



North Humberside Motor Club



Club Magazine
April 2007

Editorial

Congratulations to Ian and David James plus all those involved in the organisation for producing another successful North Humberside Forest Rally. The “James Boys” took a difficult decision to move the start and finish venues up to Whitby but judging by the competitor feedback and press reports this seems to have paid off, with just a few grumbles about the tightness of the service area and limited trailer parking. The entry was down on anticipated numbers but nevertheless there was quality in the field. The weather too was kind leading up to and during the Rally this year, but having said that there was a strong and bitterly cold wind blowing through my hernia up at High Muffles in Cropton Forest on the day.

Big thank you to our rally sponsors Wold Construction for their generous support over the last three years. We now need to seek another sponsor for next year and beyond.

Great result for Phil Pickard and son Simon coming 11th overall on the Forest Rally. His “fire engine red” Escort Cosworth adorns this month's front cover. Slight misjudgement by the seeding committee in slotting him in at number 81 but he has had a three year layoff. It was Simon's first ever event and you can read about his experience later in the magazine.

Another driver to do well on his “comeback” was Neil Fewlass who finished third overall on the Lookout single venue rally on Melbourne. With Steve Varey in the co-drivers seat he quickly adapted to the power of the Mitsubishi Evo 6, having not driven competitively since 2002. Will be interesting to see how he compares to the similar car of Ken Sturdy in the John Overend Memorial Rally in May.

Entries are coming in for the John Overend and there seems to be a healthy proportion of mixed crews, including the father/daughter combinations from the McDowall and Overend families. There look to be a few interesting duels in prospect and there is a strong historic entry. However with so many club members actually competing this year we are going to be stretched for officials and marshals. If you can assist please contact John Newlove. For those feeling fit or needing to lose weight the “Melbourne Concreting Gang” need help to make some repairs.

Special mention for Club Member Mike Smith who sustained a serious back injury whilst competing on De Lacy Motor Club's Spring Stages on Drifffield. Mike was co-driving for his son Andrew on his first outing when they slid off and hit a tree. Latest information is that Mike could be off work for about six months. We send him our best wishes for a speedy recovery.

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Marshals News

By the time you read this the North Humberside Motor Club Wold Construction will have been and gone, many thanks for everyone's help.

Our clubs annual single venue is coming round again with the John Overend memorial stages on the 13th May. Please help if you can.

Sunday 29th April Nunns Mitsubishi Bloodhound Stages Swinderby. Entry reference is 121/886614. Marshal signing on will be from 07.00 to 07.45 with the first car scheduled to start at 08.30. Once again we come round to the time to search for marshals for the. The event is co-promoted by Lincoln Motor Cycle & car Club and Grimsby Motor Club

Sunday 13th May John Overend Memorial Stages - our Annual Single Venue event on Melbourne airfield near York. We need lots of help both with marshalling and setting up for the event.

Sat/Sun 19/20 May 2007 The Danum Road Rally, Lindholme Motor Club
Start and Finish in Scunthorpe, Route on maps 112 and 113. Marshalls required.
Contact Chief Marshal Anne Stapleton, 01226 750773 apps@vertec.co.uk

Sunday 27th May Sheffield & Halmshire Motor Club 2 Wheel Drive Rally
This event is at Twyford Wood. A round of the 205 championship. Marshals signing on is 07:30.

It appears they are also running the "Sporting" side of the **Chatsworth Rally Show**, over Saturday/Sunday September the 29/30th, it goes without saying that marshals who help at Twyford get first priority!

Saturday 9th June York Motor Club are running the Keith Pattison Memorial Sprint, in association with Robert Bowett Motor Sport' on Elvington Airfield.

Saturday 16th June Dukeries Rally. Lindholme Motorsports Club are running the Clipstone South stage and have asked us to help. Signing on is 08:00 till 08:30 at 120/621616. The stage is run twice, the second run being combined with Clipstone North.
Stage Commander Len Fowkes 01909565458

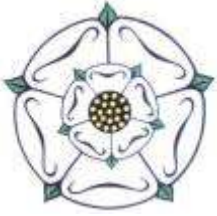
As usual please let me know if you can help on any of these events.

John Newlove

Tel : 01904608524

E-mail : john.newlove@btinternet.com

Competition Secretary's Bit



YORKSHIRE LEAGUE

Despite the first round being on the 3rd March, we still haven't received any results yet. Next round is our John Overend Memorial Stages Rally on 13th May, followed by an Autotest on the 3rd June organised by Ilkley.

Autotests

Our third Autotest of 2007 was held at Readers Yard, Brandesburton on Sunday 18th March. We had a healthy nine entries, Howard Paterson brought his Mini (BMW type), and shared it with Ollie Marshall, and his friend Alex Evans, also brought his mini. We put them in the road car class along with Roy heath's Renault 5.

In the other class we had Rob White, as entertaining as ever, Dave Short and Richard Wood in their Nova's, plus James Wood in his Ford KA, and a last minute entry from John Dixon in the ex Ian James MK11 Escort. John was having trouble getting grip, and was playing with tyre pressures all day.



John Dixon

The Nova boys Dave Short and Richard Wood were fairly evenly matched all day, but Dave eventually took the honours with FTD. Howard Paterson dominated the road car class, taking the class award.

FTD	Dave Short
Class Award	Richard Wood
Road Class	Howard Paterson



Photographs by Alan Gilbert

Future dates

13th May John Overend Memorial Stages Rally

1st July Dalton Classic

Stories from the Forest Rally

John and Sandra Hickling who organise the ANEMMC Championship amongst other things, parked their motor home on the morning of the event in a car park in Whitby, when a smartly dressed man, knocked on their door. Seems he needed two witness's for his wedding in the nearby Register Office . So John and Sandra spent an hour at a wedding of someone they had never met, instead of watching the Rally.

Dave Cogan was walking home to his Accommodation in Whitby fairly late at night, when he swears he saw a badger on the Sea Front, he also swears he didn,t have much to drink!. Don't know whether it had a bucket and spade!.

HELP WANTED

We are doing a bit more concreting on Melbourne on Saturday 28th April in preparation for the John Overend Memorial Rally. If you can help, please ring Robert Newlove 01377 270888

For you computer geeks, if you log onto www.youtube.com and search for "Ken Sturdy", there is an interesting video clip of Ken Autotesting, put together by Ken's son Joe. Also if you search for Autocrossing Mini, there is a clip of a mini Autotesting in Japan - see what happens when it stops!
Robert Newlove

More from the Archives

Last months “Spot the Driver and Navigator” fooled a few people but the two blokes in a Mini were a fresh faced and hairy John Dixon with Mike Walmsley in the navigators seat. JD was actually a member of the Auto 66 club at the time before defecting to NHMC.

That question stirred up some interest amongst the ex Mini competitors so as a follow up here are two more blokes in a Mini. Well I hope the young lad in the navigators seat had done his maths homework and wasn't late for school on Monday morning. The photos are a wee bit fuzzy but then we don't want to make it too easy!



North Humberside Forest Rally – In at the Deep End !

My dad had not rallied for the last three years and when he first asked me to navigate for him I jumped at the chance. His usual co-driver Colin Burley was committed to his son's autograss championship. What training I had was limited to two runs out in my dad's Subaru around the Huggate and Millington area making notes at 25mph and then calling them back at 60mph. But with exhaust fumes in the car, being sick in Coastways filling station and dad saying we were not even at half tilt I was bricking!!!.

Colin Burley and Gavin Heseltine both helped by lending route notes with in-car DVDs from previous events which helped me tremendously so thanks to them both. My dad has navigated for James Sparrow and Alan Forteach in the past. He kept telling me that if I finish a stage thinking I helped towards a faster time then I would be buzzing, but if I helped towards a faster crash then I would be RUNNING!!!! - no pressure then! .

The entry was accepted, car taxed, new marquis overalls for dad and a borrowed helmet for me - things looked good. Scrutineering , noise testing and signing on made me realise how many questions are asked of navigators! Where, when, which way now? - you sure?, did you see her with the big ***** ? I found it was better to guess an answer and sound convincing rather than say "I don't know"!

On the morning of the rally the reality of the co-drivers role came when the chase car crew asked me to confirm where and when they should be as they struggled with their road book and maps. Then the service crew had apparently parked in Triston Pye's service bay and heated threats of moving things with Hiabs and forklifts prevailed - oh my god!! This was supposed to be fun! Anyway Mum was dispatched to service park to use her parking skills to run over everyone's toes then challenge them to an arm wrestle(sorry Mum).

Route amendments were thrust into the car moments before the start, were hastily read and then we were off. "Just get the timing right and you'll be fine" were my dad's words of reassurance.

Stage 1 Langdale isn't really the rally baptism some would choose but I got us there and on time! The feeling of relief in the control at getting us there soon turned to shock when we set off. OH MY GOD!!!!!!!!!!!! Keeping up on the notes and speaking loud enough for dad to hear did not seem to be too bad but realising he was *actually* listening unsettled me a bit. We caught car 52 and dad slowed to protect the windscreen and I was totally lost!! Once past the car I didn't have a clue where we were. Dad calmly described the corners and luckily the next junction number and I was back on track!

On the start for Stage 2 Dalby a stone in radiator fan 1 knocked ALS off and the car began to overheat but as we neared the quarry section it cleared and it flew from there on. Despite being slowed in the dust from a slower Chevette in the last mile we never got lost!

Back to service in Whitby and Mum had resolved all the parking issues. Exell Motorsport gave the car a once over and Tim Watson (chase car crew) repaired the fan and driveshaft boot clip.



Stage 3 Cropton. It's easy this navigating game – NOT. Asked for the wrong time didn't I. Dad put me right though and told me about big hands and small hands!! 9th fastest through the stage and stuck in dust with dad sweating like a pig (sorry).

Stage 4 Langdale reversed. Before the start Dad asked James Everard to look out for us after about 5 miles or so as we had the chance of getting into top ten with good run. It took 7 miles to catch him, but My GOD does he fly. Dad was laughing over the intercom at him hurling his Fiesta into corners and over ruts. He saw us on the last chicane and let us by (thanks James). We made it to the finish at Whitby to finish 11th overall on the first rally for this car and with me navigating for first time so I was well chuffed.

Thanks to Tim and Alan in the management car and to Ryan and Mick from Exell for service duties.

Simon Pickard



Overall Winners North Humberside Forest Rally : Steve Perez and Craig Thorley, Ford Focus WRC



Class Winners North Humberside Forest Rally : Chris Peart and Gordon Blyth, Proton Satria

The state of American Education – some answers from 6th grade History tests !

Ancient Egypt was inhabited by mummies and they all wrote in hydraulics. They lived in the Sarah Dessert. The climate of the Sarah is such that the inhabitants have to live elsewhere.

Moses led the Hebrew slaves to the Red Sea where they made unleavened bread, which is bread made without any ingredients. Moses went up on Mount Cyanide to get the ten commandments. He died before he ever reached Canada.

The Greeks were a highly sculptured people, and without them we wouldn't have history. The Greeks also had myths. A myth is a female moth.

Eventually the Romans conquered the Greeks. History calls people Romans because they never stayed in one place for long.

Julius Caesar extinguished himself on the battlefields of Gaul. The Ides of March murdered him because they thought he was going to be made King. Dying, he gasped out "Tee hee Brutus".

In midevil times most people were alliterate. The greatest writer of the futile ages was Chaucer, who wrote many poems and verses and also wrote literature.

William Tell shot an arrow through an apple while standing on his son's head.

Queen Elizabeth was the "Virgin Queen". As a queen she was a success. When she exposed herself before her troops they all shouted "hurrah".

It was an age of great inventions and discoveries. Gutenberg invented removable type and the Bible. Another important invention was the circulation of blood. Sir Walter Raleigh is a historical figure because he invented cigarettes and started smoking. And Sir Francis Drake circumcised the world with a 100 foot clipper.

The greatest writer of the Renaissance was William Shakespeare. He was born in 1564, supposedly on his birthday. He never made much money and is famous only because of his plays. He wrote tragedies, comedies and hysterectomies, all in Islamic pentameter. Romeo and Juliet are an example of a heroicouplet. Romeo's last wish was to be laid by Juliet.

Johann Bach wrote a great many musical compositions and had a large number of children. In between he practised on an old spinster which he kept up in his attic. Bach died from 1750 to the present. Bach was the most famous composer in the world and so was Handel. Handel was half German, half Italian and half English.

The sun never sets on the British Empire because it is in the east and the sun sets in the west. Queen Victoria was the longest queen. She sat on a thorn for 63 years. Her death was the final event which ended her reign.

North Humberside Motor Club Stage Rally Championship 2007											
	Drivers	Events	1	2	3	4	5	6	7	8	Total
1	Chris Peart	2					67		66		133
2	Alan Kirby	1	62								62
3	Phil Pickard	1							58		58
4	James Sparrow	2			10			46			56
5	Neil Fewlass	1		55							55
6	Dave Watkins	1				48					48
7	Mark Dickinson	1				43					43
8	Guy Gladwin	1		36							36
9	Jon Hedison	1		36							36
10	"Fred"	1				36					36
11	Rob Pattison	1		35							35
12	Rob Brook	1		10							10
13	Garry Clark	1		10							10
14	Mike Smith	1	10								10
15	Andrew Smith	1								10	10
	Navigators	Events	1	2	3	4	5	6	7	8	Total
1	Gordon Blyth	2					67		66		133
2	Colin Burley	3	62				10		42		114
3	Simon Pickard	1							58		58
4	Dave Everard	2			10			46			56
5	Steve Varey	1		55							55
6	Neil Duncan	1				48					48
7	Gavin Heseltine	1				43					43
8	Joanne Briggs	1							42		42
9	Craig Gladwin	1		36							36
10	Caroline Hedison	1		36							36
11	Nigel Dinsdale	1				36					36
12	John Dixey	1		35							35
13	John Brook	1		10							10
14	Allan Clark	1		10							10
15	Rich Glew	1	10								10
16	Ben Lawrenson	2	10							?	10
17	Mike Smith	1								10	10

Key to Events

	<u>Event</u>	<u>Club</u>	<u>Date</u>	<u>Location/Area</u>
8	Spring Stages Rally	De Lacy	15/04/2007	Driffield
7	North Humberside Forest Rally	NHMC	31/03/2007	North Yorkshire
6	Tank S Rally		17/03/2007	Holland
5	Robin Hood Modern Rally	Lindholme	11/03/2007	Dukeries
4	Robin Hood Historic Rally	Lindholme	10-11/03/07	Dukeries
3	Speedy Hire Stages	Cambridge	04/03/2007	Rockingham
2	Lookout Stages Rally	Trackrod	04/03/2007	Melbourne
1	Legend Fires North West Stages	Blackpool SS	16-17/02/07	Blackpool

Scores are as at 19th April but do not include all scores from the De Lacy Spring Stages Rally as full results are not yet available.

North Humberside Motor Club Stage Rally Championship 2007 - Results					O/a Posn.	Class
Feb	Alan Kirby	Colin Burley	Subaru Impreza	Legend Fires North West Stages	6	6
	Mike Smith	Rich Glew	Mini R1	Legend Fires North West Stages	Retired	
		Ben Lawrenson	Peugeot 205	Legend Fires North West Stages	Retired	
Mar	Neil Fewlass	Steve Varey	Mitsubishi Evo	Lookout Stages Rally	3	3
	Guy Gladwin	Craig Gladwin	Escort Cosworth	Lookout Stages Rally	9	7
	Phil Pickard	Simon Pickard	Escort Cosworth	North Humberside Forest Rally	11	8
	Chris Peart	Gordon Blyth	Proton Satria	Robin Hood Modern Rally	12	1
	Robert Pattison	John Dixey	Ford Sierra XR 4x4	Lookout Stages Rally	12	8
	"Fred"	Nigel Dinsdale	Cortina GT	Robin Hood Historic Rally	13	2
	Mark Dickinson	Gavin Heseltine	Escort Mk II	Robin Hood Historic Rally	18	6
	James Sparrow	Dave Everard	Escort RS WRC	Tank S Rally	20	1
	Dave Watkins	Neil Duncan	Escort Twin Cam	Robin Hood Historic Rally	21	4
	Jon Hedison	Caroline Hedison	Hillman Avenger	Lookout Stages Rally	22	7
	Chris Peart	Gordon Blyth	Proton Satria	North Humberside Forest Rally	24	1
		Joanne Briggs	Escort Mk II	North Humberside Forest Rally	51	5
		Colin Burley	Escort Mk II	North Humberside Forest Rally	59	4
	Rob Brook	John Brook	Peugeot 205	Lookout Stages Rally	Retired	
	Garry Clark	Allan Clark	Escort Mk 3	Lookout Stages Rally	Retired	
	James Sparrow	Dave Everard	Escort RS WRC	Speedy Hire Stages	Retired	
		Colin Burley	Escort	Robin Hood Modern Rally	Retired	
Apr		Ben Lawrenson	Peugeot 205	Spring Stages Rally	65	10
	Andrew Smith	Mike Smith	Fiat Uno	Spring Stages Rally	Retired	

NHMC Autotest Championship 2007		January	February	March	Total
Position					
1	Dave Short	53	48	55	156
2	Roy Heath	55	30	50	135
3	Howard Paterson	45	31	55	131
4	Rob White	37	38	45	120
5	James Wood	34	32	40	106
6	Ken Sturdy	48	53		101
7	Richard Wood	43		50	93
8	Olli Marshal	35		45	80
9	Steve Young	58			58
10=	Rob Brook	40			40
10=	Alex Evans			40	40
12	Mike Reed	36			36
13=	Phil Pickard	35			35
13=	John Dixon			35	35
15=	James Sparrow	33			33
15=	Luke Sparrow	33			33
17	Michael Wood	32			32
18	James Pickard	31			31



Wheels

TAKE COVER

Soon after the last *Wheels* appeared with my article implying that doctors and paramedics can't carry a tone, I nearly got sued by a medic claiming not only to be thankful but even to be starting in a Disney Springfield Tribute Show. I could only apologise and say how glad I was that his operation had been a success.

A narrow escape and a reminder of just how litigious our world has become with even the plague of class actions threatening to spread to Europe from America. I'd always assumed that the mind-boggling damages awarded were all thrown out later on appeal but apparently that's not always so – there really have been some staggering payouts, with in the UK the largest personal injury claims can now exceed £5m.

So how does it all affect our sport? I know from trying to expose or pre-empt people into marshalling that even reports in the press about someone being sued for a wrong decision in a conker competition for instance, tends to deter people. Well, it may though the subject may be, it makes sense to be adequately insured. Take part in an MSA

approved event and you have death and injury cover as a competitor or official as laid down in the Blue Book. If you don't think that's enough for someone in your position then top-up cover is available at £48 for every £50k of additional benefit for death, loss of limbs and permanent dismemberment, up to a maximum of £250k. (Details are on www.motorsport.com). Note that the top-up cover is now available to marshals. I don't think there's any Rough Guide to what level of cover anyone should have – depends on your circumstances. "Enough" is perhaps the key word.

It's worth checking any existing life policies you have in place to see if they cover our sport. For Personal Accident, both MSA and private policies are likely to pay out. For Public Liability, which although highly unlikely in the case of competition could still occur, if there are new policies called on to contribute it will depend on the specific contract wording. What was that about "the large print growth and the small print taken away?"

Doctors are not covered against legal action by other drivers they have pointed off – maybe cause

free pause before doing the punting or the pointing afterwards.

If the police prosecute for bad driving on an event (and note how they increasingly get involved when there's hoodlumism in other sports), insurers won't defend driving prosecutions by such. However, if dangerous driving in competition results in injury, there would probably be parallels with other sports (football and rugby for instance) where there have been both private and Crown prosecutions for assault. In such cases it would be in the insurer's interest to defend and they'd almost certainly do so, just as they would for HSE prosecutions. But will better not to drive dangerously in the first place.

Like I said, a dreary subject but an important one. And while we're on a sort of legal matters I'd even suggest there's a case for pre-nuptial agreements because of the strain our sport places on relationships. Think how devastated you'd be if as part of a messy divorce settlement you lost your precious cigarette cards or World Famous Stewards. Oh, I don't know though.

Steve Turner

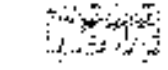
CROSS-COUNTRY

Less aggressive tyres for the 2007 championships

The first round of the 2007 Manx Isle MSA British Off Road championship takes place on 14th - 15th April at Backs Hill near Stokes-on-Trent. The championship is once again being sponsored by Manx Isle Tyres. This year all registered BHRU competitors and Trophy competitors must compete on a single control tyre, the Maridar brand. This is an 'AT' – all terrain pattern, and is the first time an AT tyre has been used as the control tyre, over the more commonly used Mud Terrain or more aggressive patterns which are used by most competitors. This controversial decision was chosen to give everyone a 'level playing field' also with an aim of being the less aggressive AT pattern, as it will lessen land damage and allow the championship to use a wider choice of the best venues. Competitors entering the Classics events, or a parallel to the BHRU, will also be required to run an AT pattern tyre, but not necessarily the Maridar brand. The National Hillclimb championships is also looking to our less aggressive tyres in 2007.

Current tyre type or tyre is allowed, it is hoped agreement can be reached limiting all competitors to a Mud Terrain pattern or a 'Twe-Law' approved by the organisers. Current tyre use is becoming more of an issue in many forms of motor sport, as the tyre pattern is seen as one of the areas that can result in excess damage to venues. In some parts of the country, and for some cross-country events, becoming difficult to secure, due to land owners concerns about possible damage to the ground in view of the recent drier and the simple payment scheme regulations.

AN AUTO OF SCIENCE II



REVIEWS FROM



BMW SINCE 1916
Manfred Grunert & Florian Triebel ISBN 3 932169 47 6
€39 from BMW dealers,
order no 01090398988 or
motoring bookshops

With nine decades of history to look back on, you expect BMW to come up with something special and this whopping 600-plus-page hardback is a belter. Just what you'd thought you'd see the best of the Bayer automotive's period photos, a whole lot more receive a fresh airing. It helps that Grunert and Triebel have both worked in the archive, yet the range of images is still staggering. There's everything from evocative early shots of Austin Seven-based Drais in Eisenach to later studies of the

levelled Munich factory at the end of WW2, Glys workers in '68 being told that it had been taken over and the electric 1642 on test – many of which even the most ardent marque enthusiasts won't have seen before. Even the sensational BMW V16 aero-engine (Viel Zeppelin) features: it was tested between Berlin and Hamburg in the early '30s and set a then-record of 250kph. Ten chapters span everything from personnel, R&D and production to motor sport and adverts, many of which are beautifully reproduced. Anoraks won't be disappointed either, because the appendices list all cars, motors cycles and zero engines made in volume, plus profiles of all the company's directors over the years and even accounts for

those of a firm's albeit, it's obviously aimed at treasured coffee tables, yet is informative and eye-bear value for such a superbly printed book.

RACING IN THE RAIN
ISBN 1 893618 71 4
John Horsman, David Bull Publishing, £29.99

This book from John Weger's chief engineer and team manager delivers a superb insight into his successful sports-racing partnership. From Aston's DB4GT and Project cars to the 11th hour withdrawal of the Mirage M12 from Le Mans in '82, Cambridge graduate Horsman covers his career alongside some of the greatest drivers and cars including three Le Mans wins and three championships. Yet it's the behind-the-scenes stories that bring the 416-page, 350-picture book to life: a recap of Top Gear's hardy (i.e. GT40), saving the

Porsche 917's aerodynamics in MIR's wind tunnel in the dead of night, and Brian Redman's fiery exit from the Targa Florio. The story of the Mirages from the Len Baer designed M10 to the Renault-powered GRS with Harley Crossen is fresh and fascinating. And, even the gentleman, Horsman gives full credit to all the team players. An important and entertaining record.

COD FILLET QUIZ

1. Mads Hestevik is a Scot from who his second World Championship rally in Norway in February. Where and when was his biggest WRC win?
2. Name the only driver to win the F1 Championship posthumously?
3. The Classic Rally of the Tests was first run in 2001. Who won?
4. Where is the Val Des Terres not on?

ANSWERS ON PAGE 31

Increased marshal representation

At the first Motor Sports Council meeting of 2007, members concluded that marshals should be more represented in the decision-making and legislative process.

The existing Training Steering Group, which is already predominantly concerned with representing marshals' training interests as well as those of other volunteers and officials, will be retained. The Volunteer Officials Advisory Panel to reflect more accurately its wider remit. The chairman will be a member of the Panel rather than an MSA executive, and this person will take up a seat on the Motor Sports Council to speak on behalf of volunteer officials.

It was also agreed that a specific Marshals Working Group should be set up, reporting to the revised Volunteer Officials Advisory Panel, thus replicating the structure already in place for racekeepers, scrutineers and other volunteer officials.

In a further recognition of the vital work of the marshals, the MSA has confirmed that every MSA registered marshal will now receive the MSA's quarterly publication, *Motorsports Now*, bringing them in line with the MSA's other volunteer officials.

Presentations at Council dinner

At the Motor Sports Council dinner in February, the Chairman, Graham Stokes, presented a commemorative clock to retiring Council Member Julian Fack, and an Officier d'Honneur award and carriage clock to Alan Foster.

Julian Fack first competed in Sporting Trials in 1972. In the 35 years since, he has been British Champion ten times and designed or built cars that have claimed an additional 12 titles in the hands of others. He joined the Trials Committee in 1978 and became chairman in 1995, which brought him onto the Motor Sports Council. Despite retiring from the Council in 2006, Julian continues to compete at the highest level and is chairman of the BTRDA Trials Committee, a member of the BTRDA Board, a BTRDA Council Member and a Life member of Midland Auto Club.

The Chairman presented Alan Foster with an Officier d'Honneur award, the highest accolade for MSA volunteer officials. Alan has had a prominent involvement in MSA authorised motor sport for many years, from karting, lather, through kart scrutineer, to Technical Co-ordinator and then as an environmental scrutineer; this latter role expanding his involvement into other areas of the sport – racing, hill climbing, sprinting and rallying.

Council members also paid tribute to the late David W

Williams who died suddenly in November 2006. Known affectionately as 'DWW', David's contribution to the sport was immense, through Best Talbot Motor Club, the Welsh Association, ANCRO, and the MSA – where he served as committee chairman, racekeeper and Motor Sports Council member.

Special Stage Rally Cars regs

In February, the Rallies Committee presented its recommendations to the Motor Sports Council for a complete revision of regulation K37 'concerning the eligibility of cars'.

The publication of this first draft signifies the beginning of a period of consultation, after which a revised draft will be presented to Council in June for further consideration, before moving to ratification in September.

The earliest date for any regulation changes to come into effect for new cars will be 1 January 2009, while existing vehicles will remain eligible to compete until 1 January 2010.

The recommendations are on the MSA website (www.msa.org.uk) and interested parties are invited to provide their feedback to Ian Davis, MSA Rallies Executive (email: ialdavis@msa.org.uk) by the end of April 2007.

MARSHALS POST

by the BMMC

Most vehicle fires can be fought successfully with dry powder and foam extinguishers.

But not fires involving metals like magnesium and titanium – used to provide light weight strength in racing cars.

Metal fires are recognisable from the clouds of dense white smoke they produce. The important thing to remember is putting water on a metal fire – even the small amount of moisture in carbon dioxide extinguishers – can make it far, far worse.

The intense heat produced by metal fires can render ordinary dry powder extinguishers useless and experts warn certain metals can even react violently with some multi-purpose dry powder extinguishers.

It's important to remember that, although some modern brake assemblies include components made from exotic metals, it is usually the brake fluid that is burning in a brake fire.

Brake fluid has a flash point – the temperature at which it can be ignited – of around 120°C, and an autoignition temperature – when it will spontaneously ignite – of around 310°C.

When brake discs are damaged really hot, they can cause the brake fluid to ignite and the heat from the disc or drum will cause it to re-ignite.

So, cooling the disc or drum using a foam extinguisher is usually the best method of fighting a brake fire, unless, of course, you detect signs of a metal fire.

The good news on this point is that it is unlikely that a fire will have been raging for long enough to give components containing exotic metals.

On a rally, though, it only needs a driver with a puncture at the start of a stage to press on regardless on an alloy wheel rim to generate enough heat to set the wheel alight by the finish.

The best course of action is to summon help immediately, warning Control that you have a metal fire; use dry powder extinguishers with extreme caution and try to shove enough sand – or dry earth – over the burning metal to stop the fire spreading to other parts of the vehicle.

QUIZ ANSWERS

1. Australia, October 2006
2. Jochen Rindt, 1970
3. Frank Pennell/Kevie Savage, Mercedes Benz 300SE
4. Gurney, C.J.

MSA licensing statement

The Motor Sports Association has experienced issues with its IT system relating to the processing of licence applications. This caused a considerable backlog of applications and the MSA despatched more than 3,000 temporary paper licences to ensure that competitors were able to participate in their chosen events.

"We experienced technical problems with both the hardware and software within the licensing operating system, but this has now been resolved," says Kevin Pave, MSA Operations Director.

"We employed additional staff to get the licences out as quickly as possible."

"There will always be teething problems when you bring new technology on line and we apologise to licence holders for the inconvenience that this delay caused," says Colin Hilton, MSA Chief Executive. "We would like to thank people for their patience."

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Lookout Rally, Melbourne : 3rd overall – Neil Fewlass/Steve Varev. Mitsubishi Evo 6



Lookout Rally : Jon and Caroline Hedison with Rob and John Brook in hot pursuit