



North Humberside Motor Club



Club Magazine
March 2007

NORTH HUMBERSIDE MOTOR CLUB LTD OFFICIALS

PRESIDENT	DAVID SHIPLEY, Tel 01964 542577 E Mail davidshipley@davidshipley.karoo.co.uk
VICE PRESIDENT	IAN SADOFSKY
CHAIRMAN	DAVE COGAN Tel 01482 631963 E Mail dave.cogan@virgin.net
VICE CHAIRMAN & CHIEF MARSHAL	JOHN NEWLOVE, Tel 01904 608524 E Mail John.Newlove@btinternet.com
SECRETARY	GAIL NEWLOVE, Tel 01377270888 E MAIL.nhmc.secretary@btinternet.com
CLUB CAPTAIN & MEMBERSHIP SECRETARY	JOHN DIXON, CHURCH GARAGE, SKIRLAUGH EAST YORKSHIRE HU11 5EU 01964562001 jdixon@church-garage.wanadoo.co.uk
TREASURER	IAN JAMES, Tel 01430 430570 ian.james@northhumbersideforestrally.org.uk
COMPETITION SECRETARY	ROBERT NEWLOVE, Tel 01377 270888 E Mail gin@btinternet.com
MAGAZINE EDITOR	NEIL DUNCAN Tel 01482 503901 E Mail maged@n-duncan.fsnet.co.uk
SOCIAL SECRETARY	VACANT
<u>COMMITTEE MEMBERS</u>	
NICK STEPHENSON	Tel 01430 441739 E Mail nesy@supanet.com
ALAN GILBERT	Tel 07984 021394 E Mail alan@alangilbert.karoo.co.uk
STEVE VAREY	Tel 01482 876641 E Mail stevevarey@hotmail.com
GRAHAM HARDWICK	Tel 01759 306706 E Mail grahamhardwick@btinternet.com
DAVID JAMES	Tel 01262 606420 E Mail david@tcs01.demon.co.uk
IAN SADOFSKY	Tel 01482 635202 E Mail rally1@rally1.karoo.co.uk
GRAHAM TABOR	Tel 01964 544196

www.northhumbersidemotorclub.co.uk

PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM

Editorial

Greetings. This should have been the February Issue but the best laid plans often go tits up as the Deputy Prime Minister would say to his Diary Secretary. So welcome to the March Issue!

Front cover this issue is dedicated to our 2006 Club Rally Champions Chris Peart and Gordon Blyth in their Proton Satria. They received their trophies during the Club's Annual Awards Evening at the Ferguson Fawsitt which was well attended. Chris and Gordon also collected the Harry Hannah Trophy as the Committee felt they had, by entering numerous events across the UK, represented and promoted North Humberside Motor Club. Thanks go to the Newlove Family, Graham Tabor and Dennis Robinson for their organisation.

Thanks also go to our "guest speaker" Howard Paterson for stepping in at short notice to present the prizes. He was a very entertaining speaker and he had obviously done his homework on the audience, much to their embarrassment. In fact my dear wife thought he was the best speaker she had seen. Not quite sure where he gets his style from – Tommy Cooper or Norman Collier ?

Thinking back, I last saw Howard in action at Mallory Park race circuit when I was doing penance as Formula Ford Pit Crew sometime back in the late 1980's. There was a supporting race series for Rally Cars and Howard was there competing in a Mitsubishi Lancer along with "Yuk" Hodgson in a Mk2 Escort and "Piggy" Thompson in I think a Porsche 911. The racing purists were staggered by the antics of these "hooligans" desecrating the tarmac with huge tyre marks across the racing line but the majority were applauding their driving skills. I can't see modern Subarus and Evos giving the same entertainment value as Yuk sideways all the way round the Shaws Hairpin.

The North Humberside Forest Rally is upon us again and as usual lots of help will be needed. If you can help out by marshalling please contact Steve Smith, Chief Marshal on 01947 820682. Entries are coming in, 62 last time I looked on the website but no doubt many more will follow after the Malcolm Wilson. Noticed that the Opel of Messrs McDowall and Heseltine were second on the list – unusual for Gavin to get an entry in early. What's he been taking?

Reminder to the stragglers that annual subscriptions need to be coughed up a.s.a.p. especially if you want to score any points in the club's championships. Trust you have all received your new credit card style competition licenses by now. I have been sweating on mine but it's turned up just in time for the Robin Hood Historic.

Marshals News

Not much happening this year so far. One or two of us went to the marshals training day at Askham Bryan which was quite good. March & April look busy.

Sunday 4th March : Trackrod MC, Look Out Stages

On Melbourne airfield. Signing on is supposed to be at 06:30 but I have told them we will all be there at 07:00.

Sat/Sun 10/11th March : Lindholme MC, Robin Hood Forest Stages

Using stages in the Sherwood Forest complex including Clipstone North and South. Please contact Len Fowkes on 01909 565458 or email len@fowkes69.co.uk

Sunday 18th March : Jane Cowling Memorial Phoenix Stages rally

This is Eastwood Motor Club's event on Fullbeck airfield in Lincolnshire. Map Ref 121/910515 off the A17 Newark to Sleaford road.

Signing on by 0800hrs, close to competitor signing on area. 1st competitor to start at 0901hrs.

Saturday 31st March : Wold Construction North Humberside Forest Rally

North Humberside Motor Club's premier event based in Whitby. As usual lots of help needed so please contact the chief marshal Steve Smith tel: 01947 820682 or email marshals@NorthHumbersideForestRally.org.uk

Sunday 15th April : Spring Stages Rally, Delacy Motor Club

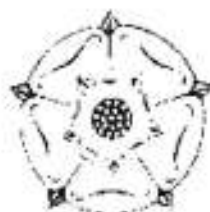
This event is to be held on Alamein Barracks at Driffield. Signing on at 06:30 - 07.45, first car at 08:30 and finish around 5pm.

As usual please let me know if you can help on any of these events.

John Newlove

Tel : 01904608524

or email john.newlove@btinternet.com



YORKSHIRE LEAGUE

The Events for this years interclub League have now been sorted. If anyone is thinking of having a go at any of the events, please let me know. There are two rounds which may be Autosolo events. This is a straightforward autotest with no reversing for road going cars that are driven to the event. Anyone fancy a go? The contact number for regulations are also listed :-

Rnd	Date	Event	Club	Location	Contact
1	04/03/07	Lookout Stage Rally	Trackrod	Melbourne	
2	13/05/07	John Overend Rally	NHMC	Melbourne	
3	03/06/07	Autotest	Ilkley MC		David Mosey 01943 874808
4	09/06/07	Sprint	York MC	Elvington	John Heppell 01904 639461
5	01/07/07	Sprint	S&H MC	Curborough	P. Howgate 01142 398842
6	08/07/07	Stage Rally	BDMC	Driffield	M. Atkinson 01482 876400
7	21/07/07	Stage Rally	Huddersfield	Manby	G. Coates 01924 493635
8	30/09/07	Autotest/solo	Air & Pen		John Haygarth 01943 600758
9	21/10/07	Autotest/solo	Y.S.C.C.		Jon Graves 01274 773499
10	04/11/07	Autotest/solo	Alwoodley		Graham Whitaker 01132 654182

AUTOTESTS

The next club autotest has been re-arranged for Brandsburton on Sunday 18th March. Regulations available shortly.

Robert Newlove

February Autotest

5

The latest club autotest was held on Sunday 25th February at Maple Garage, Sproatley. This was a new venue for the Club and our thanks to the Burton family for providing the facilities. A smaller entry than last month but the day panned out into a tussle between Ken Sturdy and Howard Everingham once more with the two of them swapping and matching fastest times. An early penalty incurred by Ken early in the day proved crucial and Howard went on to win by 7.7 seconds. A steady run from Dave Short gave him 3rd place.

1	Howard Everingham	805.3
2	Ken Sturdy	813.0
3	Dave Short	910.8
4	Phil Burton	926.6
5	Rob White	926.7
6	James Wood	979.1
7	Howard Paterson	1020.5
18	Roy Heath	1027.8

Full results on the website www.northhumbersidemotorclub.co.uk



James Wood in the "second hand" Ford Ka

2006 NHMCAwards Dinner

A full house at the Ferguson Fawsitt for the annual awards presentation evening with guest speaker Howard Paterson presenting the prizes. And the winners were :-

Autotests

New Year Autotest

FTD	<i>Howard Everingham</i>
Class Award	<i>Roy Heath</i>
Class Award	<i>Dave Short</i>
2nd in Class	<i>Phil Burton</i>
2nd in Class	<i>Phil Pickard</i>

February Autotest

FTD	<i>Ken Sturdy</i>
Class Award	<i>Howard Everingham</i>
Class Award	<i>Jim Reynolds</i>
2nd in Class	<i>James Wood</i>

December Autotest

FTD	<i>Ken Sturdy</i>
Class Award	<i>Steve Young</i>
2nd in Class	<i>Dave Short</i>

Autotest Championship

1st	Macklin Trophy	<i>Ken Sturdy</i>
2nd	Norman Jordan Cup	<i>Dave Short</i>
3rd	Award	<i>James Wood</i>

RALLY

Rally Championship

1st Driver	Thelwell Trophy	<i>Chris Peart</i>
1st Co-Driver	Parish Trophy	<i>Gordon Blyth</i>
2nd Driver	Stephenson Cup	<i>Dave Watkins</i>
2nd Co-Driver	98/99 Cup	<i>Dave Everard</i>
3rd Driver		<i>Andy Carter</i>
3rd Co-Driver		<i>Gavin Heseltine</i>

Clubman's Championship

Dan Gibson Memorial Trophy	<i>Ken Sturdy</i>
----------------------------	-------------------

YORKSHIRE LEAGUE

7

Round 1	Trackrod Lookout Rally	<i>Rob Brook/John Brook</i>
Round 2	John Overend Memorial Rally	<i>Gary Parker/Dave Everard</i>
Round 3	Elvington Sprint	<i>Mark Tabor</i>
Round 4	Curborough Sprint	<i>Mark Tabor</i>
Round 5	Opposite Lock Rally	<i>Ken Sturdy/Richard Wood</i>

OTHER AWARDS

John Overend Memorial Trophy	<i>Gary Parker/ Dave Everard</i>
Rispin Rosebowl (for lady enthusiast)	<i>Joanne Briggs</i>
Hessle & District Enthusiast Trophy	<i>John Milner</i>
Night Enthusiast Trophy	<i>Gareth Pennell</i>
Harry Hannah Trophy	<i>Chris Peart/Gordon Blyth</i>
Special Award for services to the Forest Rally	<i>Rob and Linda White</i>
Marshals Awards	<i>A. Brown, R. Brook, J. Braddy, C. Braddy, N. Turton, S. Bell, A. Carvell, G. Tabor, M. Tabor, D. Braddy, A. Gilbert.</i>



Rally Champion Driver Chris Peart (right) and Champion Co-Driver Gordon Blyth



Dave Watkins :2nd Drivers Championship



Dave Everard :2nd Co Drivers Championship



Dennis Robinson



John Milner

Who's doing what this year ? (Episode 2)

Following on from last month here are more club members competition plans for the year ahead. Let me know if I have missed you.

Kicking off with our reigning Club Rally Champions Chris Peart and Gordon Blyth. When I talked to them they were still sorting out sponsorship for this season and had not committed to any championship with the Proton Satria, so watch this space. If you would like to take them on and don't have a car – they have an Astra 2 litre for hire!

Dave Hawkins and Paul Train are out in the same Subaru this year. They will be sticking to tarmac events this year and have already kicked off the ANCC Multi Use Championship with a frustrating day at Croft, but hope to improve on the next round on 1st April – errr do you really want to go rallying on that date?

Mark Tabor will again be representing the club in the Yorkshire League Sprint events at Curborough and Elvington in his Metro, plus competing in the Harewood Hill Climb Championship. Not to be outdone his dad Graham has prepared a Corsa 16 valve to have a go at the sprints and hill climbs as well. The Corsa is intended as multi use and, with John Milner in the navigators seat, Graham already has an entry on this years Revival Rally. John Milner, a.k.a "Dr Death", is also threatening to do the Elvington sprint in his MR2 – so if you are marshalling on that event stand behind at least two rows of Armco – or play safe and go fishing instead.

Gavin "Fuzznag" Ruler was intending to switch to historics in a Mk 1 Escort but plans have now changed and for starters he will probably do the Robin Hood Clubmans in his Sapphire Cosworth. Ideally he would like to have a go at the Classics in a pukka Mk 2 Escort.

Distinct smell of mothballs as two old hands are coming out to play again. Neil Fewlass has bought a Mitsubishi Evo 6 and will be giving it an airing on the Lookout Rally on Melbourne, his first rally since the John Overend in 2000. Steve Varey will hopefully be in the passenger seat if he can get the old overalls to fit.

Husband and wife crew, John and Caroline Hedison in their Avenger will also be starting their season on The Lookout. As locals they will be contesting all the Melbourne events plus a couple on Driffield.

Rob Pattison has given his Cossie a complete overhaul over the winter and hopes that this will improve the reliability of the car. He will team up with Mike Dixie to do single venues at Melbourne and Driffield with hopefully an event in Wales in the Sweet Lamb complex in July.

Mike "Rocketman" Smith will be contesting the ANCC Tarmac Championship in his hybrid Mini. A 1000cc Yamaha motorcycle engine drives the rear wheels through a 6 speed sequential gearbox giving 275 bhp !!! Richard Glew is the brave passenger in the brown

overalls. They retired on the penultimate stage of the first round of the championship, much to the relief of the embarrassed Subaru drivers who were obliged to “move over”. Round 2 is at Weeton Camp.

Mike Smith’s son Andrew will be having his first competitive event in dad’s “other car” the Fiat Uno with a little less horsepower, although his claim to fame is that on his BARS test he managed to put the car in a ditch but still passed !

Members of the Gilberdyke Mafia, Guy Gladwin and his son Craig will be out on the Lookout in the Escort Cosworth. Guy is doing the East Midlands Championship with Mike Smith sitting in the navigators seat.

Another Mafia member, Ben Lawrenson will continue to navigate for Gavin Smith from that “other club next door”. The Peugeot 205 crew had problems on their first outing but they managed to win the trophy rally. (Please note that results in trophy rallies do not count for club championship points)

After three consecutive finishes Roger Stanford will be giving the Revival Rally a miss this year but will be competing in some BARC Historic Touring car events with his Lotus Cortina Mk1 and BMW2002. His attention will however be focused on son Jack’s first full season in the Mini \ChallengeSeries. Jack , like many others in the championship, has come up through the karting ranks. He hired a Mini at the end of last season to test the waters and finished 1st and 2nd in his two races. Good old Dad has bought him his own car for this years challenge which will take in seven British circuits and one round at Spa, each with extensive television and press coverage. You can follow his results on www.minichallenge.co.uk or www.jackstanford.com.

A warm welcome to new member Mike Simpson (Junior) who already has an impressive C.V. Mike is the current British Super 1 Rotax Max Kart Champion and has recently signed to drive for the Italian based Birel works team in the British S1 Championship and the European Max Championship. I noticed he has a black belt in Karate which may have come in useful when he raced in the Renault Clio Cup Series in 2004, on top of his karting commitments. An old bloke at the bar told me this guy is the next Jenson Button. To see if he is right follow Mike’s progress on www.mikesimpson.net.

What can the old hands learn from these two “young bloods” ? Looks like image and marketing are the key to success. So what you need to do is :-

1. Get your own website
2. Have your hair streaked with blonde highlights
3. Surround yourself with scantily clad dolly birds
4. Add some driving talent

– its you BILKO, go for it lad !!

1. www.ebay.co.uk /opelinbits
2. Go easy on that Domestos !
3. How about all those redundant ladies from the Birds Eye Fish Factory?
4. You never forget how to ride a bike.

Dear Diary

Some club members have given me privileged access to their personal archives and here I have reproduced some diary style records made by one of the clubs long serving competitors. It does give an insight into some genuine clubman rallying in the 1970s. He tells me he has had over 25 rally cars in his time, and still counting. See if you can guess who it is ?

Car : Mini Cooper 998cc

October 1972 – First Rally. Bentley Diamond Jubilee, One Eleven Car Club. Made finish but OTL – Navigator got lost.

November 1972 – Scarborough Stages, 62 Car Club. Demolished Farm House and front of car on Staxton Wold. Did not finish.

February 1973 – Parish's Moonraker Rally, NHMC. Finished 32nd overall, 2nd in class.

February 1973 – Audion White Rose Rally, Dewsbury MC. SU Carburettor problems, holed radiator on Rudland Rigg. Did not finish.

April 1973 – Crystal's Holderness Rally, NHMC. Charging trouble and fault with the regulator box. Made it to halfway on sidelights. Did not finish.

July 1973 – Calderford Trophy Rally, Wakefield and District. Ran with 850cc engine, lack of power. Finished 82nd.

August 1973 – Breadwinners rally, DeLacy MC. Back to 998cc engine. No problems. Finished 46th overall.

Change of Car : Mini Cooper "S" 970cc.

September 1973 – Moss Tyres, York MC. Finished 83rd overall, 2nd in class - £10 prize money plus cup.

October 1973 – Vincent Ferrand Road Rally. Very foggy, straight on at "T" junction. Damaged all lights and oil cooler. Did not finish.

October 1973 – Dalesman Road rally. Went off again. Control Box problems. Did not finish.

November 1973 (Saturday/Sunday) – Moonraker Rally, NHMC. No trouble. 28th overall.

November 1973 (Sunday !) – Scarborough Stages, 62 Car Club. Tired after Moonraker. No problems. 40th overall. Pot for first in club.

National Petrol Shortage – no motorsport.

May 1974. Petrol Shortage over. Sherwood Forest Stages. Broke steering first stage. Rolled after halfway. Did not finish.

Rebuilt car using previous car's shell, coil springs and alloy panels.

August 1974 – Costa di Plenti. Exhaust dropped off. Chopped some of the route. Last finisher award.

September 1974 – Armstrong Forest Rally, York MC. No speed. 78th overall.

October 1974 – Crystal Stages, NHMC. Head gasket failure. Did not finish.

November 1974 – Parish Moonraker, NHMC. Radius arm pulled away. Did not finish.

November 1974 – Riponian Road Rally, DeLacy MC. Navigator sick at halfway. Substitute navigator for second half. Finished 40th overall.

November 1974 – Rally of the dams. Drive shaft failed. Did not finish.

And there's years more. Have you got him yet? Well here's a photo clue. Bonus point if you can name the bloke with the "Mexican" moustache holding up the roof..



The Super One Series in its 25th year has a record registration for modern times of forty-one drivers entering the MSA Junior British Kart Championship. British Junior Champion Jack Harvey, recently signed up for the Italian Maranello factory team, joining World Champion Davide Fore, will have his work cut out to retain his title. There are twenty-three Formula A drivers registered for the MSA British Kart Championship, a few down on 2006. Registrations are still open. British Champion Mark Litchfield will be all out for an unprecedented fourth title on his British made Octane kart. Super One co-ordinator Sorja Game said: "There are phone calls coming in all the time from drivers asking if they still have time to register for the 2007 series." Promoter Neil Hann said: "It is very encouraging to see so many youngsters coming into the premier junior class, and this must be a reflection of the popularity of our series. I suspect the lower number in Formula A is influenced by the transition in international karting from the traditional 100cc motors to the new 125cc electric start engines, which are not yet freely available. However we are not introducing these new engines until 2008." Supported again by Renault, Eli, ATOL, the B4 insurance group, Dunlop and Bridgestone, the British karting championships kick off on 17/18th March at Three Sisters, near Wigan.

NO ROCK AND ROLL

The Motorsport Safety Fund launched a new film at the Autosport Show called *Motorsport First Aid* as it replaces one made only a few years ago I suppose it's reasonable to wonder why a new film is necessary because, after all, the human body has been around for ages (mine certainly feels as if it has) so what can be new? Well, nothing major – our hearts are roughly still in the right places – but methods of treatment change in the light of experience.

The European Resuscitation Council, which coordinates activities in this field, produces revised guidelines from time to time and the latest have been built into the new film; in some cases the changes may follow because statistics show that a different method is better. It used to be the practice to sing 'Nellie The Elephant' in order to get the right rhythm when doing resuscitation but I believe other methods are now used. I'm not sorry because I hate the song and anyway very few doctors or paramedics can carry a tune.

At the same time as incorporating new ideas, *Motorsport First Aid* now deals

with more advanced things like removing helmets and HANS devices. And it also includes a key section on rolled cars.

In the main, human instincts are usually roughly right. Meet a member of the MSA Council, you bow; meet someone who is an F1 entrant, you admire their helicopter; meet someone who is a politician, you fall about laughing. All perfectly healthy human responses.

Much the same applies to first aid. Someone is bleeding, try to staunch the flow; someone is cold, warm them; someone is dehydrated, apply thirst aid (but not alcohol because that could delay treatment); someone is distressed, comfort them (approaching from the front so that they don't have to turn what may be a damaged neck). And so on. Again, all perfectly sound responses.

But our instincts stink when it comes to two areas, perhaps because of the fear of fire. People can be too anxious to haul a driver out of a crashed car before checking for injury. The hauling out itself, if not done properly, may exacerbate an injury or even cause one.

And if a car has ended on its roof or side, the instinctive reaction is for people to rush and, with much rocking and rolling, haul the car back onto its wheels. **WRONG!** First check the condition of the driver and then put someone inside the car to support their neck before **SLOWLY** righting the car with **ONE** person calling the shots. There's a sequence in the film which illustrates the process well. I watched it being made and it went so smoothly – in one take and with people who hadn't worked together before – that I regretted I hadn't got trays of eggs to put under the wheels as they came down; I don't think many would have been broken.

Sorry if I'm banging on about this. But not very sorry. I've been rolled four times on rallies and only suffered a cut head and broken ribs – seeing the film has made me grateful I'm still able to line-dance competitively. But last month I heard of a road accident which left a car on its roof. Helpful bystanders rushed to fling it back on its wheels... the driver is now in a wheelchair.

Please watch the film.

Stuart Turner

AUTOSCENE



REVIEWS FROM



TRIUMPH – SPORT AND ELEGANCE

ISBN 1 85960 969 4,
Bill Piggott, Haynes
Publishing, £19.99

An archivist for the TR Register, Piggott is an acknowledged marque expert and this 170-odd page hardback – the latest in Haynes' Classic Makes series – is packed with information. Well-presented and nicely illustrated, the book's main copy is superbly complemented by detailed panels on key players and models directly relevant to the tale of the long-defunct Coventry great such as Sir John Black and Standard Vanguard. It is perhaps a little thin on the pre-WW2 and Razor-edge years, but from Herald on and whether it be saloons, sports cars or other variants, this is an impressively

comprehensive effort considering its slenderness. An invaluable marque companion or introduction.

THE WORST CARS EVER SOLD

ISBN 0 7509 4714 4,
Giles Chapman, Sutton
Publishing, £9.99

The former Classic & Sports Car editor's latest softback pot-boiler is a 150-page trawl through some of the major (and not so major) manufacturers' most rod-faced moments. Apart from a ready wit that will keep readers amused, Chapman brings to it a wonderful personal perspective. Anyone can list cars that are universally recognised as simply awful, but the author's knowledge and experience adds another dimension to the genre: after all, who, growing up in

the late 1970s and early '80s, didn't just lust after a Lancia Beta HPE Hi-fi just a little bit? Yes it gets the same humorous assassination here as the far more obvious Lonsdale 2.6. All in all it's great fun amusingly presented and properly priced.

CLASSIC BRITISH SPORTS CARS

ISBN 1 84425 309 0,
Jon Pressnell, Haynes
Publishing, £15.99

"They're not sports cars because most have roofs," said C&SC senior contributor Pressnell when berated for excluding TVR and Marcos from this 130-page hardback when he found space for the Rover-based Marauder. Fair enough, he maintains that it's a personal view – explaining in the intro how he defined the field – and it is written as such. The downside is that some of your favourites will be missing, the upside that the resulting book is not only a lot more engaging and entertaining, but far more

likely to spark debate. A nicely presented appetiser to a vast subject.

LANDIES LISTED

Eric Dymock's latest compendium focuses on Britain's most famous off-roader. *The Land Rover File* (Dove Publishing, ISBN 0 9534142 80) spurs 1947 Jeep-based prototype to Freelander 2, including specials. Each gets a spread with spec and pictures.



COD FILLET QUIZ

1. What is the nationality of World Rally Champion Sebastian Loeb's co-driver Daniel Elena?
2. In which years did Nigel Mansell drive for Ferrari?
3. In which major event does Bluehill Mine feature?
4. In 1952 British driver Sydney Allard won the Monte Carlo Rally. Who came second by just 4 seconds?

ANSWERS ON PAGE 11

MSA news

Whole sport plan

Under the direction and coordination of Motorsport Development UK (MDUK - see www.motorsportdevelopment.co.uk) and Sport England (www.sportengland.org), the MSA and Auto Cycle Union (ACU - see www.acu.org.uk) are conducting a consultation survey, entitled *Widening Participation in Motorsport*. The MSA and ACU are working to develop a new 'whole sport plan' for the next five years, aimed at getting more people involved in motor sport at every level - competing, spectating or volunteering.

MSA newcomers

Ten new members of MSA specialist committees have been appointed, they are:
David Kirkham (from Middlesex) - *Historic Committee*, Lee Carter (from Staffordshire) - *Rallies Committee*, Nathan Crewe (from Worcestershire) - *Rallies Committee*, Andrew Kellitt (from Herefordshire) - *Rallies Committee*, Robert Reid (from Perthshire) - *Rallies Committee*, David Bellerby (from North Yorkshire) - *Autocross & Rallycross Sub Committee*, Dave Wellden (from Tyne & Wear) - *Autocross & Rallycross Sub Committee*, Phil Short (from West Yorkshire) - *Sprint & Hill Climb Sub Committee*, Tim Thomson (from North Yorkshire) - *Sprint & Hill Climb Sub Committee*, Rob Walker (from West Midlands) - *Timekeeping Advisory Panel*.

Helmet approval

Crash helmets to ECE 22-05 are not approved by the MSA and should not have an MSA sticker applied by a scrutineer (unless the helmet meets an alternative standard as listed in *Competitors' Yearbook* regulation Q10).

Training seminars

Although these are organised primarily for MSA licensed scrutineers (Car and Kart), club scrutineers may wish to attend. If so, please contact the MSA Technical Department (telephone 01753 763000).

All sessions will assemble for arrival and registration at 19:00, for a prompt 19:30 start and are due to finish by 22:00 (with the exception of Scotland, NI, Channel islands and IOM where they will take place over weekends).

Car scrutineer training seminars

Thursday 1 March, Buckmore Park, Chatham

Saturday 3 March, Civil Defence HQ, Douglas, IOM

Sunday 4 March, Park Plaza Hotel, Belfast International Airport

Monday 5 March, Castle Combe race circuit

Tuesday 6 March, Plymouth (venue tbc)

Wednesday 7 March, Swansea Institute for Higher Education, Swansea

Saturday 10 March, Aberdeen, Scotland

Sunday 11 March, Queens Ferry, Edinburgh

Monday 12 March, De Lacy MC House, Brotherton

Tuesday 13 March, Hexham (venue tbc)

Wednesday 14 March, White Horse, Silverstone

Thursday 15 March,

Snetterton race circuit

Monday 26 March, Donington Park race circuit

Tuesday 27 March, Oulton Park race circuit

Tuesday 24 April, Guernsey (venue tbc)

Wednesday 25 April, Jersey (venue tbc)

Kart scrutineer training seminars

Thursday 1 March, Buckmore Park, Chatham

Saturday 3 March, Civil Defence HQ, Douglas, IOM

Sunday 4 March, Park Plaza Hotel, Belfast International Airport

Wednesday 7 March, Swansea Institute for Higher Education, Swansea

Saturday 10 March, Aberdeen, Scotland

Sunday 11 March, Queens Ferry, Edinburgh

Wednesday 14 March, Sherington kart circuit, Oxon

Thursday 15 March, Snetterton race circuit

Wednesday 21 March, De Lacy MC House, Brotherton

Wednesday 21 March, De Lacy MC House, Brotherton

National Motorsport Week

The next National Motorsport Week will be 11-19 August 2007.

For more information go to www.nationalmotorsportweek.co.uk

STOP PRESS

A DVD copy of the new film "Motorsport First Aid" will shortly be sent to all clubs by the MSA together with an outline quiz which clubs may wish to use at a club night.

MARSHALS POST

by the BMMC

The danger doesn't stop when the racing is over. Tidying up has hazards of its own - particularly when there are vehicles to recover - so it's worth considering a few key issues if you are asked to help with a recovery.

First of all, make use of the protective equipment you have brought with you.

Jagged metal and broken glass are the most obvious hazards when recovering a car that has crashed. The exhaust, engine and brake discs may still be hot enough to cause serious burns. Spilt fluids - battery acid, fuel and hydraulic fluid - are also a hazard and, there are unseen dangers if a vehicle has been on fire.

The fire could re-ignite, the vehicle still be hot and some rubber compounds used in cars can break down in a fire and produce a dangerous acid, which will burn through flesh and bone, so keep your gloves and overalls on, even if it is a hot day, and have an extinguisher nearby during any sort of recovery.

Remember, the recovery operator is in charge. Be prepared to help and to warn them if you see problems that they can't, but find something else to do if your assistance isn't required.

Recovery equipment should be checked and certified regularly, but cranes, straps, ropes and winch cables can still break and competition towing eyes can be ripped off if they are poorly attached, so no one, apart from a trained recovery operator, should ever get between a recovery vehicle and a vehicle that is being winched out of a gravel trap or a ditch.

The safest place to be is behind the recovery truck. If the car being recovered is on the flat and you can provide some assistance in manoeuvring it, then it may be safe to be behind the car itself, but *not* on the side of caution.

Last, but not least, neither you nor anyone else should ever go beneath a vehicle that is being lifted or sit on a car to balance it while it is being lifted.

QUIZ ANSWERS

1. Manegogue
2. 1989 and 1990
3. Lands End Trial
4. Sinking Mass (Sunbeam Talbot 90)

CLASSIC COMPETITION CARS AND BIKES ON ROAD, OFF ROAD AND ON TRACK



INTERNATIONAL
HISTORIC
MOTORSPORT
SHOW 2007

race retro

- 4 Live Events
- 450 Exhibitors
- Club Members Lounge
- Private Car and Bike Sales
- Free Parking for Classic Cars
- Ticket Discounts for Club Members

23-25 March 2007 - Stoneleigh Park, Coventry

Online ticketing : www.historicmotorsportshow.com or Hotline 08701 262121

IHMMSL
Stimonds - Donington
Lechale - Gos - Co.7 JDH
Tel: 01367 250001 & 250006 Email: info@ihmmsl.com



Linda and Rob White receive their award for service to the Forest rally



The marshals receive their awards from Howard Paterson