



# North Humberside Motor Club



December  
MAGAZINE  
2008

## Editorial

Welcome to the last magazine for 2008 and of course our 40<sup>th</sup> Anniversary year. I can't believe we are approaching the end of 2008 already and that I am also editing another magazine, it seems to be becoming a habit.

Dave Cogan has put together a collection of past magazine covers together with adverts over the years, you will find them later in this magazine.

If we are nearing Christmas it must be time for our annual Christmas Quiz which will be held on the evening of December 18<sup>th</sup> at the Ferguson & Fawcett at Walkington 8pm for 8.30pm. Come and have some fun.

Most of you seemed to have missed the AGM as we had only two members in attendance along with the committee. The main change being that Dennis Robinson has taken over as Membership secretary. You will find your membership renewal forms enclosed with this issue.

November has been a busy month with lots of events being supported by North Humberside. Starting with the Malton Forest Rally in which we all got very wet, followed by the Lombard event at Harrogate we got wet again, thanks to Ian Sadofsky for taking the lead as Selectif commander. Back in to the forest for the Roger Albert Clark followed by Melbourne airfield for the Neil Howard memorial stages.

Our regular autotesters from Holderness Dave Short and Roy Heath have found a new venue for Autotests and designed the tests for the 1<sup>st</sup> event on the 7<sup>th</sup> December.

You may be aware of an initiative from the MSA to get more people involved in Motorsport called Go Motorsport I would like to welcome our first new member from this initiative Robert Austen

Ian and David James are pulling the team together for the Forest Rally on the 28<sup>th</sup> February, if you are interested in getting involved and have not been contacted please contact Ian James

[ian.james@northhumbersideforestrally.org.uk](mailto:ian.james@northhumbersideforestrally.org.uk) Tel 01430 430570

Myself, Chris, Robert, Dave Cogan, Alan Gilbert, John Milner & Graham Tabor have made a start at painting the club container, Graham has managed to scrounge a huge quantity of primer, undercoat and top coat paint. Still a lot to do so if you can help please let a committee member know.

I know it's rather early but on behalf of myself, our committee chairman & all the members of the committee, wish everyone a very merry Christmas and best wishes for the new year

**Cover Photo:** Paul Train & John Milner on the Lombard  
(Photo taken by Dave Cogan)

A look back at 40 years of NHMC

# The changing face of the club magazine

1977

NORTH HUMBERSIDE  
MOTOR CLUB

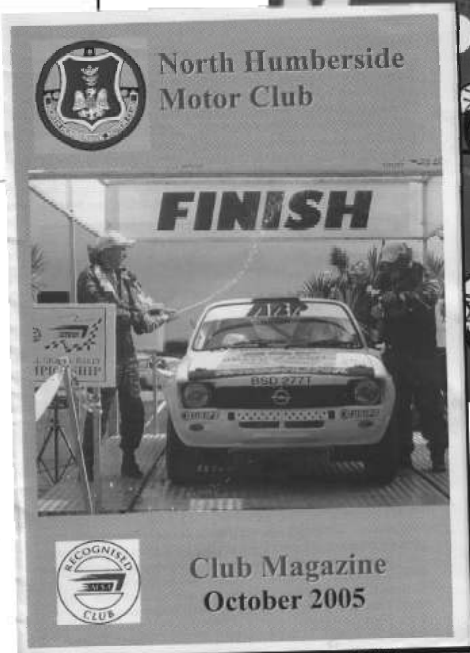
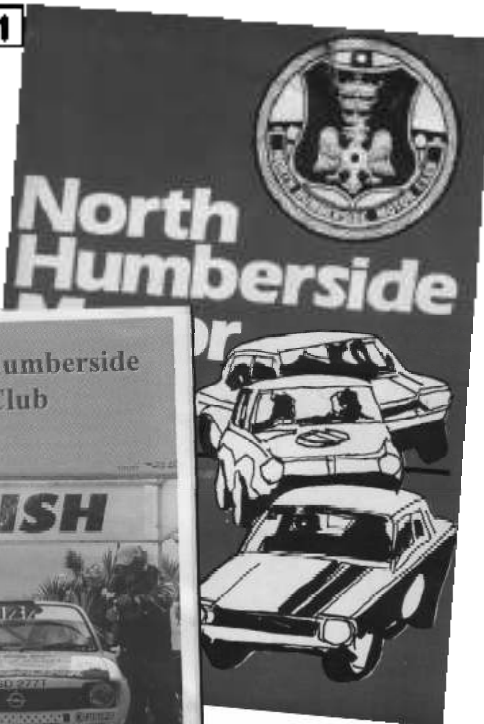


North Humberside  
Motor Club



NEWSLETTER  
Volume 1  
1990

1981



North Humberside  
Motor Club  
Magazine



NORTH HUMBERSIDE  
MOTOR CLUB



MAGAZINE

1982



NEWSLETTE



OCTOBER 2003



1986

## Marshalls News

Many thanks to everyone who has helped fly the flag on many events in the last month. We had a good turn out for the Malton Forest Rally on which we helped York run Gale Rigg. Unfortunately it rained all day everyone got absolutely soaked. Again a good turn out for the Lombard on which we ran the 1<sup>st</sup> and last Selectif . The 1<sup>st</sup> on Thursday was a reasonably quiet event and went to plan, Sunday was much busier as the event finished at the end of our selectif, we also had some demonstrations from some group B cars who managed to destroy most of our setting up and again it rained.

On the Roger Albert Clark event we helped Ted Collins on Langdale a very long stage but as usual with Ted plenty of marshals, thanks to Nigel Turton, Garreth Pennall and Chris for agreeing to look after the finish at very short notice. Ted commented . *"I always get a magnificent turn out from your club, and I really do appreciate it."*

The final event in November was the Neil Howard stages on Melbourne a good covering of snow greeted those travelling from the coast with a dusting on the airfield which had frozen. This caused an accident on the early stages resulting in a long delay due to a damaged slurry pipe. Undaunted the organizers bashed on running the last two stages in the dark. Resulting in a dark and rather cold finish for the marshals. Thanks to everyone who turned out to help.

Ian and David James, Andy Brown, together with Carl & Kirsty Thompson are once again helping out on the Wales Rally GB running the service area.

We are looking for marshals to help on the following events.

Sunday 7<sup>th</sup> December Club Autotest at MANOR FARM, CARR ROAD  
BURTON PIDSEA - Map Ref 107/255305

Sat/Sun 13/14<sup>th</sup> December Rockingham Stages Rally see Rob Brooks plea  
for marshals elsewhere in this magazine

Sunday 4<sup>th</sup> January New Years Day Autotest Readers Yard Brandsburton

Sunday 15<sup>th</sup> February Riponian Stages Rally

Saturday 28<sup>th</sup> February North Humberside Forest Rally

### Marshals Training

The ANCC are organising their annual marshals training day at Askham Bryan College, the provisional date to be confirmed is Sunday the 25<sup>th</sup> January. The MSA recommend that marshals attend a training course at least once every two years to maintain their current grade.

Contact John Newlove email:john.newlove@btinternet.com Tel:01904608524

**Don't Forget**

**Christmas Quiz Thursday 18<sup>th</sup> December Ferguson &  
Fawcett Walkington 8pm for 8.30pm**



Dave Cogan removing lettering whilst Graham Tabor making a start on the painting of the club container

## **Competition Secretary's Bit** **YORKSHIRE LEAGUE**

Still no final results after the Malton Forest Rally.

An awards evening had been arranged at a Karting venue in Leeds, but this has now been cancelled.

## **AUTOTESTS**

The next Autotest will be on Sunday 7<sup>th</sup> December at a new venue.

Manor Farm

Carr Road

Burton Pidsea

If you are interested, please contact Robert Newlove, marshals are also required.

The New Year Autotest will be held on Sunday 4<sup>th</sup> January 2009. Back to our regular venue at Reader Transport, Brandsburton.

NOTE: This venue now has electrically operated security gates; if you arrive and they are closed, please blow your horn, to attract our attention

## ***Dinner and Awards Presentation 2009***

This will be held on Saturday 4<sup>th</sup> April 2009. The venue will be at the "old town hall" at the Bell Hotel, Driffield. Hopefully the guest speaker will be Russell Brooks. More details later.

## **Plea for Marshals from Rob Brook Chief Marshal Rockingham stages**

We've already got a quality entry confirmed, with over 100 crews entered including 7 out of last year's top 10 finishers and Russell Brookes in his 1981 Lombard RAC car.

This years event will be taking place over the weekend of 13th & 14th of December - in the usual Middlesex format:

Saturday - 11.00-11.30 signing-on, 1st car at 1.00pm. 4 stages running into the dark

Rally party (Free for all volunteers)

Sunday - 10.00am 1st car, 6 stages finishing at a reasonable time for those who have long journey's home. There will be free overnight accommodation & Breakfast for all marshals who can volunteer for both days, though I am completely open to offers from those marshals who can only help us for one day.

If you are available to help, please drop me an e-mail back saying:

Which day(s) you are available for

Number of people in your group

Number of cars in your group

Preferred Duties

If marshalling for both days - if you require accommodation & breakfast.

If you have any questions, please don't hesitate to get in touch. My contact details are:

E-Mail: [Robert.J.Brook@csplc.com](mailto:Robert.J.Brook@csplc.com)

Mobile: 07870 592608

### 2009 Events

Darlington & District Motor Club Cartersport Jack Frost Stages Rally  
Sunday 18th January, Croft Circuit, North Yorkshire

Ripon Motor Club Riponian Stages Rally 15<sup>th</sup> Feb

NHMC Forest Rally 28<sup>th</sup> Feb

Trackrod Lookout Stages Melbourne Airfield 22nd March

NHMC John Overend Memorial Stages Rally Melbourne Airfield 10th May

Trackrod Rally Yorkshire 26th September

Malton Motor Club Malton Forest Rally 1st November

Roger Albert Clarke Rally 13th November

## Norwich Union MSA Classic 2008 – 12<sup>th</sup> October



© CTP Imaging

I only found out about the Norwich Union MSA Classic after NHMC ran a start venue for it at York Railway Museum in 2007 and thought I would have a go this year in my 1968 TVR Vixen. I have since learned that the 2007 event was the resurrection of an event which had run for 15 years until the foot and mouth epidemic in 2001 killed it off – at its peak, in 1997, it had over 1700 entries! The event is not a competition and is intended as a fun day out for classic cars.

The 2008 event had 8 starting locations with all participants ending up at Silverstone where there would be the opportunity to drive a couple of laps of the Grand Prix circuit. Having decided to have a go, with my wife Sue as navigator, our entry for a start in Nottingham went in about early May – we were given a start number of 772 and were one of 119 to start from there.

During the week leading up to the event I spent hours seriously cleaning the car – first time in 4 years. I even went as far as to borrow a pressure washer to smarten up the wire wheels – unfortunately in the process I managed to destroy the washer so I now have a guilt complex! Having spent all that time cleaning I was really chuffed to drive all the way to Nottingham on the day before the event in rain!

The weather forecast for the event was very good but when we set out for the start venue it was drizzling with rain and it was misty. Our start venue was in front of Woolaton Hall, a spectacular Elizabethan mansion set in parkland.

We set off for there in good time for scheduled start at 09.01. Unfortunately the directions downloaded from the interweb were a load of rubbish and we did not arrive at Woolaton Park until 08.40 – ten minutes after our due arrival time – good job there were no penalties. We then joined to queue for the start and waited. The queue did not move for ages and we eventually got away at 09.14 in the murky misty weather.

Our route was split into 4 sections and the first one was just over 50 miles to Snibson Discovery Park near Coalville, this being an interactive museum and county park on the site of an old coal mine.

The whole route mainly used minor road through beautiful countryside and picturesque villages but for the first 25 miles we saw nothing due to the misty conditions – much worse, the lanes were muddy and by the time the sun started shining (and it remained shining for the rest of the day) the car was as mucky as it had been before I started my cleaning. We arrived at Snibson to be greeted by a group of TVR members who had turned out to see us, the only TVR on the Nottingham route – there were only 10 TVR's in the whole event from an entry of over 900.

After a chat and a 'comfort' break we set off on the second section to the M.I.R.A. Proving ground, a journey of only 18 miles. We were supposed to have the opportunity to drive the proving ground circuit twice but for some reason, which was not explained, they only let us drive one lap – regardless we had fun!

Our next section took us some 51 miles to Broughton Castle. The castle was built in 1300 and is surrounded by a moat – seems it was the setting for the film 'Shakespeare in Love'. After a brief look round, the park and castle were closed to the public because of the event, we set off for our fourth, and ultimate destination of Silverstone circuit – a journey of about 30 miles.

The finish at Silverstone was in the paddock area just behind the pit lane garages. After being presented with our finisher's awards, and other souvenirs, we were directed through an open pit garage onto the pit lane from where we were to start our laps of the circuit. Although we were not allowed to exceed 70mph we still had good fun by taking the corners at a reasonable speed. On our second lap (we had to use the pit lane so did not get on the start/finish straight) I was in the process of taking Stowe at about 60 mph when Sue asked, "where did Schumacher crash" (we were there in 1999!) and she went a bit quiet when I said, "It was here!"

The drive on the circuit was the highlight of the event. Then, after getting some refreshments and spending time looking at other cars, all there was left was the 160-mile drive home! Overall it was a very good day and well worth the effort – hope to do it again next year and would recommend it to others for a fun day out with their classic car (defined by the MSA as being built before 31<sup>st</sup> December 1987).

A look back at 40 years of NHMC

# The changing adverts in the club magazine

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AND RALLYE SPORT-  
THE WINNING TEAM

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124 St

*Terry Lucas*

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MEMBER OF THE INSTITUTE OF MOTOR ENGINEERS

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124 St  
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MEMBER OF THE INSTITUTE OF MOTOR ENGINEERS

**BOB SLATER**

MEMBER OF THE INSTITUTE OF MOTOR ENGINEERS

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Tel: (0482) 20870

WHAT IS THE WEEKLY MAGAZINE FOR THE ENTHUSIAST?

**CARPINDER**  
MOTORING WEEKLY

OF COURSE! HOW DO YOU GET YOURS?

## **A short story from the forest**

Nothing stirs, the cold night air and swirling mist permeates even the staunchest of clothing.

In the gloom, broken by shafts of light driven by a huge red orb in the East, grey shadowy figures move silently across the ground.

A startled bird flies out from a tree screeching a warning cry watching these eerie shadows in the morning light.

Far away across the bleak tree canopy a rumbling noise can be heard, growing louder, impatient and unrelenting in its quest.

Baying and crying the pack surges forward eager for the chase, eager that the weak may be vanquished and the strong shall prevail.

Spilling across the forest floor they line up, the leader waits and a hand is lifted to unleash the power. Spitting, snarling and barking the beast paws the ground and it leaves in a cloud of gravel and dust.

Desperate to warn the others a call goes out.....

**“Control..... car 1 live in stage”**

**Gift Idea for Christmas**



**Joke Tony ha ha**

## NHMC visit the home of M-Sport (Part 2)

*Not to be confused with the second visit to the home of the Ford works team, this is the bit that goes with the report I made earlier in the year but omitted certain bits as not to spoil the second bit... if you get my drift.....*

It was clear from the outset that M-Sport was only going to show us what they wanted us to see, the tour which took nearly 2 hours only showed us into a small proportion of the factory.

After the coffee, the presentation of the trophy and a quick peruse of the shop, we entered into the museum where four cars sat waiting to be photographed. An RS1700T (see photo), Francour Delacours Portuguese Escort Cosworth, some V8 circuit racing thing and Bjorn Waldergard's 1977 RAC winning MKII Escort RS1800 (WTW 567S) which according to our resident expert wasn't quite what it seemed. Take a look at the rally plate, there is usually a date and a start / finish location on these plates but it's missing on this one. I'm sure D.W. will enlighten.....perhaps with an article or two.



*(20<sup>th</sup> to 24<sup>th</sup> Nov 1977, Started in Wembley and finished in York)*

There were countless other goodies adorning the walls.... overalls, old trophies, wheels and tyres.... Basically a collection of the Wilson families rallying memorabilia.



After several minutes in here we entered into the workshops, to some this would be boring, but to anyone who understands engineering, quite a fascinating place. For a start, all the smaller hand operated machines, lathes, presses, milling machines are painted white. This is to encourage cleanliness and to get the staff into that clean working ethic right through the factory. This is where we slowly realised we hadn't stepping into the romantic world of world rallying but into someone's daily job.

Due to the restrictions placed on us, and the need for secrecy, we couldn't take any more photographs. The tour included the machine shops, body shell shop, transmission, engine and wiring bays and finally the 'garage of all garages' the assembly workshop... As I said before WOW.

So this is the basic guided tour and how M-Sport builds a BP Ford Abu Dhabi World Rally Car, a Ford Focus like you see on Britain's roads today, well not exactly.

### **So here goes.....lets build a WRC Focus.**

We start, strangely enough at Ford; they design and build the latest family car, the two- door Ford Focus. M-Sport has no involvement with the design or building of this vehicle. Once the vehicle is past the design stage, M-Sport set about designing and creating a world rally car from that basic vehicle.

Like all modern builds, everything centres on the shell and at M-Sport it's no different but theirs are delivered from Ford as a flat pack. The floor pan is placed in a jig, the roll cage is build onto the pan, and then the sides, front, back and finally the roof are all welded into place. Once complete the rear quarter panels are cut off and replaced with fibre glass panels. This is all part of an ingenious weight distribution set up for the finished car. This is then treated like any other shell to a coat of paint, the only bit done 'off site'. End result, a near bullet proof body shell costing M-Sport £ 50.000 (yes, fifty grand for a shell.) They claim to have made over 50 of these for themselves and one or two for unnamed private individuals and of the 50 only three have been destroyed. (Colin McRae was mentioned at this point)

Now the really clever bit, how often has your garage or mechanic said to you, we haven't got that part, it's been on back order for weeks. Well M-Sport overcome this problem by making everything for their cars themselves, mostly within the Cockermonth factory. The transmission shop makes gearboxes, differentials, and clutches, every component carries a unique code giving details of who made it, when it was made, which vehicle and what event. The clutch units, worth about £3000 each fit into the palm of your hand and can be changed within 60 seconds.

They re-manufacture their own engines from a stock block, they make their own wiring looms, steering, suspensions and hydraulics. Obviously some things like wheels, tyres and windscreens are purchased but by enlarge everything we saw was M-Sport made, even the head and tail lights are made in-house.

As the shell enters into the assembly area, that vehicle already has an identity and is built for a specific event and a specific driver. Each component part is brought into the assembly area and placed alongside the shell. We saw several cars at different stages or build; it was easy to spot the nearly finished form the just started by the number of bits left on the workshop floor. It is such an orderly process. Two men build each car, there is a systematic set way that each part is introduced to the shell, it's tested and signed off by a supervisor before the next bit goes on and eventually they end up with a full blown WRC Focus already set to the designated drivers personal settings ready for testing a few miles up the

road. They are fitted with the very latest in computer telemetry, this is housed nears the navigators seat for quick access. On the roof is a large GPS transponder which works even if the car is upside down. This transponder is utilised by the service crew to maintain surveillance of their vehicles but also by the production companies who bring you Virtual Spectator on the telly. So as I write this in early November, M-Sport will have been designing and building the Wales Rally GB cars for several months and those cars will be more or less ready to go.

**Then came the surprise..... what happens after each event.**

Each car is brought back to M-Sport after every event, (for continental events they come through Immingham docks) the car is totally stripped back to a bare shell. That shell is then bead blasted back to bare metal, it's placed back into the original jig, any repairs are carried out and off it goes to be painted again.

All the other parts are treated likewise, engines, gearboxes and transmissions stripped and re-build, and wiring looms placed back onto the loom board and checked. Every nut and bolt is removed, tested, repaired or replaced. And then the whole process starts over again.

When pressed about the cost of all this, our guide, who incidentally didn't actually work for M-Sport other than as the factory tour guide couldn't come up with a sensible figure but we surmised it would be mega millions per year. A finished car costs in excess of half a million so you work it out.



© Dave Cogan 2008

After the factory tour we headed into the link between the new and the old, in here was an ex Colin McRae Ford Focus but I can't remember which vehicle it was, others may wish to submit something and none of us were brave enough to take a photo as we were still in a restricted area..

Dovenby Hall is was a stately home that has seen many transformations over the years, I won't bore you with all the details but for those that want to find out more about the home of M-Sport can visit their website for all the facts and figures.

<http://www.m-sport.co.uk/>

### **What we didn't get to see.**

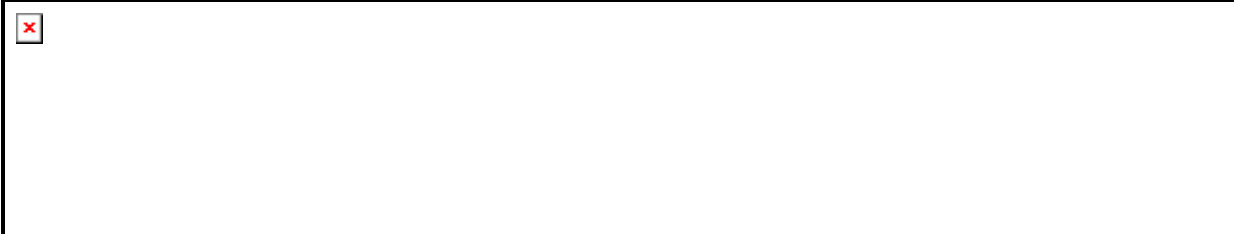
I said at the beginning that we only say a bit of M-Sport. In the large assembly garage, we noticed behind a glass screen, one or two MK2 shells in various states of re-build. (Including we presume, the car Malcolm has just won the Roger Albert Clark Rally in). In the office complex there were a number of boardrooms which we could only see from the outside. Dotted around the grounds were various buildings housing things like Stobbart Trailers, wheels, Tyres and I presume somewhere on site – the teams helicopters. They have a heli-pad near the main gate (see google earth)

**Finally a puzzle.** Sat in the car park was this transporter with 8 identical Volvo recce cars, we've all seen them from time to time but why use Volvos? Yes I know Ford own Volvo but why not use a focus?.



'Where next Graham?'

Author Dave Cogan



Issued: 10 October 2008

[adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)

### **Karting kids**

Just three months since its launch, the Let's Go Karting scheme has attracted more than 1,000 children to have a go at karting for £5. Let's Go Karting is an MSA funded initiative to attract young people to gain their first experience of karting without having to make an up-front commitment to acquire a race kart and associated safety equipment. 16 venues around the UK have signed up to operate the programme and they have received financial support to purchase equipment, train instructors and run the events.

[www.LetsGoKarting.net](http://www.LetsGoKarting.net)

### **Reid has new role**

The MSA has appointed former World Rally Champion co-driver, Robert Reid, to the new role of Performance Director. The MSA Performance Director will be the figurehead for all Human Performance within motor sport and will set the strategy for all MSA sports performance initiatives.

### **WRGB ticket sales up**

Spectator ticket sales for December's Wales Rally GB are well ahead of comparable figures for the same time last year. In particular, the Kids for a Quid ticket offer for seats in the upper tier of the Millennium Stadium to watch the flat-out Cardiff Special Stage on Saturday 6th is proving to be very popular. Kids for a Quid tickets are also available to families who plan to visit the Service Park in Swansea's SA1 Waterfront development on Thursday 4th, Friday 5th, Saturday 6th and Sunday 7th December.

Sales of Friday Day Passes are also up, influenced by the inclusion of historically popular special stages in mid Wales, which have not been used since 2000.

Tickets can be purchased in any of three ways:

via the official website [www.walesrallygb.com](http://www.walesrallygb.com)

by calling the 24-hour ticket hotline on 0844 847 2251

or in person from Ticketline, 47 Westgate Street, Cardiff, CF10 1TL which is open Monday to Friday 9am-6pm, Saturday 9am-5.30pm, Sunday 10am-4pm.

### **Volunteers needed**

Up to 70,000 volunteers will be needed to help put on the London 2012 Olympics and Paralympics and the organising team will be starting recruitment in 2010

from a range of communities and backgrounds, including motor sport marshals. All volunteers will get the opportunity to attend training, whether as specialist volunteers (e.g. existing MSA marshals or medics) or as general volunteers (roles in event services, Olympic Village operations etc.).

Particular skill areas currently of interest to the organisers include: medical, language services, spectator services, technology, press operations, transport and accreditation.

Further information is available at the London 2012 website below, where you can register your initial interest in volunteering to assist with this world-class event.

[www.london2012.com/get-involved/volunteering/the-volunteer-programme.php](http://www.london2012.com/get-involved/volunteering/the-volunteer-programme.php)

### **Symes' promotion**

John Symes has been promoted to MSA Technical Director. Reporting directly to the MSA Chief Executive, Symes will take a more strategic role in setting the MSA's future policies on technical and risk management issues and will be responsible for the MSA's environmental positioning.

### **Allied bodies**

The Motorsport Alliance is a new, joint initiative between the MSA, the Auto Cycle Union (UK governing body of two wheel motorcycle sport) and the Motorsport Industry Association (the UK's industry association for motor sport).

The Motorsport Alliance will allow the MSA, ACU and MIA to speak, when appropriate or necessary, on behalf of the whole of UK motor sport - with a single voice.

### **Extracts from MSA Scrutineers E-Bulletin # 35**

#### **1. Pipelines in Vehicle driver/ passenger compartments**

[MSA Regulations] [C(b)] 16, 18 and 19 cover the topic of fluid lines passing through vehicle driver/passenger compartments. The requirements apply to all fluid lines, thus the suggestion, as was recently made, "it's only the return line" makes no difference, the requirement is the same as for any pipeline.

#### **2. Single Mounting and Merged Harnesses**

We would like to remind you that it is not permitted for harnesses equipped with separate shoulder straps to fix the two straps to a single anchorage point. There must be separate anchorage points for each belt strap. It is permitted to fit the two harness straps to a purpose built horizontal harness mounting tube providing the angle of inclination set out in the regulations is respected.

### ***e-Wheels***

Word and pdf versions of previous *e-Wheels* can be downloaded from the MSA website [www.msauk.org](http://www.msauk.org) by clicking on MSA publications> Wheels> e-Wheels.  
ENDS.



This picture taken by Dave Cogan on the Lombard brings back memories



Alan & Sue Gilbert lapping Silverstone on the Norwich Union Classic