



North Humberside Motor Club



MAGAZINE
October
2009

Editorial:

Time for yet another magazine after a very hectic month of motorsport activities.

Thanks to Jon & Caroline Hedison for the write up on the Richard Burns rally.

Below you will see a press release regarding the Motorsport safety funds Christmas card for this year.

The Club held its AGM during September with quite a good attendance.

Ian North has come up with a good suggestion regarding Club nights, see his idea elsewhere in the mag.

MOTORSPORT SAFETY FUND'S 2009 XMAS CARD FEATURES SANDRO MUNARI'S STRATOS IN FULL CRY ON THE 1974 RAC RALLY

Few cars stir the blood of rally enthusiasts quite like Lancia's iconic Stratos, and the subject of the Motorsport Safety Fund's 2009 charity Christmas card will certainly rekindle memories of these mid-engined monsters barking their way through the forests of the RAC rallies of the '70s.

The card's front cover features "Stratos in Dalby", a painting by Gary Milburn of Italian ace Sandro Munari opposite-locking his way through the famous Yorkshire forest stage during the 1974 event, on which he won his class and finished third overall.

It is hard to imagine anybody with better credentials for such a depiction - Gary was born and still lives in Yorkshire.

He is also a dyed-in-the-wool rally marshal, with no fewer than 25 consecutive RAC Rallies to his name. Further examples of his art can be found at <http://www.autoart-uk.com>.

The cards are priced at £6.50 for 10 (including envelopes, postage and packing); they are available from: Motorsport Safety Fund, Penny Farthing, Heythrop, Chipping Norton OX7 5TW.



Cover Picture: Another Stratos in Dalby as Steve Perez starts our Dalby stage on the Rally Yorkshire Photo by Dave Cogan

www.northhumbersidemotorclub.co.uk

Marshal News

We have had rather a busy time on the marshalling front just lately, The Tour Britannia in early September saw us running two venues. Dennis Robinson, Alan Gilbert, John Milner and John Brook looked after a Regularity section on Dalby Forest Drive, whilst the rest of us and others led by Stage Commander Ian James ran a special stage on Oliver's mount. Given the event was mid week we did well to turn out quite a number of marshals. This event was certainly different and with the weather glorious a good day was had by all.

The following weekend myself & Chris, Alan Gilbert, Dennis Robinson, Phil Craven and John Milner ran a test on Acaster airfield near York on the Yorkshire Revival Rally organised by Ilkley & Dist Motor Club. Again another fine day and some interesting cars.

Two weeks later and we were in Dalby setting up and running a 16 mile stage on the Rally Yorkshire, again marvellous weather and a trouble free event. Stage Commander Dave Cogan is preparing an article for the next magazine but see thank you below. A very long day but thankfully shortened by everyone helping to pack up equipment at the end of the day.

Trackrod Rally Yorkshire - Dalby.

I would like to thank everyone that made a tremendous effort with such an early start on Saturday morning for making our stage a great success.

We may or may not win stage of the day but because of your effort we presented a safe stage, well run with no one getting hurt or injured..... Job done.

I would like to make a special thanks to the 12 people who gave their valuable time on Friday to set up the stage. I would also like to thank the dedicated bunch of marshals that took the time after the event to gather in the gear for us, it makes a big difference – the few of us that have to cart this lot home to the equipment store also need to get home and the efforts of the clear up team made a big difference. For the first time in a number of years, I left Dalby in Daylight...just, but didn't get home until 10pm.

I shall produce a more detailed analysis for the next club magazine but for now many thanks to everyone that came and helped.

Dave Cogan

Stage Commander Dalby.

Many thanks to everyone who helped on all these events

The Latest marshalling news for the Rally of Great Britain 2009 is available at http://www.rallygb.org/documents/2009_Newsletter3_Final.pdf

Wales Rally GB 23rd – 25th October

Ian and David James are again running the service controls in Cardiff on this event, a good opportunity to see the cars and competitors close up. If you can help please contact David or Ian

Rob Brook has passed this request for marshals from further afield.

UTS Cheviot Keith Knox Stages Rally, Otterburn Ranges, Sunday 25th October.

As ever with Otterburn, lots of marshals needed for this challenging multi-venue event.

This event is a round of many of the UK's top Tarmac championships, including the MSA Asphalt rally championship, the BTRDA Asphalt championship, North of England Tarmacadam championship and the ANECCC stage rally championship - so expect some quick driving!

Key contact details:

Chief Marshal - Kevin Dawson

Address - 17 Heathfield, West Allotment, Newcastle Upon Tyne, NE27 0BP

E-mail twkevin.dawson@btinternet.com

Tel 0191 266 7775 / 0771 293 2045

Rally of the Tests 2009 Friday 30th October

Ian Sadofsky has been asked to run a test on this year's event, see his article elsewhere in the magazine

Malton Forest Rally Saturday 1st November

We will be helping York run Gale Rigg but very little information seems to be available at the moment

Roger Albert Clark Rally 13th – 16th November

As usual I have agreed to help Ted Collins; he is running a short Langdale stage twice, first in the dark on the evening of Friday 13th November and again on Saturday morning 14th November. Sign on details 1700 Friday, and 0900 Saturday. The start line is where the track comes over from Sneaton High Moor, sign on will be at the hairpin at 94/914943, approach from the SE.

As usual they are asking marshals to register with them at www.rogeralbertclarkrally.org which is more important if you want to marshal on several stages, maybe not so important if you are going with us as a club to Langdale.

Premier Stages Rally run by Dukeries Motor Club Saturday 21st November

I have had communication both from the Buccaneer Motorsports club and Sheffield & Hallamshire asking for help on this event.

Buccaneer Motor Sports Club are asking for help on the Portland Stage

The stage will be run three times over the day, the first two stages interleaved.

Location: Portland - North Nottinghamshire. Map 120. Access via A6075. Turn off the A6075 at 120/589664

Sign on is 09:45 to 10:30am @ Sign on at 120/591.5 666.5

If you can help please contact

Richard Lilley

Stage Commander Portland
Buccaneer Motor Sports Club
01482 860520 (home)
07761 765702 (mob)

Sheffield & Hallamshire are asking for help on the Clipston South stage
Sheffield & Hallamshire Motor Club has been asked to run Clip South on this year's Premier on Saturday 21st November. The stage will be run twice, once in daylight with first car at 13.35 and once in the dark with first car at 17.03.

As always we need marshals, radios and timekeepers to ensure the stage runs smoothly. Signing on will be 10.30 - 11.30 at the usual place, map ref 120/612625 ish. All the usual marshal's goodies will be available.

If you can help, please reply to this email or ring me on 07792 375371 (out of office hours)

Tony Jones
Stage Commander

IRC Rally of Scotland 2009 19-21 November

This is a new event; I have had the following information.

Firstly Ian and David James following their involvement in the Wales Rally GB are running some controls around the service area in Stirling; if you fancy a trip to Scotland to help them out please contact them, details on the club official's page.

Secondly Mark Dickenson is running a stage, details from him below.

I have been asked to run a stage on the above event on Fri 20th Nov FC due is 10.00.

The stage is Blackcraig and is a none spectator stage it is only run the once.

I am in need of in stage marshals and maybe timing crews depending on what timing they will be using. So if you can help then please get in touch and i can put you on the list.

I am also going to be helping a Stage commander (Geoff Balls) on the Saturday so again if you would like to join me let me know.

This is the first year of the event and they have signed up to be the last round of the Intercontinental rally challenge for 3 years.

Some of you may know that the WRC will eventually be using the s2000 cars in a couple of years so it is an opportunity to get a closer look.

The website for the championship is www.ircseries.com so go and have a look at it, there is a link to the rally of Scotland.

Mark Dickenson

Ilkley & DMC

mhdickenson@hotmail.co.uk

07900 564239

Rockingham Stages, 5-6 December.

Another popular event with competitors (Event normally fills up within weeks of regs being available), This years Rockingham Stages will take place on the first

weekend of December. Following it's usual format, there'll be a lunchtime start on the Saturday with 4 stages running into the dark. (This is what makes the event unique, with most of the stage visible from the grandstands, spotlights going in every direction!) Sunday features a further 6 stages, normally finishing in good time for those with journeys home.

Marshals receive a real focus on this event with goody bags and marshals raffle the norm. Also, free accommodation and breakfast is available for those marshalling both days, and a hot water boiler provided for those in the inner pit area. We do get a lot of marshals returning year after year, but new volunteers always welcome.

More information from Rob Brook

Green Lea, Mill Lane, Seaton Ross, York. YO42 4NE

E-mail RobB@mcac.co.uk

Tel 07870 592608.

Chief Marshal

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



YORKSHIRE LEAGUE

We have had six rounds of the League, the last was the clubman part of Rally Yorkshire, and we had no members entered. There is still an Autotest organised by Alwoodley outstanding, I don't know when it will be held.

The next round at the moment is the Malton Forest rally on 1st November, regulations are available from www.maltonmc.co.uk.

Robert Newlove

Scores at the moment

1. Ilkley	599.5
2. Beverley	563.6
3. Trackrod	434.6
4. Huddersfield	406.8
5. North Humberside	393.9
6. York	393.2
7. Airedale & Pennine	236.6
8. Sheffield	189.5
9. David Brown	181.5
10. Slaithwaite	128.3

Each club drops its two lowest scores, so this may change.

AUTOTESTS

Our next Club Autotest will be on the 22nd November at Manor Farm, Burton Pidsea. Regs out soon from Robert Newlove

Richard Burns Memorial Rally - RAF Marham 15/16 August 2009

We'd been looking forward to this event all year - held on a live Tornado base, deep in the wilds of Norfolk, the event is run to support several charities, Royal Air Force Association, the Royal Air Force Benevolent Fund, the Bomber Command Memorial Fund and the Richard Burns Foundation.

The crew had been able to get the car ready over the previous week or so, and after a couple of good results we were feeling hopeful of another good result. We were in a very competitive class C, that included a Darrian, a Peugeot 306 Maxi Kit car, and a Vauxhall Astra Kit car, who were all seeded in the top 10. Realistically we were aiming for a top 30 finish and top 15 in Class, and more importantly to enjoy the event and the weekend.

The journey down there took for ever down a very tedious A1 and A17, but finally we arrived. We had been advised to bring ID, and were greeted upon arrival by (very young!) armed squaddies, and had to be escorted onto the base and to the service area. We were able to pitch our rather large tent right next to our service area - our first challenge, as the stiff breeze nearly pulled me half way across the airfield. Our crew - Graham, Jimmy, Phil and Jonny, arrived some time later in our newly acquired crew bus - a Mazda Bongo (!) fully laden with 8 litres of home brew cider. We were made to feel so welcome by the RAF team, who made a point of coming round to all the happy campers to point out the shower, bar and facilities.

Scutineering passed off with only a minor hitch - a headlight out -and then the rest of the evening was spent in the bar provided by the RAF - everything was £1, and as our team seemed to be the best customers, we were soon adopted by the friendly RAF person in charge of the bar, immediately nicknamed Al Murray by the crew, due to his resemblance in both appearance and dodgy line in jokes. Some time later we wobbled back across to our tents, with emergency RAF lighting to show the way, and causing our tent to glow with a weird luminous light, just me, and five chaps. Fortunately our tent is large, and I had laid down some tent rules - all of which were broken at some point during the weekend.

The next day we were all up bright and early, the weather was a bit grey and cloudy, but dry. First car on Saturday was 11.30am so we had a comparatively leisurely morning, putting on new tyres, sorting out the lights, and studying the road book. We discovered that the crew next door included a colleague from Beverley Motor Club, who was navigating in a Ford Focus WRC, and was promptly adopted by our service crew, as they did not have their own support team.

Finally we were down at the start for the first stage - 13.6 miles long, nerves were jangling a bit as we finally started. We set off down a long, smooth runway, broken by cutting across from one side to another into a tighter section of 90 left and right, and then off round the top corner - open and long corners leading into another stretch of long straight runway.

Back round a tight and twisty section through buildings, and we lose the back end a bit and bump a plastic barrier. Then onto a long open section with smooth sweeping corners, ending in a hairpin left, into another long stretch of runway. Round the long open top end we keep left and set back off past the start and back into the tight section through the buildings - this time we get it right and head back off down the long open section of perimeter road, back round the hairpin, down the runway again, and this time we keep right for the flying finish. It is so quick and smooth, different to the airfields we are used to - and already we are talking about where we can find extra time and adjusting the road notes.

Back into the service area and we find that we have bashed our back light out, and got a nasty dink in the back wing, but nothing too serious. Sadly, our neighbours in the Focus have gone out on the first stage with engine problems. Mark Higgins' Aston Martin is also out after running slow with engine problems, and then another competitor running into him - ooops!!

A quick break, and then we are off to do the same stage again - very fast and this time we take over 20 seconds off our previous time, so we are pleased - realise we are going through loads of fuel and the new tyres are looking a bit worse for wear already, so swap them front to rear for the next two stages. We also have a small oil leak, at the rear, coming from the wheel bearing.

Stages 3 and 4 and 13.05 miles long and this time we really feel we are flying. The stage has lots of open corners and only the one tight twisty section through the buildings. We are faster on stage 4 by 17 sections and finish the first day in 28th place overall and 12th in Class, so we are feeling really happy with ourselves.

However, the new tyres are completely shredded and we realise that we are going to need more fuel. In addition, the wheel bearing is not looking so good, so the crew set to work, borrowing welding gear from another crew to fix the rear end. Meantime, the Focus boys have discovered their problem, and rush off to Colchester to get more bits so they can rejoin the Trophy Rally - our boys muck in and strip the engine for them, and then help rebuild with the new parts.

We are all ready for showers, as after the cloudy start the weather had become warm and sunny. The facilities are not bad, and for once the queue is at the Gents and not the Ladies. The hot water lasts all evening, apart from poor Jimmy who worked late to finish the Focus, and was rewarded with a freezing cold shower. The service guys carry out the essential task of firing up the generator so I can plug in my hair straighteners and do my hair. Afterwards we regroup in the bar. Grateful Ford Focus Driver and Navigator arrive and treats us all to shots of something strong, but quite nice, and as darkness falls we head off down to the Party on The Pan. Hog Roast, live band, lots of rally videos, and really spectacular fireworks make it an evening to remember.

The kids were all thrilled by the presence of Rupert Grint, aka Ron Weasley from the Harry Potter movies, who seems like a nice guy as he happily poses for photographs with the children (and a few of the grown ups!). However, we are mindful of an earlier start, and sensibly Jon and I head off for an earlier night. We leave the serious partying to our Crew, not sure what time they made it back to the tent but they end up back in the bar with Al Murray and his RAF buddies, and eventually come to bed when Focus Man tells them off for making too much noise outside his tent.

There are certainly a few sore heads when we wake in the morning, and a few greenish looking faces. Our first start time is 09.30, and we are back in our starting order, we are feeling confident about a good finish. But, as the saying goes, "don't count your chickens....." and we have just completed our first lap of Stage 5 when clearly we have a problem with the back end, at first I think we have a puncture, and then the awful noises get worse. We have strict instructions not to run with a puncture, so we pull over as soon as we can. Jon jumps out, and quickly sees it's not a puncture, we carry on for a little while but then stop again - the problem is worse when we go around corners. We have quite a long way to get to the finish, and realise we are going to get a stage maximum, but we do manage to limp back to the finish and get the car back to Service. Closer examination shows we have a collapsed wheel bearing which has caused the half shaft to pull through and break - disaster! We have a mad chase around the service area and eventually find a half shaft from a Sunbeam, but the studs are the wrong size. One of the other guys competing in a Sunbeam comes across to help us, and eventually we come up with a solution that gives us a chance to run, and we get down to the start, hoping to get started at the back of the field. Unfortunately we are OTL, just, and they won't let us go, despite our desperate pleadings. We both have major strops, but that seems to be it and we resign ourselves to not finishing. I head down to Rally HQ to plead our case, but to no avail.

I'm just about to knock the top off a cider when Ken Sturdy rocks up, waving and shouting - the event Liaison Officer beckons us to follow him - luckily for us, Ken had spotted the guy on the phone, saying he couldn't find us, and had quickly shown him down to our service area. We were told that they are going to let us complete the last two stages. ...we have got two stage maximums though, so no chance of the finish we hoped for. But by now, we are just happy to be able to run again after all the work and effort gone into the repairing of the car.

So we get a start time for Stage 7, but before that, all the competitors were marshalled onto the start area, to be photographed with the Red Arrows flying overhead! We start stage 7 from here, so get to see all the cars off the line. Mark Higgins indulges in a bit of show boating, by doughnutting the Aston several times in the start line up. The crew are having fun too as Al Murray had called by our service area in full battle dress, complete with automatic rifles, and captured AK47s and grenade launchers - boy toy heaven! (He was manning the recruiting stand).

Stages 7 and 8 are shorter at 12.80 miles, but very quick and open, again with just the tight section through the complex of buildings. Jon has a rush of blood and attempts a slightly over ambitious entry speed into a 90 right, and we indulge in a spot of off roading, but survive unharmed, and the last two stages pass without further incident. Our tyres again are shot by the end of the last stage, but we are pleased with our times and improve by 20 seconds on stage 8. We were running approximately top 20ish on the last two stages. Sadly our Focus friend retired from the Trophy Rally when in 4th position, with further engine problems.

We find the chap who gave us the half shaft - a lovely man called Gordon Jarvis, who normally has Richard Burns' dad navigating for him, and we have a lovely chat with him about his motor sport career and his memories of Richard; we were so grateful for his help and we sort out a price for the part.

We get a finish, in 48th overall, and 20th in class, and while it was not quite what we had hoped for, we were very pleased to make it to the end. This was a fantastic event, the weather was great, the RAF Team made us feel very welcome, and we met loads of new friends. The camaraderie was second to none on this rally - everyone went out of their way to help each other, it was a really special event. It will definitely be on our "to do" list next year!

Caroline Hedison

1st Thursday in the Month Geriatric Night!

Ian North has suggested that we specifically make the 1st Thursday Club Night in the month a night when we invite ex-members of the club together with perhaps people who don't come to club nights very often to come and join us.

He had a dummy run on a recent Thursday by ringing round a few people and managed to get quite a few to attend.

If you know any ex-members or members who don't come to club night why not suggest they come along at 9pm on the 1st Thursday of the month. The first one being the 5th November, which just happens to be bonfire night.



Rally of the Tests 2009

This information is from the event web site

The Rally of the Tests is heading north in our annual quest to capture the true spirit, style and sound of Fifties rallying. We start in the spectacular but often overlooked Northeast corner of England and rally over three days to our destination in the charming Scottish borders town of Peebles. As we head "From the Tyne to the Tweed", crews will enjoy wonderful scenery and fabulous traffic-free roads in the classic rally territory of Northumberland, North Yorkshire, Cumbria and Southern Scotland.

The "Tests" has been described by many as the Goodwood of classic rallying and has established the enviable reputation as the "must-do" historic rally in the UK. Perhaps this reflects our continuing effort to combine tradition and innovation. Authentic elements from the Fifties including test venues that were popular with our rallying forebears such as Inghliston and Croft feature on this year's event as well as some new sites never before used for rallying.

Over the years, the "Tests" has also built a special atmosphere of its own, combining closely fought competitive motoring with a great social side. Rallying is a team sport created to test and be enjoyed by both driver and navigator. The objective of the Rally of the Tests is to present such a test for both crew members and perhaps more importantly the opportunity to have fun. We hope you will join us in October and when you reach the finish at the historic Peebles Hydro Hotel, over a dram of Scotland's most famous export, you can determine if that objective has been achieved!



We have been asked to run a test on this year's event, similar to the one we ran at Driffield Showground in 2007.

This year we will run a test at Piercebridge, near Darlington just North of Scotch Corner just off the A1. Test opens at 09:04 and closes at 12:04 on Friday 30th October. We will need between 6 - 8 people to run the test. Volunteers please contact Ian Sadofsky 01482 635202, Mobile 07900 923155
email:rally1@rally1.karoo.co.uk

Ian Sadofsky

Watkins Happy with Rally Yorkshire Shakedown for RAC

Paul Train sent this little snippet

Dave Watkins was satisfied with the finish on the Trackrod Yorkshire Rally on Saturday 26th September in the North Yorkshire Classic forestry stages. In still and warm sunny conditions, the East Yorkshire driver and escort builder got a competitive run out to his long term winter complete rebuild project LAR 801P, the MK2 RS 1800 Escort with famed seventies Rally pedigree.

'Dave stated this was all about testing the car and developing our working in the car. It is all new: car and co-driver Paul Train. It was a run out to prepare us for the Roger Albert Rally in November. One small scratch and a full service are all the car needs.

Speed and flow was improving throughout the event after a cautious start, Dalby was very slipper first stage. The traction and torque were impressive from the car.'

The Roger Albert Rally starts from Pickering on Friday 13th November with night stages and the classic Oliver's Mount on Saturday 14th.

Aviva MSA Classic 2008 – 20th October Nottingham Start – Alan & Sue Gilbert

Having entered last year, when it was called the Norwich Union MSA Classic, I decided to have another go again this year, with my wife Sue, as navigator, in my 1968 TVR Vixen S2. Of the 9 start venues we chose Nottingham as it was the nearest to home. We were one of about 90 starters from Nottingham and were allocated a start number of 693.

The weather forecast for the event was very good and unlike last year the forecasters actually got it right with clear skies and sunshine from start to finish.

Our start venue was at Nottingham Castle, which is actually a 17th century Mansion now accommodating an art gallery, but a castle had stood on the site since 1087 – wonder if Robin Hood ever visited! We got there in good time for our scheduled start time of 09.12 and had plenty of time for Sue to make Road Book amendments and for me to have a walk round looking at others cars and chatting to their drivers. The start was very well organised, unlike last year when we had to queue for ages, and we set off exactly on time.

Our route was split into 4 sections and the first one was just over 31 miles to the Newark Aircraft Museum, which displays a good collection of military aircraft, including a Vulcan Bomber, and associated items. The route mainly used minor roads through beautiful countryside and picturesque villages but the first 11 miles out of Nottingham was on main roads, ironically the same 11 miles we had travelled to the start from our overnight hotel!

After a look at the exhibits and a 'comfort' break we set off on the second section to Deene Park, a journey of 59 miles, taking us through the Vale of Belvoir and around Rutland Water. The house at Deene Park, which is still a private residence, is largely a 16th century house but incorporates a medieval manor. It is set in extensive estate grounds with formal gardens surrounding the house itself. The weather there was as good as anything we had this summer and the house looked amazing set against the blue skies.

Our next section took us some 51 miles to the Motor Industry Research Association (MIRA) proving grounds where we were allowed a blast round the circuit. This must be a secretive place as we had to sign a declaration that we would not take photographs before being allowed access. We then set off for our fourth and ultimate destination of Silverstone circuit – a journey of about 53 miles.

The finish at Silverstone was in the paddock area just behind the pit lane garages. After being presented with our finisher's awards we were directed through an open pit garage onto the pit lane from where we were to start our 2 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, unlike last year when the track was congested, we managed both laps without interfering traffic. Photo reproduced with kind permission of www.ctpimaging.co.uk (CTP Photographic & Video)





e-Wheels

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adean-lewis@msauk.org

MSA fringe meetings

The MSA held fringe meetings at the recent Labour and Conservative party conferences to further raise the profile of motor sport among the Westminster decision makers.

The MSA convened a panel including Damon Hill OBE, ITV Sport's Steve Rider, Adam Parsons from the British Olympic Association, MSA Chief Executive Colin Hilton and MSA Council Chairman Graham Stoker. They were joined in Brighton by Sports Minister, Gerry Sutcliffe MP, and in Manchester by Shadow Sports Minister, Hugh Robertson MP.

Colin Hilton outlined the substantial investments made by the MSA in the Whole Sport Plan which focuses on getting more people into motor sport, providing the opportunity for the most talented athletes to succeed at the highest level and supporting the infrastructure of the sport around the country.

In Brighton, the Sports Minister underlined the importance of sport to the country in terms of benefits for health, education and society in general and reaffirmed the government's target to maximise the impact of London 2012 on the nation.

In Manchester, the Shadow Sports Minister stressed the Conservative party's commitment to sport and physical recreation and explained that central government's role is not to create successful athletes, but to assist the individual governing bodies in the efforts they are making to develop their sport.

RoGB

The Rally of Great Britain takes place this month (from 22 to 25 October) starting from Cardiff. The deadline for enrolling as a marshal is Friday 16 October – go to www.rallystageteam.co.uk.

For spectators, full details and ticket information is on www.rallygb.org

MSA Club Officials seminars 2010

As mentioned in the August issue of *e-Wheels*, from January to March 2010, the MSA (with the support of the British Motor Sports Training Trust) will be running a series of Club Officials seminars at locations across the UK. The dates and locations were not available before and are now shown below.

Letters asking MSA Registered Clubs to nominate a number of representatives to attend will be issued later this month.

The seminars will be targeted at unlicensed officials including, but not limited to, club stewards, those involved in club administration and event organisers.

Workshop groups will cover speed, rally, clubsport and permanent fixed venue events (race, kart, drag racing etc).

If you are interested in attending one or more of these seminars, approach your club committee or secretary so that you can be included on the list of nominees.

Day, date and broad location:

Sunday 24 January – Northern Ireland (Aldegrove area)

Saturday 30 January – South East (Sevenoaks area)

Sunday 31 January – Central Southern (Basingstoke area)

Saturday 20 February – North (York area)

Sunday 21 February – Eastern England (Peterborough area)

Saturday 27 February – Midlands (Solihull area)

Sunday 28 February – North West (Runcorn area)

Saturday 6 March – Wales (Llandrindod Wells area)

Sunday 7 March – South West (Exeter area)

Saturday 13 March – Scotland Central (Motherwell area)

Sunday 14 March – Scotland Highland (Inverness area)

Manx travel

In the June 2009 issue of *e-Wheels* we included an article regarding the ending (by the UK Government) of the bilateral agreement between the UK and the Channel Islands, which provided free access to immediate necessary primary medical care whilst visiting the Channel Islands. This change was effective from 1 April 2009.

It is now understood that the ending of a similar agreement between the UK and the Isle of Man (again at the instigation of the UK Government) is expected to become effective from the 1 April 2010.

As a result, anyone travelling to the Channel Islands or to the Isle of Man after those dates must ensure that they have adequate medical and travel insurance in place. The terms of any previously issued private medical insurance cover held should also be checked carefully to ensure full cover is operational.

Towing eye failures

Extract from MSA Scrutineers E-Bulletin #47

We have had a number of communications from various people about towing eyes failing, citing examples of a towing eye failing whilst the vehicle was being winched up a ramp etc. The towing eye is intended to facilitate the towing of a vehicle along a reasonable ground surface. That said we have seen examples of towing eyes which at best are questionable. There is a basic requirement for the eye to have a 60mm internal diameter, otherwise the acceptability is a matter of commonsense, something we hope all scrutineers have! Towing eyes of webbing strap are acceptable if secured to the vehicle structure in a satisfactory manner. If the webbing is 2" and typical of load restraint straps then it can be regarded as being acceptable. We have seen such a towing eye of 20mm wide webbing, quite simply such will not be up to the intended task. Similarly something like 8mm multi-strand wire cable is suitable but what amounts to 'accelerator cable' is not! Some of the rigid eyes are not adequate either. Please not only check there is a towing eye present but also that it can reasonably be anticipated to be fit for purpose.

Downloading *e-Wheels*

If a paper copy is required and to access back issues, Word and pdf versions of *e-Wheels* can be downloaded from the MSA website www.msauk.org by clicking on Clubs then Publications. You can also download *Motorsports Now!* – the MSA magazine sent to competition licence holders and officials as well as MSA yearbooks.

ENDS.

I received this by email at the end of August so not sure how current it now is. The age requirement rules most of us out !

Hi there,

I hope you don't mind me contacting you out of the blue. I found your email address online whilst searching for motorsports clubs. I'm a researcher for a TV company called Deuce Films and I'm working on a new competitive car series for MTV.

I was hoping it might be possible for you to send out the following message to your club's members and employees to see if any of them were interested in getting involved?

If you are able to display a poster within the club or on your website that'd be a massive help too. Just let me know and I'll happily pop something in the post to you or email you some more blurb.

We're casting now and our filming deadline is fast approaching so we're hoping to get the word out ASAP

If you have any questions or would like more info then please don't hesitate to get in touch.

Many thanks in advance for any help you might be able to give me,
Jennifer



**Do you love the smell of burnt rubber in the morning?
Have you got nerves of steel?**

Could your set of rusty wheels do with a sprinkling of MTV magic?

MTV Networks are looking for petrol heads for a new competitive car show where the winner takes all and the loser has to catch the bus home. You must have a full driving licence, own a fully MOT'd car in a reasonable condition, and be aged between 18-26.

Please send in your details (including contact number), your car's details and a photo of you and your motor to...

wheels@deuce-films.com

Two drive in. One walks home.

Jennifer Greenwood
Researcher
Deuce Films
0203 176 0937
www.deuce-films.com



NHMC Start Line crew in action on the Rally Yorkshire
(Photo by Dave Coqan)



Graham Tabor extracts this years membership money from Gareth Pennall
(Photo Dave Coqan)



Jon & Caroline Hedison on the Richard Burns Memorial Rally
-RAF Marham



Dave Watkins latest project LAR 801P, the MK2 RS 1800
Escort with famed seventies Rally pedigree. This picture
was taken at Chatsworth earlier this year