

## PROMOTING THE CAUSE

**T**ry an experiment. Look at the football results. Ignore the scores, just study the attendance figures. Teams in towns you've barely heard of pull in crowds weekly that race circuits would be glad to see quarterly. And they do so at prices double ours, for entertainment lasting less than two hours even allowing time for a meat pie in the interval.

Now another experiment. The Monday after the next WRC round, grab a handful of newspapers and measure the rally coverage. It will probably be less than that for a management change in some tiddlywinks team, and far less than for a new Beckham hairstyle.

My point? That outside F1 we're something of a minority sport, confirmed if you look at circulation figures which show publications like *Practical Morris Dancing* (don't knock it if you've never tried it) outselling 'our' mags.

Even the great god TV doesn't always do us favours - I know drivers less than keen on in-car cameras because they make their jobs look unexciting, whilst although new spectators may be encouraged to attend by edited highlights of races, they may then find the real thing lasts twice as

long but is only half as exciting.

Curiously, even the computer may not help - I've heard a psychologist at a conference for a different sport say that anyone who plays a computer game for several hours feels that they've 'done' that particular sport and therefore don't really need to try the real thing. Sounded an extreme theory to me but the comment went unchallenged.

But we still have a great sport, one in which we can be proud - other sports have 'issues' between entrants and governing bodies which make any squabbles we have from time to time seem trivial. And how many sports can claim to provide such a flagship for our engineering skills? None.

I'm not naïve enough to think our sport will ever get back to the days when a Moss or Hawthorn story would literally be a page one lead in national newspapers, but I do think we could do more to project ourselves, not least to stop us becoming even more marginalised.

At a national level even small things like brightening our nomenclature might help - 'National A' and 'National B' hardly set hearts racing as category names do they?

At a local level I think we need to forge closer links with any other 'powered' sports, even lawn mower racing, because to ministers we're probably all seen as one anyway. And as more clubs celebrate 75th and 100th anniversaries, having started as motor cycle and light car clubs, maybe we should re-forged those links, not least because anyone used to motorcycling must surely have the masochistic tendencies essential for marshalling.

I won't go into the things clubs could do to project our sport (and at the same time help their recruitment and venue-seeking) because there'll shortly be a revised Guideline on this for the *Motor Club Manual*. Should be worth reading because it includes ideas from clubs on what has or hasn't worked for them.

There's an added incentive to look at the promotional side this year because the Motor Industry Association has announced a National Motorsport Week from August 12 to 20. If we can have National Cheese Weeks or, if you're on a diet, maybe even National Cheesed-off Weeks, I don't see why such an idea shouldn't help raise our profile too.

Stuart Turner

## KARTING

The karting season is in full swing, or almost so. The Super One Series claims to be Europe's if not the world's biggest kart national championship, attracting 550 registrations with a prize fund of some £70,000. There are three concurrent six round series, one for traditional 100cc 2-stroke classes plus Comer Cadets - the 'MSA' series, one for all Rotax classes and one for all TKM classes, 2 and 4-stroke. All except the Formula A and JICA are ABkC's national championships. The MSA series saw a highly competitive start in mid-March. Many drivers also race internationally in the FIA/CIK championships but also in the Italian, French or Belgium open series. The MSA Junior British championship finals were the highlight of the meeting. But the Rotax series received a knockback with cancellation of the first round due to fog in Dorset. A dozen Honda Cadets joined in the economical TKM classes for the first time. The BRDC Stars of Tomorrow has a completely new 6-weekend, 12 round format from May this year, with optional Friday practice and weekend double headers, including a visit to Belgium. In 2005 three scholarships into car racing were awarded. It boasts the MSA Cadet British championship, the ABkC national championship for Super ICC, the UK's premier gearbox class, series for JICA, Rotax junior and mini. These are the main stand-alone championships. The Northern Karting Federation hold the remaining gearbox national series for the ABkC. **Weblinks:** Association of British Kart Club (ABkC): [www.abkc.org.uk](http://www.abkc.org.uk) Super One Series: [www.s1series.co.uk](http://www.s1series.co.uk) BRDC Stars: [www.brdcstars.com](http://www.brdcstars.com)

## AUTOSCENE



REVIEWS FROM



**CYRIL KIEFT AND HIS RACING CARS 1949-1955**  
ISBN 0 9546391 1 1  
Des Hammill and Brian VM Jenkins, Asson Publishing  
(tel: 01395 273990 or see [www.assonpublishing.com](http://www.assonpublishing.com)),  
£19.99

From the author of the excellent Coventry Climax Racing Engines comes an authorised biography of '50s race car constructor Cyril Kieft. Over the last three years of Kieft's life, Hammill interviewed at length this ingenious and stimulating Welshman who sadly didn't see the finished work. The bulk of this highly readable 258-page book highlights Kieft's racing business after the early years in the steel industry producing jelly moulds and kettles to little-known scooter, motorcycle and tool production. All the models

including the stillborn 1954 F1 project and the Erwin Goldschmidt V8 sports car are covered in depth while Don Parker, the greatest exponent of the swing-axle F3 racers, gets a full chapter. Non-racing details include a list of Kieft's personal road cars of which a '73 Lincoln Continental was his favourite. Picture reproduction is poor but this entertaining biography complements Peter Tutthill's earlier histories.

**RILEY COUNTY**  
ISBN 0 9549028 0 7,  
available from the author/publisher, price £10 plus £2.50 p&p at The Old Vicarage, Station Road, Wootton Bassett, Wilts  
SN4 7DY or e-mail [reeves33@tiscali.co.uk](mailto:reeves33@tiscali.co.uk)  
Simon Reeves' book covers 67 car histories ranging from a

stylish 1923 Redwing to a 1939 16hp 'airline coupé' special. Each gets a page with colour photo and description.

**MASERATI TIPO 151 - THE LAST MONSTER FROM MODENA**  
ISBN 2 9513642 61  
Michel Bollée and William Ossthoek, Michel Bollée,  
£49.99. From Motorbooks;  
tel 020 7386 5376

Just three of these spectacular machines were built from 1962-'65; the authors comprehensively cover development and every race the Tipo 151 competed in up to Lucky Casner's tragic smash at La Sarthe at the '65 test day. All the key figures from engineers Guerrino Bertocchi, who claimed to have done 315kph on public roads in testing, and Giulio Alfieri to team owners get biographies, plus 14 drivers who braved the beast. The car's post-race career explores the survivors, including Philip Marcq's ambitious plans to reconstruct a Tipo 151 around a surviving bodyshell. The

184 pages are packed with historic photographs including a good section of period colour. Complementing the race shots is a wealth of previously unpublished workshop and testing pictures. As with all Bollée's books, the text has been translated by David Waldron and the high-quality printing makes the most of the rare photographs. A lesson to bigger publishers on how to profile historic race cars and highly recommended for fans of '60s sports cars.



## COD FILLET QUIZ

1. Can you name the 'Rallying Reverends' who finished 3rd in the group 3 GT class in the Monte Carlo Rally?
2. When Carlsson and Turner won the RAC rally 1960 what tune was played at the Talk of the Town instead of the Swedish National Anthem?
3. Which Grand Prix was run over the shortest distance.
4. Which driver won his first three F1 races including a Grand Prix.

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## Eight join Academy

From more than fifty entrants, eight participants have been chosen for the first MSA British Rally Academy. The scheme aims to take British National B and single-make rally competitors to British Rally Championship level competition and beyond. It runs alongside the MSA British Rally Elite programme (see [www.msabritishrallyelite.co.uk](http://www.msabritishrallyelite.co.uk)).

The five chosen drivers are: Bobby Mitchell, 19, from Dunbar, East Lothian. George Thomas, 19, from Bromyard, Herefordshire. Kevin Davies, 21, from Pencader, Carmarthenshire. Simon Hughes, 23, from Deganwy, Conwy. Tom Walster, 19, from Papplewick, Nottinghamshire.

The three chosen co-drivers are: Robbie Durant, 24, from Bicester, Oxfordshire. Sebastian Marshall, 17, from Keighley, Yorkshire. Shelley Rogerson, 20, from Morecambe, Lancashire.

## Stand out

As mentioned briefly in the April issue of *Wheels*, Volunteers in Motorsport has four professional Nomadic display stands for MSA-recognised motor clubs to use at events. When attending an event in any motor sport discipline with the intention of promoting volunteering in motor sport, these stands will help clubs attract attention and look professional. They are free of

charge (except a small return delivery cost) and can be personalised (contact Ellie Barber at Nomadic on 0121 333 4956 for extra panels – at your cost).

Download a stand order form from [www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk) or request one by calling Richard Nunn, Project Administrator, on 08450 940094, or email: [nationaltraining@msauk.org](mailto:nationaltraining@msauk.org)

Volunteers in Motorsport can also supply quantities of brochures and leaflets free of charge.

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

## Dates for your diary

The 2006 Foster's British Grand Prix takes place on 9/10/11 June at Silverstone. More information at [www.silverstone.co.uk](http://www.silverstone.co.uk)

The Wales Rally GB runs from 1 to 3 December 2006 and will be the final round of the WRC. More information at [www.walesrallygb.com](http://www.walesrallygb.com)

## New rally championships

Following the restructuring of the major rally championships, four new series have commenced. They are the MSA English Rally Championship, the Pacenotes MSA Northern Ireland Rally Championship, the County Saab MSA Scottish Rally Championship and the OSG Motorsport & Dutton Tyres MSA Welsh Rally Championship. The latest results for these and all MSA championships, as well as links to dedicated championship websites, can be found at [www.msauk.org](http://www.msauk.org)

## CASC reminder

Motor sports clubs can apply for the Community Amateur Sport Club Scheme (CASC) and some have already. Generally, the scheme only applies to clubs with premises (where they can get rate relief etc) and is limited to non-commercial clubs. More information is on the CCPR (the representative body for National Sports Organisations) website [www.ccpr.org.uk](http://www.ccpr.org.uk)

## Getting press coverage

Two recent stories illustrate that motor clubs can gain column inches in their local newspapers if they apply a bit of initiative. The election of Karen Spencer as the first woman president of Slaithwaite Motor Club yielded a good story about the club and a photograph of her with some club members.

When young Lia Norman won a drawing competition for her depiction of Chipping Norton Old Post Office (headquarters of the Vintage Sports Car Club), she wondered if the owners of the building would like it. The story of VSCC Club President, Martin Grant Peterkin, receiving the picture from Lia and giving her a year's junior membership in return, yielded a photograph and a short story in the local newspaper.

## QUIZ ANSWERS

1. Rupert Jones and Phillip Morgan
2. Mendelsohn's Spring Song.  
Only 5 people knew that!!
3. 1975 Spanish GP (Montjuich)  
because of an accident.
4. Giancarlo Baghetti (1961 Syracuse,  
Naples and the French GP at Reims).

There's a classic piece of Formula 1 video footage that used to be shown at some fire training sessions.

It's from the turbo era and shows a flag marshal who is on his own. With no other marshals near him.

Suddenly, a car that is well ablaze pulls off and stops a yard after his post. What follows is a bit of a farce. The hazard obviously needs a yellow flag.

The car is stationary, well off the track, but there's plenty of smoke and the driver is only just unbuckling his belts and getting out, so, erring on the side of caution, it probably should be waved quite vigorously.

But, the car is on fire and there is an extinguisher near by, a plumbed in system in the car and a driver who is getting hot under the collar – literally.

It all ends happily, but we always have a smile as we see the flag marshal tries to make up his mind whether to flag, fight the fire, or flag and fight the fire at the same time.

Fortunately – but embarrassingly for the marshal, the driver gets out, takes the extinguisher and puts the blazing turbo out.

There are two lessons to be learnt from this story.

One is that you need to set priorities for every incident. What is the main danger to life and limb? – the fire. Who is primarily at risk? The driver – and the flag marshal. The smoke from the burning car acts as its own warning – and one that's far more effective than a waved piece of yellow cloth.

The other lesson is that you have to be prepared to be versatile. If that was true in the turbo era of Formula 1, it's even more true now, at a "clubbie" where marshals are thin on the ground.

Only the other week at a British circuit, one flag marshal had to fight a brake fire.

Whatever job you are doing as a motorsport volunteer, you need to be prepared to use an extinguisher and know how to turn off a car's electrics – and you need to be able to get your head around the fact that although you may have signed on to do this, in extreme cases. You may need to do a bit of the other.

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