally.

Had a really good day, topped off with plenty of beer. Many thanks to Paul for his support, and suggesting the idea. However, that's where the story ends. My job at work has forced me to sell the Fabia, I'd owned it 13 months, raced and rallied it, and thought it was fantastic for 16,000 miles. I've taken the number plate off, so "Robs Fun" mk2 is on the way - watch this space to find out what it is and if it gets used...

Rob Brook

Allo Allo – Les Papys Roulants

No I have not been at the red wine again, but listen very carefully I shall write this only once. Pensioner Watkins corresponds with a number of Escort Anoraks around the globe – yawn! One of his French contacts was approached by journalist Gerard Cayeux from their classic car magazine “GAZOLINE” to do a piece on his own Escort. He replied “Non monsieur, you should write an article on David Watkins’s ex works Escort FEV 5H”. So back in June Monsieur Cayeux flew into Manchester along with his sidekick photographer Emerick Houplain, picked up a hire car and hotfooted it over to Beverley. Thankfully Gerard spoke very good English which made up for the miserable attempts of the “rallying pensioners” (Les Papys Roulants) to parlais vous francais.

After a spot of lunch they quickly took a few shots of the clean Escort in Dave’s six berth garage before moving off in convoy to a secret location “somewhere in the East Riding” to take some action shots. On route we were amazed to find the crazy Frenchmen cutting in and out of the traffic to take shots alongside the car. There were a few gestures from oncoming drivers which required no translation !

On



location Gerard took the wheel of FEV 5H. He quickly adapted to driving the Escort on the loose for the camera (he actually races a Porsche 911 on the continent) and the photo above appeared on the front cover of GAZOLINE. The deserted stage “miles from anywhere” was “halted” when an elderly chap on a mobility scooter suddenly appeared on the rough track from nowhere ! Discussing the history of the car Gerard uttered a few curses en francais when Dave told him Jean Todt had co driven on the 1970 Austrian Alpine – apparently they had worked together at Peugeot- not une bonne homme! The article, which covered six pages, was published in September and the mag circulates to french speaking countries globally so Watkins could be big in Guadeloupe and Martinique !

ND

ADVENTURES OF TEAM (not so) S.H.I.T.E.

Melbourne to Maghera and beyond.....

The PLAN was to rebuild the engine , fit new suspension and source a new gearbox , all in good time to shakedown on the John Overend Memorial Rally in readiness for another Heseltine “organised” assault on Irish rallying.

Good plan.

Engine builders + suppliers various consulted – no problem – all would be ready for end of April – plenty of time.

The reality

Naturally it was ready half an hour before the end of J.O.M. scrutineering (again) but anyway, we were there. Unfortunately, before the end of stage 1, the flywheel bolts decided not to play anymore which curtailed activities somewhat !!

Since we were committed to a Friday a.m. Stranraer – Belfast ferry , strong words were promptly exchanged with engine builders and arrangements made for speedy repairs. This appeared to be happening o.k. and I arranged to go Thursday p.m. to assist finishing off , intending to return in time to set off after motor club meeting. I arrived to find anxious faces awaiting delivery of a replacement flywheel as Burtons had sent an incorrect one. A phone call determined that someone had screwed up and it was not comingoh bugger.

We decided to machine the part we had- desperate measures, which then meant finding someone to tig weld the ring gear ,then machine the clutch, then fabricate a spacer for the starter etc.,etc., etc.,

Suffice to say, the car finally went on the trailer at 10p.m. and we were on our way by midnight. Phew! Last-minute.com or what ?!!

It gets better from here on – arriving in Maghera to nice weather and plenty of time to do a bit more fettling, then scrutineering before a gentle evening of Irish hospitality.

We were staying at rally H.Q. and awoke to find start ramp complete with TV cameras and Miss Northern Ireland (luvverly girl though obviously a little nippy) right below our window and with our start time some way off we were afforded a grandstand view of Charlie Donnelly and Syke with their club rally WRC,s

I should mention our service crew at this point ,as they were in good spirits after the previous evening – Dave Watkins being particularly appreciative of Pat’s efforts to update his knowledge and use of modern communication methods. Plenty of smart cars to eyeball too – I had previously been quite proud of mine until I saw all these seriously immaculate Mk2 Escorts which were about to be hurled down the lanes by these mentally defective Irishmen. The event was fantastic – roads largely no wider than the car but super smooth and very fast. Rebuilt engine + new gearbox working perfectly, new suspension impressive and our un-recce’d pace notes working well and delivered superbly as usual by Mr.Heseltine. This is real rallying – thrashing round airfields is great fun ,for sure, but this is proper ,proper!

All the headaches and grief of the previous week were now forgotten and with no great pressure as we expected a kicking from the local heroes. We were able to enjoy at our own pace. It turned out that this was sufficient as we were surprised to find that we had taken third in class – a very unexpected bonus but by this time we were in the pub and celebrating , having missed most of the prize giving.

We joined the Magherafelt M.C. members later but had to give best at 3a.m. – as far as I am aware. They are still at the bar now , probably.

A great Smith

Heseltine

Irish

Tarmac

Experience

With many thanks to John Dixon, Rob Pattison, Dave Watkins and Graham Tabor.



At time of writing I am returning from an equally enjoyable and successful foray to the Isle of Man having completed the Manx Trophy with Graham Wride – a reunion after some 25 years when we last competed together on the St. Wilfreds, and Holderness Trophy rallies. Many thanks to Graham and to Ken Hailstone and Rob Pattison for servicing and to Graham Tabor for his help pre-rally.

David Smith
(JustinThyme.com)

North Humberside Motor Club Stage Rally Championship 2006

Drivers	Events	18	19	20	21	22	23	24	25	26	27	28	29	Total
1 Chris Peart	7	10			61							65		264
2 Andy Carter	3										70			208
3 Alan Kirby	4			41										179
4 Dave Watkins	4						37							178
5 Allan McDowall	3					58							58	172
6 Ken Sturdy	4						56				68			144
7 Gary Parker	3													116
8 David Smith	3									39				94
9 Dave Hawkins	2													88
10 Rob Pattison	3													85
11 James Sparrow	2													80
12 Rob Brook	1													71
13 Mike Smith	3							10						63
14 Joanne Briggs	2													51
15 Stephen Barmby	1													40
16 Gavin Smith	2							10						40
17 Tony Dickinson	1		36											36
18 Richard Martin	1						31							31
19 John Hedison	1						31							31
20 Gavin Ruler	3													30
21 John Dixon	2								10					20
22 Guy Gladwin	1													10
23 Paul Simpson	1													10

Navigators	Events	18	19	20	21	22	23	24	25	26	27	28	29	Total
1 Gavin Haseltine	8		36			58			10				58	263
2 Gordon Blyth	7	10			61							65		254
3 Dave Everard	6													226
4 Neil Duncan	4						37							178
5 Richard Wood	4						56				68			144
6 Joanne Briggs	2													138
7 Colin Burley	2													95
8 Paul Train	2													88
9 John Brooks	1													71
10 Andy Townend	1										70			70
11 Guy Gladwin	3							10						63
12 Andy Carter	2													51
13 Gillian Robinson	1													43
14 Michael Woodcock	1													40
15 Stephen Young	1													40
16 Ben Lawrenson	2							10						40
17 Steve Bell	1													35
18 Holly Dickins	1						31							31
19 Robert Pattison	1						31							31
20 Mick Lebetter	3													30
21 Amanda Bell	1													10
22 John Pearson	1													10

For full results and scores see the website www.northhumbersidemotorclub.co.uk

Event			
29	Park Systems National Rally	09/09/2006	Newton Stewart
28	Park Systems Clubman Rally	09/09/2006	Newton Stewart
27	Penguin Hire Wolds Rally	03/09/2006	Swinderby
26	Star Services Marx Trophy Rally	04-05/08/2006	Isle of Man
25	Rally Isle of Man (Historic)	03-05/08/2006	Isle of Man
24	Pendragon Stages Rally	02/08/2006	Penrith
23	Opposite Lock Rally	22/07/2006	Manby
22	Swansea Bay National Rally	22/07/2006	South Wales
21	Swansea Bay Clubman Rally	22/07/2006	South Wales
20	Jim Clark National Rally	07-08/07/2006	Kelso
19	Monaghan Forestry Rally	11/06/2006	Monaghan
18	Mutiny Clubman Rally	03/06/2006	Mid Wales

Results:-				o/a	cl
June					
Tony Dickinson	Gavin Heseltine	Escort Mk I	Monaghan Forest Rally	47	9
Chris Peart	Gordon Blyth	Proton Satria	Severn Valley Clubman Rally	Retired	
July					
Ailan McDowall	Gavin Heseltine	Opel Kadett	Swansea Bay National Rally	30	1
Chris Peart	Gordon Blyth	Proton Satria	Swansea Bay Clubman Rally	21	1
Allan Kirby	David Gibson	Subaru Impreza	Jim Clark National Rally	21	9
Ken Sturdy	Richard Wood	Peugeot 106 Gti	Opposite Lock Rally	16	3
Dave Watkins	Neil Duncan	Escort Twin Cam	Opposite Lock Rally	25	7
Richard Martin	Holly Dickins	Peugeot 205	Opposite Lock Rally	47	9
John Hedison	Robert Pattison	Hillman Avenger	Opposite Lock Rally	49	10
August					
David Smith		Escort Mk II	Star Services Marx Trophy Rally	22	11
John Dixon	Gavin Heseltine	Escort Twin Cam	Rally Isle of Man Historic	Retired	
Gavin Smith	Ben Lawrenson	Peugeot 205	Pendragon Stages Rally	Retired	
Mike Smith	Guy Gladwin	Fiat Uno	Pendragon Stages Rally	Retired	
September					
Allan McDowall	Gavin Heseltine	Opel Kadett	Park Systems National Rally	13	1
Chris Peart	Gordon Blyth	Proton Satria	Park Systems Clubman Rally	17	1
Ken Sturdy	Richard Wood	Mitsubishi Evo 6	Penguin Hire Wolds Rally	4	1
Andy Carter	Andy Townsend	Vauxhall Nova	Penguin Hire Wolds Rally	19	1

Note from Gavin:

If members do not let me know their full results then the scores are based on what I can find on the internet so if some peoples results are not there it's because I did not know they were doing the event, can't find results on the internet or did not know they were eligible (ie club members) as the results don't detail club.

The scores for some events are a bit of guesswork eg Opposite Lock - Matthew Atkinsons results system does not show class/retirements so scores are based on number of finishers beaten in class not number of starters. Also where I know someone finished an event and I can't find any results (or class info for those results I can find) they have scored the minimum 30 points ie 10 (start) + 20 (finish) + 0 (number beaten in class).

MSA news

National Motorsport Week

"We were delighted with the response of our clubs to National Motorsport Week," said Colin Hilton, Chief Executive of the MSA. "Despite the short notice, the concept was warmly welcomed and endorsed, with many clubs and organisations making special arrangements to open up the sport to new audiences. We look forward to agreeing the plans for next year and helping to develop the initiative into a high profile annual event."

Below is a sample of some of the more than 50 events that took place in connection with National Motorsport Week.

- Cambria-based Wigton Motor Club (2005 MSA Club of the Year) held a special display of competition cars at the Cambria Classic Show and organised displays and demonstrations of autocross, sporting trials and 4x4 trials.
- Dozens of people said they wanted to become more involved in motor sport after visiting the Welsh Automotive Forum exhibition in Cardiff. Hundreds of rally fans, shoppers and office workers visited the stand in the city's main shopping precinct and scores entered a competition to be special guests on this year's Wales

Rally GB

- Both Team RAC touring cars carried National Motorsport Week logos as their drivers competed in the sixth round of the BTCC at Donington Park.

- Lola Cars International Ltd opened its doors to the public.

- Cambria Kart Racing Club held a special kart event to celebrate the 50th anniversary of karting. On display was one of the earliest examples of racing kart, alongside a Sevan-Ford F1 car donated by M-Sport.

- Horton Racing displayed two of its cars in Cisterne town centre.

- Newry & District, Rathfriland and North Antrim Motor Clubs got together to organise a special rally school to encourage new competitors.

- Green Belt Motor Club had a stand at the Custom & Sports Car Show at North Weald.

- Teifi Valley Motor Club organised a 20-mile charity bike ride for the Welsh Air Ambulance and presented cheques to three local charities - money raised on its Raifoo Presell.

- Ross & District Motor Club members were busy both weekends - organising a grass airstand and barbecue and then, a week later, an AutoSolo for beginners.

The MSA believes the success of National Motorsport Week means it is likely to be run again next

year - look out for an announcement about the dates. More information about the events that took place this year can be found at www.nationalmotorsportweek.co.uk

Child Protection

The MSA Child Protection Policy and Guidelines document has recently been sent to all Clubs and Licensed Officials, and can be viewed on the MSA website www.msa.uk.org (search on Child Protection).

Any Clubs or Licensed Officials with queries regarding the policy, guidelines or procedures should contact Allan Dean-Lewis at the MSA for assistance.

MSA British Race Elite

Following the continuing success of the MSA British Rally Elite scheme to develop new talent, Brabham Performance Clinic has been appointed to run MSA British Race Elite, incorporating GT's, Touring Cars and single seater. The programme will identify talented drivers and help them develop at the highest possible level.

Wales Rally GB

The final round of FIA World Rally Championship takes place on 1 to 3 December 2006. For information about marshalling or to purchase tickets, visit www.walesrallygb.com. There is also a ticket hotline: 0870 060 1764.

CROSS-COUNTRY

Promotional Events

New rules are to be introduced regulating the Promotional Events that many clubs currently run. Changes have been made by the Off Road Committee because of misuse of promotional events and a misunderstanding of the existing regulations by some clubs. The new regulations will be: H15.4 "Clubs may not organise more than three Promotional Events per year" and H33.5 "Passengers may not be carried for hire or reward". Regulation H36.13.1 will be amended so that SRV for a Promotional Event may no longer relax the requirements for vehicles to be road legal. All vehicles taking part must be fully road legal, to stop fully prepared off road competition vehicles taking part. Clubs are reminded that promotional events were created to introduce organised off road motorsport to club members, by allowing them to follow a liaison route, which included special (trials type) sections adequately marshalled as part of a non-competitive event under an MSA permit and insurance. This has not always been followed, with some events allowing vehicles to drive anywhere almost as a 'free for all'. It was not intended to be a way for vehicles to carry passengers on off road routes or trials type sections for hire or reward, or where the passenger makes a donation to be in the vehicle. The new regulations to be introduced as from 1st January 2007 once ratified.

AUTOSCENE

MotorSport
News

REVIEWS FROM

CLASSIC

PORSCHE AU MANE 1972-1981
ISBN 1 91492058X
François Huré, Editions du Palmier, €12. Call 0033 04 66 23 20 or see www.editions-palmier.fr

Few are better placed than François Huré to write this record of Porches at Le Mans. He started going to the 24-hour classic in '76 and has covered the event many times for France's leading motor sport magazine. This handy 128-page A4 book complements Huré's fine Porsche at Le Mans title, which covered 1966-71. With a full English text and a strong spread of colour pictures, it's great value. Best of all there's a wealth of fine-lined recollections from drivers and extracts including Jürgen Barth, Max Cohen Olivier, Bob Wollek, Henri Pescarolo and the late Raymond Touroul. As well as year-by-year reviews, there's an appendix of technical details on 910, 907, 908, 917 and 956. For fans of competition Porches or Le Mans, this A4 book is a must have, and for model makers it's an essential reference.

COMPLETE CAT
ISBN 0 9534142 7J.
Price £19.99

Such is the success of the dumpy title *The Jaguar File* by Eric Dymock, that the packed book is now available as a revised third edition. This 474-page landscape book runs from Swallow sidcars to the 2004 XK8 and XJ. Each model gets

one picture, a brief history and then a comprehensive specification box. Handy reference for both the expert and novice enthusiast.

NOSTALGIA FEST
ISBN 0 7509 4532. Price £14.99

Author Brian Denton clearly has quite a photograph collection of the magnificent selection featured in his new title *The Halcyon Days of Motoring* - published by Sutton - is anything to go by. Covering four decades up to 1993, it's packed with evocative images, both road and race, many never published before. Most are shot in Britain with a few recording adventures motoring abroad. A wonderful little book.

MIDGET CAR SPEEDWAY - FOLLOWING THE FORTUNES OF STOKE POTTERS
ISBN 0 7534 18700
Derek Bridget, Tempus Publishing, £12.99. To order call 01453 883300; e-mail sales@tempus-publishing.com

Although this 126-page paperback focuses on racing at Bridget's local Stoke-on-Trent track during the '80s, he also relates how the midget racing scene evolved in the UK and covers all the leading drivers such as Stan Mills, Frank Chiswell and Spike Rando. Best of all is the chapter on midget racer design in the UK including Dinos, and the super-fast JAP-powered Skirrow Special from Ambleside.

National Motorsport Week

"We were delighted with the response of our clubs to National Motorsport Week," said Colin Hilton, Chief Executive of the MSA. "Despite the short notice, the concept was warmly welcomed and endorsed, with many clubs and organisations making special arrangements to open up the sport to new audiences. We look forward to agreeing the plans for next year and helping to develop the initiative into a high profile annual event."

Below is a sample of some of the more than 50 events that took place in connection with National Motorsport Week.

- Cumbria-based Wigton Motor Club (2005 MSA Club of the Year) held a special display of competition cars at the Cumbria Classic Show and organised displays and demonstrations of autotests, sporting trials and 4x4 trials.
- Dozens of people said they wanted to become more involved in motor sport after visiting the Welsh Automotive Forum exhibition in Cardiff. Hundreds of rally fans, shoppers and office workers visited the stand in the city's main shopping precinct and scores entered a competition to be special guests on this year's Wales Rally GB.
- Both Team RAC touring cars carried National Motorsport

Week logos as their drivers competed in the sixth round of the BTCC at Donington Park.

- Lola Cars International Ltd opened its doors to the public.
- Cumbria Kart Racing Club held a special kart event to celebrate the 50th anniversary of karting. On display was one of the earliest examples of racing kart, alongside a Stewart-Ford F1 car donated by M-Sport.
- Horton Racing displayed two of its cars in Clitheroe town centre.
- Newry & District, Rathfriland and North Armagh Motor Clubs got together to organise a special rally school to encourage new competitors.
- Green Belt Motor Club had a stand at the Custom & Sports Car Show at North Weald.
- Teifi Valley Motor Club organised a 20-mile charity bike ride for the Welsh Air Ambulance and presented cheques to three local charities – money raised on its Rali Bro Preseli.
- Ross & District Motor Club members were busy both weekends – organising a grass autotest and barbeque and then, a week later, an AutoSolo for beginners.

The MSA believes the success of National Motorsport Week means it is likely to be run again next year – look out for an announcement about the dates. More information about the events that took place this year can be found at www.nationalmotorsportweek.co.uk

Child Protection

The MSA Child Protection Policy and Guidelines document has recently been sent to all Clubs and Licensed Officials, and can be viewed on the MSA website www.msauk.org (search on Child Protection).

Any Clubs or Licensed Officials with queries regarding the policy, guidelines or procedures should contact Allan Dean-Lewis at the MSA for assistance.

MSA British Race Elite

Following the continuing success of the MSA British Rally Elite scheme to develop new talent, Brabham Performance Clinic has been appointed to run MSA British Race Elite, incorporating GT's, Touring Cars and single seaters. The programme will identify talented drivers and help them develop at the highest possible level.

Wales Rally GB

The final round of FIA World Rally Championship takes place on 1 to 3 December 2006. For information about marshalling or to purchase tickets, visit www.walesrallygb.com. There is also a ticket hotline: 0870 060 1764.

QUIZ ANSWERS

1. Joe Dawson in a 4cyl National (over 8000cc)
2. Goldenrod (4-Y8 Chrysler engines each 6900cc)
3. Malcolm Campbell
4. Air cooled 8 cylinder

MARSHALS POST

by the BMMC

After Andy Green's Land Speed Record-beating performance in August and Audi's Le Mans victory in June, 2006 has got to be the year of the diesel.

Of course, the Audi R10 isn't the first diesel to race at Le Mans. Only a couple of years before, a bio-diesel powered Lola-Caterpillar made a brief appearance in the race, having caused chaos during the testing weekend by spilling its fuel in the vicinity of Indianapolis.

Diesels have popped up in various guises in motorsport before and we are likely to see more diesel and biodiesel powered cars in the future.

With a flash point – the temperature at which fuel can be ignited – of 62°C and autoignition temperature – when it will spontaneously ignite – of 210°C for diesel and 150°C and 316°C respectively for biodiesel, fire is the least of a marshal's worries with diesel.

Fuel spills will cause far more problems. After all, diesel is as slippery as oil and there is a lot more of it to leak out of a broken fuel line than oil in a sump or gear box.

The standard way of dealing with diesel on Britain's highways is to mop it up with sand or oil absorbing granules.

In France, the ACO invested some years ago in equipping all marshals posts with large tubs full of absorbent granules and spreaders like those gardeners use for reseeding and feeding their lawns.

In Britain, we persevere with plaster or cement – a cheaper but less effective solution than granules – and shovels instead of spreaders.

No matter how good your technique with a shovel – and there are some pretty practised hands out there – dealing with diesel spills will take a lot longer than dealing with the oil spills.

Powerwashes with detergents might be a solution – but on a dry day a powerwashed section of track is going to be a nightmare for competitors, so Britain's circuits may need to do some serious thinking about taking some French lessons.



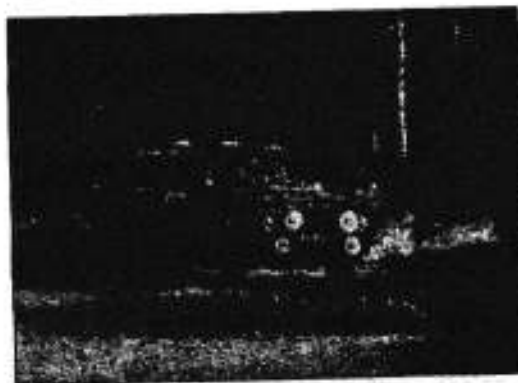
Christmas cards

From an oil painting by Matt Bruce RI (1915-2000) of the Mk II Ford Escort of Hannu Mikolla/Arne Hertz en route to victory in the 1979 RAC Rally.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:

Motorsport Safety Fund, PO Box 200, Sevenoaks TN15 8WZ





Dave Watkins/Neil Duncan :Opposite Lock Rally – ooh, not good for the haemorrhoids!



Gavin Ruler/Dave Everard on the ARD Thor Hammer Stages, Driffield

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