

## COLLECTION POINTS

Although I think we sometimes spend too long pining for the (allegedly) Good Old Days, the historic/classic side seems to grow ever stronger. I wonder which of today's cars will be revered in future years – I don't see many of the boring but efficient A-B ones gracing future collections unless they're the first or last of a line or owned by someone famous. Further upmarket, it's difficult to argue with Richard Hudson-Evans, a keen observer of the auction scene, when he suggests that all Ferraris, SL Mercs (given time), the latest Maseratis, the more track day-ready 911s, and the latest Corvettes are some of those less likely to freefall through the depreciation floor than most.

If you decide to buy or sell a classic, his advice is to use the traditional public auction route for anything that could be described as exceptional in terms of quality, rarity or whatever, and if buying, do your homework, be clear on what you can afford and spend as much time looking at the paperwork as the cars. Give the internet or the classified sections of the classic press a whirl for other stock, although for certain models some of the excellent marque-related magazines might be best.

Of course more and more people now get their auto fixes by collecting things connected with cars or our sport – one reason why most auction houses include automobilia in their sales. Many collectors seem to fancy their chances as dealers hence the sometimes bewildering array of stands at fairs and shows; happily, such over-supply means there's plenty of choice and keeps prices down. Finally of course – roll of drums, all kneel – there's eBay. If you can be sure of the accuracy of the vendor's description as well as the quality then this certainly avoids travel hassle and cost but you'll miss the sheer buzz of an auction. (Why do you think there are so many copycat auction programmes on TV?).

If you decide to collect automobilia, you need to watch for shifts in the market. I heard of someone recently who simply couldn't get rid of computer games so the jury is out on whether they (or motorsport DVDs) will ever be collected.

Partly because of a plethora of replicas, automobilia has become less about car mascots and old garage equipment, more about sales brochures, motoring art and literature, toys, limited edition

models and – growing in popularity – F1 memorabilia. You can count me in on the literature because I reckon books give you the best bang for your buck – if you decide to sell after reading them you're likely to get at least half your money back. Remember you don't need a collectable first edition if you just want to read the words. Personally, I wouldn't bother hoarding motor magazines in the hope of wild profits; they won't appreciate and you'll be lucky to make enough to pay for the surgical appliance you'll need after tripping over the damn things.

Selling automobilia? You can do worse than have run of the mill items stowed in your car outside a show then try to sell direct to stallholders, maybe with some digital images to ease the process. But if you've something of potentially high value then I'd go the auction route with items properly promoted on the auctioneer's website and well described in a catalogue.

The key advice in all this is to only collect what you enjoy, even if your friends do all laugh. I know I get much quiet pleasure from my world-famous collection of rare ignition switches.

Whatever turns you on.

Stuart Turner

## OFF ROAD

### Awards

There are relatively few awards in off road motorsport other than the main championship awards compared with other forms of motorsport. So when an off road award is made it makes it that more deserving. The Welsh Association of Motor Clubs present the Mitsubishi Award each year to the person who has shown an outstanding contribution to off road motorsport in Wales. This year it was awarded to John Tomley, well known to many as the chief safety and spectator control officer on the MSA British Off Road and the National Hillrally championships. John also operates Zodiac Recovery, a licensed recovery unit on national and international rallies. No competitor in motorsport could compete without the presence of people like John, arriving before events start and still recovering those that have gone off long after everyone else has gone home.

### New events

The new Baja UK, is due to take place in August, but off road is set to have another new event for 4x4's this year. Organiser of the Scottish Hillrally, Ian Sykes is planning the Scottish Hills & Glens 4x4 Reliability Tour based on the famous Classic Malts Rally. This event scheduled for weekend 23rd - 25th June will appeal to owners of classic 4x4 vehicles as it will focus on various challenges to test navigation, driving skill, observation and old fashioned road chivalry and cover less used public highways, forestry commission land, privately owned forests and estate tracks. For further details log on to [www.hillrally.demon.co.uk/shgrt.htm](http://www.hillrally.demon.co.uk/shgrt.htm)

## AUTOSCENE



REVIEWS FROM



### MOTOR RACING - THE EARLY YEARS

ISBN 3 8331 1354 5 Brian Laban, Könemann, £20

This book from the Getty archives features a glorious range of racing images from the early road races to the dawn of the Cooper revolution. Printed in duotone with pictures at proper sizes, its evocative shots vividly capture the drama and social side of motor racing. It's the latter that really makes this book so enjoyable. The portraits, workshop studies and pit counter shots say so much about each era, be it schoolboys nagging a pensive Bira for autographs, or an apprehensive pre-start driver group at Brooklands in 1922. The action pictures are great too; this wonderful, affordable 350-page publication with captions in

German, French and English, is refreshing. Superb value and highly recommended.

### OULTON PICTURE COMPANION

Dedicated marshal and Oulton Park historian Derek Lawson has published part two of *Sun, Rain and even Snow* as a photographic record. Featuring mono and colour, it runs from 1953 to the 50th anniversary Gold Cup meeting. Only 500 will be published at £50. Call 07801 493345 or e-mail: [dereklawson@ntlworld.com](mailto:dereklawson@ntlworld.com)

**RAC RALLY ACTION!**  
ISBN 1 903706 97 1  
Tony Gardiner, foreword by Paddy Hopkirk, Veloce Publishing, £35.99

This 204-page hardback does exactly what it says on the cover –

with great action shots from the classic days of the RAC. Gardiner, a professional illustrator, always took a week's holiday to watch the RAC, and reckons he covered 28,000 miles chasing the rally; many of the photographs were shot on his trusty Zenit camera. That it's dedicated to the late, great Roger Clark shows where the author's heart lies, and many of the best pictures are from the forests in the '60s and '70s, before the rally metamorphosed into the stadium-centred showcase it is today.

**ALFA ROMEO 33 - THE DEVELOPMENT AND RACING HISTORY**  
ISBN 1 904788 71 8  
Peter Collins and Ed McDonough, Veloce Publishing, £39.99

This is the first book devoted to the Tipo 33 and the authors have dug deep into this challenging subject. The wealth of historic photographs alone is testament to their research. Making the most of driver access at recent retro

events and trips to Italy, they've contacted an impressive number of ex-drivers and testers whose first-hand accounts really make this a highly readable story of the 33's evolution from underdeveloped 2-litre V8 to the turbocharged flat-12 red wedge of the 70's. Special chapters on the concept cars and the super-exotic Stradale complete the picture. The authors even attempt to sort out the complex and contradictory chassis histories. A must for all *Alfisti* and historic racing fans.



### COD FILLET QUIZ

1. Who were the outright winners of the Tour of Mull in 1969?
2. Who won the 1955 Goodwood 9 hours race.
3. Who won the Coupe de Dames in the 1962 Alpine Rally.
4. Where and when was Alan Jones's first GP victory.

ANSWERS ON PAGE 11

## Board and Council changes

Following the MSA's final board meeting of 2005, Chairman, John Grant, announced he would not stand for a second term, due to the pressure of his other business commitments. Alan Gow was appointed to succeed him and took up his position as the new MSA Chairman on 1 January 2006. Four new directors have been elected to the board of the MSA – Robin Knight (Chairman of the 750 Motor Club), John Wood (Managing Director of MIRA), Dennis Carter (Chief Executive of the BARC) and Alan Gow (BTCC Series Director).

Bill Troughear and Ronnie Trouton MBE have retired as directors of the Royal Automobile Club Motor Sports Association Limited and been appointed Honorary Vice-Presidents of the Motor Sports Council – joining Michael Southcombe, an Honorary Vice-President since 2004.

## MSA British Rally Academy

A new entry-level rally training scheme has been launched which aims to take British National B and single-make rally participants to British Rally Championship level competition.

The new scheme complements and builds on the success of the MSA British Rally Elite – introduced for the 2005 season to develop young talent and ease the transition for drivers and co-drivers from the British Rally

Championship to the World Rally Championship.

The MSA British Rally Academy features a workshop-based learning structure where the six selected participants undertake training in physiology, conditioning, psychology and driver and co-driver development. Successful participants in the Academy will be given the opportunity to progress to the Elite scheme.

## Rally car regs to be reconsidered

At the meeting of the Motor Sports Council on 9 February, representatives of the MSA Rallies Committee presented their initial findings, following a period of consultation into the proposed revision of rule K 37 – the technical regulations for special stage rally cars.

The original proposal had been submitted in an attempt to bring UK regulations closer in line with internationally accepted regulations established by the FIA.

The Committee reported that the extensive and welcomed feedback from the rallying community had confirmed that there is a need for a thorough review of these regulations. However, the original proposals as set out for consultation have not been endorsed by the subsequent feedback and will be reconsidered.

The members of the Motor Sports Council endorsed the principle of moving the sport towards standard production touring cars and low-volume specialist production cars.

However, it was agreed that any regulation changes concerning new cars would not be brought into effect any earlier

than 2008, while all existing vehicles will remain eligible to compete until at least 1 January 2010.

## New faces

Four people have joined MSA Committees this year. Penny Jones, from Bedfordshire, now sits on the Kart Sporting Committee. Colin Gaukroger, from Cheshire, is now on the Off Road Committee. Jason Hayes, from Somerset, joins the Sprint & Hill Climb Sub Committee. The Historic Committee now includes Stacy Vickers, from Hampshire.

## Free stand for clubs

Further to the announcement in the March issue of *Wheels*, Volunteers in Motorsport is now offering MSA-recognised motor clubs a display stand to hire at no charge. Clubs wishing to promote motor sport at local events can use the stand. It can be themed for particular disciplines and (for a small cost) can include a motor club logo. Further details can be obtained from Richard Nunn, the Project Administrator, on 08450 940094 or email: [nationaltraining@msauk.org](mailto:nationaltraining@msauk.org)

For more information about Volunteers in Motorsport, visit [www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk)

## QUIZ ANSWERS

1. George Hill and Keith Wood (Cooper)
2. Poore and Walker (Aston Martin DBS3)
3. Pat Moss and Pauline Mayman (Al/Healey 3000)
4. 1977 Austrian GP (Shadow Ford DN8)

Whatever the event, all competing cars will have to pass through some form of scrutineering at least once and possibly more than once, if they have an accident or there's some question over their eligibility.

The most important reason for scrutineering is to check vehicles are safe to compete and the competitors have the right safety equipment.

Typically, a safety scrutineer will check the roll cage, seat and belts, competitor's helmet and overalls, battery connections, fire extinguishers, cut offs and piping, wheels, tyres and other requirements set by the regulations.

But, with around six minutes to check each competing vehicle, there is a limit to just how much a safety scrutineer can cover.

Safety scrutineers will also have to re-scrutineer any cars damaged during practice, to ensure enough has been done for them to be safe to race and may need to check vehicles damaged during racing, if they are to be allowed out again to compete.

They will also be expected to produce accident reports, detailing the damage a vehicle has sustained and any parts that have been broken.

You may also see environmental scrutineers whose main job is to ensure a vehicle doesn't exceed noise limits and eligibility scrutineers or technical commissioners, whose job is to check vehicles comply with specific technical regulations.

An eligibility scrutineer needs to have technical knowledge. They can order the sealing or dismantling of a car and, if they are qualified, can carry out dismantling themselves.

That said, safety scrutineers don't need any mechanical knowledge, although they do have to be technically competent.

If you'd like to get involved more closely in motorsport, whether you are a marshal or simply an enthusiast, it's worth thinking about becoming a scrutineer. More information about scrutineering is available from the MSA.

## ENDURANCE RALLYING IS TAKING OFF!

Get your club involved in this all-new initiative for club-level rallying.

*Endurance Rallying is a whole new rally formula for 1400cc cars. Modifications are limited, drastically reducing the costs of taking part. These restrictions mean the new formula is highly competitive.*

**Endurance rally drivers are looking for more events... long, short or just middling... easy or incredibly tough... do it your way... get involved!**

**FREE DVD** of the 2005 Lombard Rally

A special film, presented by former Lombard winner Tony Mason, goes behind the scenes of the recent Lombard Rally (and includes rare archive footage from original Lombards).

**FREE to club secretaries**, this could inspire your club to start a new event. 200 cars are already modified to Endurance Rallying specifications and drivers are now looking for more action! Ask your club secretary to request a free copy to show at a club-night.

Contact Philip Young at the Endurance Rally Association

email: [mail@endurorally.com](mailto:mail@endurorally.com) and show this fascinating new film at a club-night.

More on [www.endurorally.com](http://www.endurorally.com) Tel: 01235 851291 Fax: 01235 851292