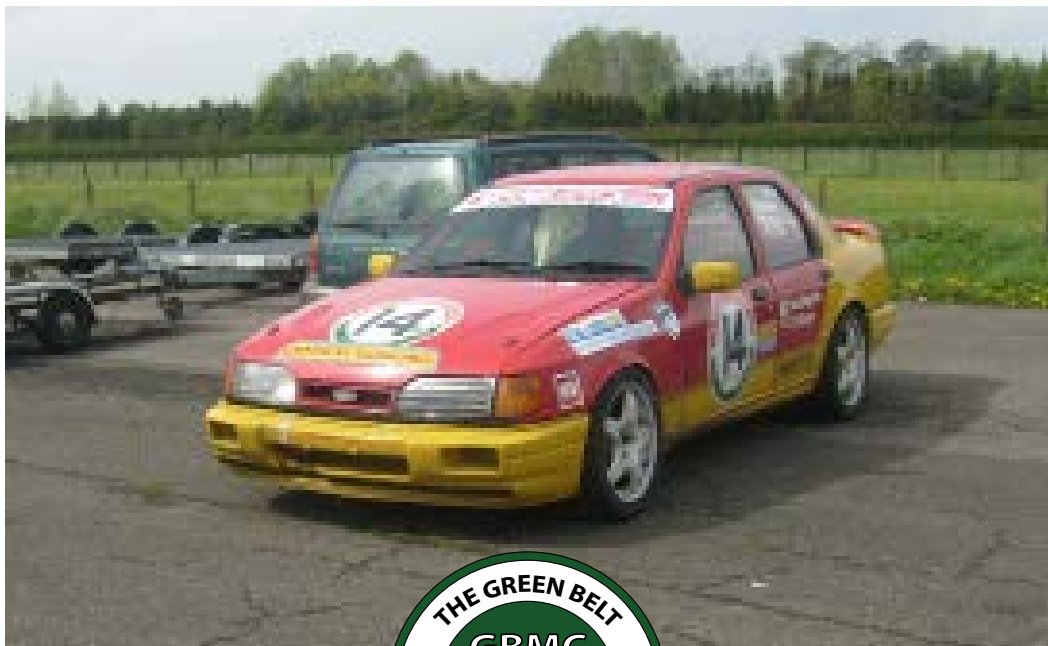


WAYFARER MAGAZINE



50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club

News

Updates from the MSA

MAY 2014 | SPORTING | TECHNICAL | DEVELOPMENT | EVENTS | RESULTS



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Allianz joins Hamilton in supporting MSA road safety initiative



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World RX heads for the UK with record entry



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GENERAL NEWS

Ben Taylor to lead International Motor Sports



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MSA ACADEMY

Inaugural MSA road safety training day

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WAYFARER

The Magazine
Of
THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club

April/May 2014

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Front cover:

Top: Malcom Wise & Bottom: Melanie Camp

Editor: Ollie Camp

Race Reporter: Robert Taylor

Classified Ads - You tell us, we'll put it in.

Contact the Editor for advertisement details and rates. Member's adverts free, subject to conditions

The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

The Editor is not responsible for factual errors, or errors of spelling and English usage, in submitted articles.

For convenience, membership records are maintained on a personal computer. Any Member who does not wish their details to be held in this way should advise the Membership Secretary.

Editorial

We start with an apology this month for the delay in getting this edition of Wayfarer to you. As some of you will know, Ollie and I got married on Saturday 24th May and in the run up to the wedding, everything else seemed to go out of the window.

Ollie and I had an amazing day. It did rain on the day but we were incredibly lucky in that we didn't get wet at all. It only rained when we were inside. We even had some sunshine for the photographs.

The church service was lovely; the vicar really personalised it by producing a toy racing car and explaining how we both compete in motor racing. The reception was at a hotel in Hatfield Heath. We had photos taken with "Marigold", my Grandad's black and orange mini that he used to rally. This car is where our black, orange and white racing colours come from. These colours were also the theme of the wedding!

In the evening, we were joined by some of the Green Belt committee. We would have loved to have invited you all, but sadly we couldn't have fit you all in! We had a disco and photobooth. This proved very popular as you will see by some of the photos in this edition!

This edition was the first to be printed on the new GBMC all singing, all dancing printer. Well, it doesn't quite sing and dance but it does take up a very large proportion of what used to be our large dining room. I knew the new printer was going to reside with us but I was not told just how enormous it was! Your feedback as to the quality would be much appreciated to help us keep improving your club magazine.

There are several events in the pipeline for the next couple of months, including a Sprint at Debden and in a couple of weeks time, the main event. The big one. Yes, it's almost here, the 50th anniversary celebration on 29th June. Get your tickets by 14th June from Chris Deal. Please see the advert and Mel's article for further information.

We look forward to seeing you at North Weald on 29th June.

Ollie and Melanie Camp



Club Nights

Club Members meet informally each Wednesday at The Two Brewers, Northaw, Herts. From 9.30 pm

GBMC Events 2014

Sunday 29th June – 50th Anniversary gathering, North Weald

Sunday 27th July – Debden Sprint

Saturday 9th/Sunday 10th August - Autocross

Sunday 21st September – North Weald Sprint

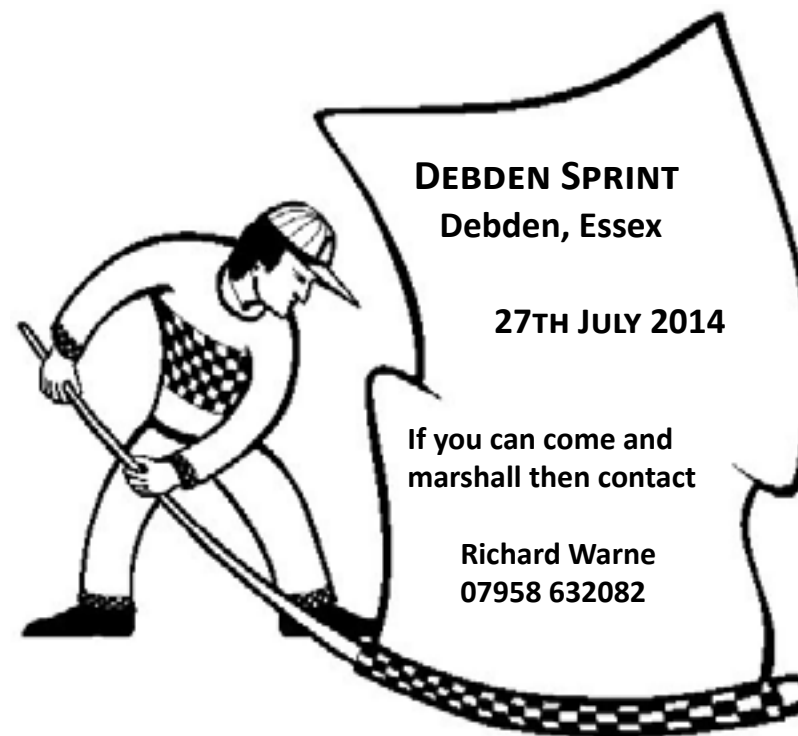
Saturday 27th/Sunday 28th September - Autocross

Wednesday 17th December – Xmas Meal



Competition Calendar 2014

Date	Event	Club	Venue/Start	Format
07.06.14	Dukeries Stages	Dukeries Mc	Southwell Racecourse	Forest
27.07.14	Debden Sprint	Green Belt Motor Club	Debden	Tarmac
09.08.14	Curborough Sprint	BARC	Curborough	Tarmac
24.08.14	Hutton Kitchen Stages	Chelmsford Motor Club	Brands Hatch	Tarmac



DEBDEN SPRINT
Debden, Essex

27TH JULY 2014

If you can come and
marshall then contact

Richard Warne
07958 632082

Social Secretary's Report

March was a good month for the club. Not only did we win the karting but we won the quiz against CSMA north east and north west London as well! I will let Richard fill you in on the karting success.

Ollie and I were delayed the night of the quiz as we were rescuing some friends who had been having car issues so Hazel very kindly stepped in to team A for the heats. The teams and results were as follows:-

Team A

Malcolm Wise
Robert Taylor
Alan Goodrich
Hazel Goodrich/Melanie Stiles

Team B

Ian Davies
Desmond Meldrum
Felicity Brown
Christine Matthews

Heats

CSMA NWL 12 V GBMC B 16
CSMA NEL 13 V GBMC A 9

Final for third place

CSMA NWL 8 V GBMC A 24



Ross Crisp, John & Diane White, Us!, Sarah White, Dave & Nicola Ward

Grand final

CSMA NEL 19 V GBMC B 21

Congratulations to both teams, particularly team B who ensured we won again. There were a good mix of questions ranging from those you knew and those that really made you think. The buffet of hot nibbles was also excellent.

Our next big event is the 50th anniversary gathering on Sunday 29th June. Please send your request for tickets with your cheque for £15 per person to Chris Deal by 14th June as we need to let North Weald know numbers. At the time of writing, we have 88 people confirmed. I'm sure it will be a lovely day and an opportunity to meet with old friends and make some new ones.

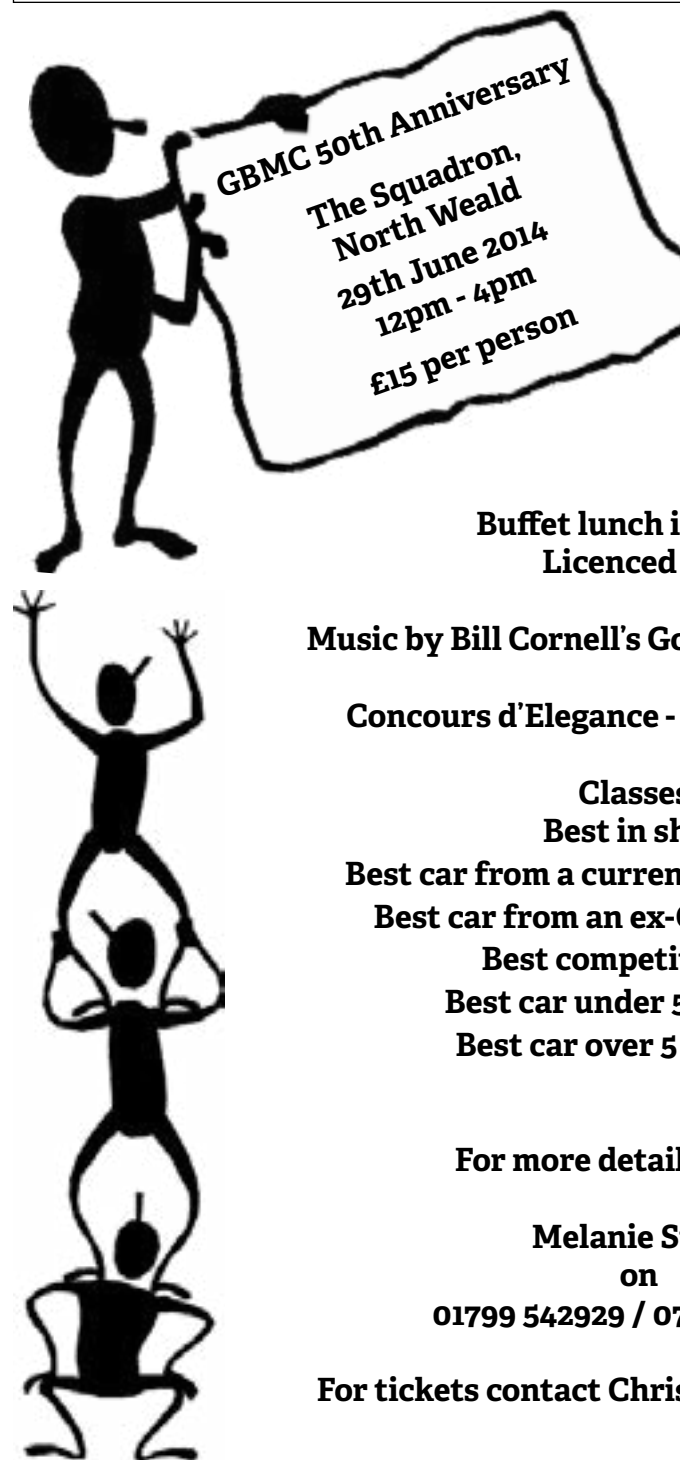
I still need lots of photos for the displays so please let me know if you have any I could use. I would prefer copies (in case they got damaged) with your name on the back.

Hope to see you all at the 50th event.

Melanie Camp



GBMC 50th Anniversary



**Buffet lunch included
Licenced bar**

Music by Bill Cornell's Golden Era Jazz Band

Concours d'Elegance - all cars welcome

Classes:

Best in show

Best car from a current GBMC member

Best car from an ex-GBMC member

Best competition car

Best car under 5 years old

Best car over 5 years old

For more details contact

Melanie Stiles

on

01799 542929 / 07748952005

For tickets contact Chris Deal by 14th June

Competition Chat

Well the highlight of last month must be the Inter club Karting competition organised by Harrow Car Club. The plan was to get three teams of 11 drivers from each club. I did not realise how difficult it was to get 11 club members to commit to a night out racing go carts. At the 11th hour to our rescue can the Jeeves family of Paul, Nicky, Paul and Steven, well done Paul you saved the day.

The Karting Venue was at Maidenhead Karting Centre, I can honestly say we made the journey on Fri evening in an hour and quarter no problem, who said the M25 was bad.

The format was each driver had 4 heats then the quickest 8 Drivers went into the final for a 10 minute race. To say there was a lot of forceful driving from Harrow & Middx was an understatement; a few drivers did get blacked flagged for their flamboyant driving.

Our Green Belt group myself and Robert my son, the four Jeeves family, Malcolm Wise, and the Dave & Alan Wild and friends Conner & Paul. After the heats we were waiting for the names of the fastest 8. Well 3 of the Green Belt team members made it into the final, in 6th place was Robert Warne. In 3rd Place was Connor and in 2nd was Alan Wild.

After around 10 laps Connor was in the lead with Alan Wild closing in fast,

In the closing stages Alan was half a second behind the leader, on the last bend of the last lap Alan just got in front and won by a whisker. Well done Alan a great race, so the Green Belt team came first, second, and fifth.

Now the points were added up for the three teams of where they came in the heats, if you came first you got 6 points, 6th place got 1 point and so on.

The team results were:-
3rd place was Harrow Car Club
2nd place was Middx County

Drum roll Please

1st Place Green Belt Motor club

And were awarded the large Trophy, with medals for all the team.

Well done again team you all did a great job, may well be back for next years event.

The first outing this year for the Car spares Escort will be on the 6th April at Cadwell Park on the TJS Self Drive Alan Healy Memorial Stages. The IPB Motors Nova WRC 1400cc will also be out, at the time of writing only 2 weeks to go to finish the car Ian, to date the support for this event is staggering at this moment the entries are up to 95 competitors, what credit crunch..

The second round of the AEMC stage Rally Championship being the Flying Fortress Stages on the 16th March, we have actually three and half Green

Belt crews in the name of the Mark and Matt Blackmore in their 1400 Corsa, also Will Barnard & Simon Higgs in the Peugeot 106 Rally, William & Stuart Moore The half crew was Rob Cook sitting next to Claire Rix in the KA.

As I had a free weekend thought I would venture up to this new venue, its even better when your driven the event, thanks again Rob. This event is now in its third year, the previous two years shrouded in lots of rain and accidents, this year though the opposite dry and a bit dusty.

Stage two was not kind to Will & Simon in the Peugeot, for this event a replacement gearbox with this time with a LSD was installed, unfortunately after stages one gearbox oil was leaking from the gearbox, after the second stage the gearbox noise was becoming a concern and even more oil was leaking from the box. The crew had no option but to retire.

Rob Cook sitting next to Claire Rix this time in the KA, had a slow start, stage two was quicker, then on the 3rd stage Claire out braked herself, on a yumpy bit and landed on a tree stump, which stopped the car dead in its tracks. Both crew ok and got towed back to paddock.



On investigation, the drive shaft was pulled out of the gearbox with the bottom arm ripped out of the bottom of the front strut, and profiled front wing, otherwise the damage was light !!!!



Mark & Mat Blackmore were having a steady run with out hitting any of the scenery and finished 4th in class and 21st overall

William & Stuart Moore in the Evo Lancer had a tremendous run and finished 6th Overall and 6th in Class. Of the 31 Competitors that finished the event, inflicted battle scars with over half being held together with tank tape and cable ties, was it the organisers or driver error personally the later.

Championship Tables

Just to remind club members, there are two ways to claim your points,

1. Send me a copy of the results with an entry list in the post.

2. Email me a copy of the above to :- richard1.warne1@ntlworld.com

You may think I receive all competition results, this is a myth I don't

2014 Middlewick Stages

Plans are well on the way for this year's Middlewick Stages, regs available shortly. This year I have stood down from Clerking this event with this honour going to Middx County We however do need support from our club members especially with the setting up on Saturday May 10th,

actually it is great fun, you will of course be fed and watered on the day, and accommodation overnight should you be around for the event on the Sunday. Please give me a call if you can help out (Tel:- 01992 302669 or 07958 632082)

Tams Packaging North Weald Sprint

Once again Steve Tammadge will be supporting our annual event at North Weald on Sunday 20th April, being the third round of the AEMC Essex Extreme Sprint Championship.

By now you should have received a copy of the regulations, and we will with Harrow Car club be looking forward to receiving your entry. If not, if you can help out on the day, please give Eris Robertson a call on 07865058233.

Richard Warne

Scrutineering Bay

Please can I thank the club's committee for organising the Green Belt Motor Club's Dinner Awards Night last month. I know it takes a lot of time and effort to arrange the night's event for the members to enjoy, and a lot of "behind the scenes" effort is put in for the wonderful trophies handed out to the lucky winners. Congratulations to all the award winners. Better luck next time for those unlucky not to take home a trophy.

The licenced officials (Clerks of Course and MSA Stewards) and Scrutineers seminars have taken place all around the country in the past month. The Scrutineers seminar was very informative. We had a couple of sessions and demonstrations involving applying seals on components taken from competing cars, paperwork involved and the process of how technical tribunals are held. Unfortunately last year, there have been some tribunals thrown out because of wrong procedures (CoC's and MSA Stewards mostly to blame here!!!), paperwork incorrectly filled in, wrong seals or seals incorrectly applied, and not knowing the correct regulations components were sealed for (stand up Karting scruts!!!). So, we had a very "hands on" session putting seals on various components and at the MSA expense too!!! Competitors don't realise that we scrutineers have to provide all the seals and sealing equipment, crash helmet stickers,

various fuel testing canisters and some test equipment, at our expense!!!

Now that the 2014 MSA "Blue Book" has been issued, I hope you've all read it. Although there is not much new for 2014, some interesting new regulations have appeared. The most controversial is the "track limits" for circuit racing! MSV's Jonathon Palmer asked the MSA Race Committee to bring this new regulation in. He claimed it was costing circuit owners a fortune to repair the track edges after each race meeting due to cars "exploring" the limits of the track...of course the repair costs are then passed onto organising clubs thus onto competitors. I don't envy the poor Observer Marshals!!! It's hard enough to recruit race marshals for meetings; some posts are staffed by two, sometimes only one, marshal!!!

In the 2014 MSA "Blue Book", regulation K.2.1 (page 160) draws your attention to seat safety belts must be complete units, sourced from a recognised manufacturer and their mountings to either MSA or FIA requirements.

K.9.1 (page 164) requires clean flame-resistant overalls, must be worn at all times while competing, to cover from the ankles to wrists and to the neck. I still see competitors with their necks bare or overalls collars not done up... and, last year, one driver was seen with his sleeves rolled up his arms... when stopped and questioned, he said

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he was very hot in the car and was wearing gloves anyway, so couldn't see any problems!!! Personally I would like to see balaclavas made wearing mandatory, we've got flame-resistant overalls, gloves and boots in racing, why not balaclavas too? They don't cost much, what price do you put on your body if you are unlucky to have a fire in your competition car? Last year we had some very nasty fire incidents and in all cases, the drivers were wearing full fire resistant overalls including gloves, boots and balaclavas, one incident was at the two day sprint at Snetterton!!!

If you use a crash helmet to the BS 6658 Type A/FR standard (red sticker normally found on the outside, at the side or rear of the helmet), be aware that the BS Standard may be withdrawn with effect from 1st January 2015, and Snell SA2000 standard crash helmets may be withdrawn with effect from 1st January 2016 (K.10.3.1 Standards, page 168). These crash helmets have been around for at least fifteen years!!

For stage rally cars, R48.10.11 (page 314), seat belt cutters must be carried on board at all times and must be within reach by both driver and co-driver when seated with their harnesses fastened. Question, what is a belt cutter?? Stanley knife? Scissors? Parcel tape cutters? No one at the seminar could answer...just use a suitable device...and safely!!!

Don't forget, all stage rally cars from 1st January 2014, regardless when the car had a CCLB issued, must now have FIA homologated seats, in date (within 5 years of date of manufacture) and suitably mounted in accordance to R48.10.6 (page 313). I've noticed that the MSA have not altered the wording of R.48.10.6.1!!! It seems they have "cut and pasted" from last year's regulations!!! When you are purchasing new seats, look for the new FIA hologram logo and new labels which manufactured from 1st January 2014, like seat belts, have a label attached to the seat with "Not Valid After 20XX". Previously, the labels had dates of manufacture.

Unfortunately, the MSA have issued a bulletin that the FIA have removed FIA homologation from a number of seats from GP-Race (ESP) with immediate affect. Their details are: TOP RALLY CS.159.06, TOP RALLY LIGHT CS.208.08 and TOP CIRCUIT CS.207.08. If you have just purchased any of these seats recently, you are advised to contact the supplying retailer for further details. For a full FIA list of seats, go on to the FIA's web site www.fia.com/sport/homologation and click on Technical List No 12. You'll see a full list of FIA homologated seats and their mountings.

While we are on the subject of the FIA web site, there are lists for AFFF fire extinguishers, click on Technical List No 06, fire systems List No 16, seat belt harnesses List No 24, crash

helmet standards List No 25 and overalls homologated List No 27. There are further lists for HANS devices, International standards for overalls, crash helmets and seats etc.

If your car's engine oil system...unless equipped with a "closed loop system", a catch tank of at least one litre capacity is to be incorporated in the oil breather system (R48.2.9 page 312). One litre Coke bottles do not count!!!

Sprints have clarified a regulation for Road-Going Series Production Cars (S11.5.1 page 331).The engine block and cylinder head must remain in the original position and be externally identifiable as that fitted to the original model or specified option. Induction is free, as are exhaust systems. So no fitting of a Rover V8 into your Mini...if it was possible!!! Unless you can prove that BLMC/Austin Rover did a special version in Africa or Brazil!!!

Finally, there have been questions or stories going around that stage rally

cars need to have certified Roll-Over Protection Systems (ROPS or roll-cages to you and me!). This not the case. As a broad view, there are two options. If the ROPS complies with the appropriate regulations within the MSA "Blue Book", a certificate is not required. If the option of "free conception" has been taken, then it is only acceptable if the design has been certified Nationally or Internationally. (Extracted from our Scrutineers March Bulletin.)

If you have any technical questions regarding the above notes, or anything else to do with scrutineering, please do not hesitate to contact me by e-mail lpgerken@googlemail.com or my mobile 07778 403403.

Have a safe and successful season motorsport, I will see you at most GBMC events.

Lloyd Gerken
(MSA National Scrutineer)

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How I became a Motorsport News Journalist

I've been lucky to have had quite a few really special moments in my life but seeing my name in Motorsport News next to a report which I'd written about a race meeting at Croft was up there with the best of them.

So how did it come about and what did I have to do to get my by-line?

I discovered MN in 1973 when I was 13 , which was amazing really because it wasn't, and still isn't, always easy to get hold of up here.

I've not missed an issue since the middle of 1986 and always look forward to my copy which I read from cover to cover , all of which has given me a pretty good idea of their style

I'd harboured dreams of becoming a journalist when I was at school but never pursued it, the unsavoury of journalism aspects were something , I realised then, that I could never cope with. (if I had pursued my ambitions I could have been in court for phone hacking now!!).

Since becoming a teacher in 1992 I've always written and always enjoyed it; 50,000 words for my Masters in Education , five years of writing 3,000 word assignments for my Literature degree, two entire business courses for my prison education department, in fact I was writing a third when a learner gave me the virus which ended my career. Then there have been the

articles I've written for this august publication.

So how did this translate into writing for MN? Well, I was at Croft in September at a very low key club event which I was disappointed not to see reported in either MN or Autosport. Puzzled and slightly annoyed I e-mailed MN's motor sport editor and was surprised to get a reply, to wit that Croft was a venue that they couldn't always get people to cover. (now Robert Taylor and I have seen the non-existent press facilities it's not hard to see why!!).

A brief correspondence then ensued; I said I'd do it and outlined my credentials, ex English teacher etc, etc. I got a reply saying that they would

Keep my name on file if they needed anyone and could they see something I'd written, so I sent one of my Wayfarer articles.

There the correspondence ended, I heard no more and didn't expect to, it had been a nice dream while it lasted.

April 26th/27th was to be Croft's first race meeting of the year ,a BARC meeting and Malcolm Wise was due to be racing , I was really looking forward to it , particularly as Robert Taylor was coming to stay with me for his first visit to the circuit . Only two days before his arrival Robert Ladbrook, the Racing Editor contacted me, MN were short of a reporter and would I do it?

Without thinking about the implications I said 'yes, of course I'd love to', without thinking about what I'd have to do.

I'd only intended that we went on the Sunday now it looked like we'd be going both days and when I looked at the race schedule there were nine championships each having two races, so eighteen races in total. Six of those nine were multi-class saloon and touring cars, two were formula Ford races with classes for older cars, the last was a one make championship round, more of that later.

Having accepted my task I was then e-mailed my instructions, my word limit was just 450, for 18 races that was 25 words per race, any thoughts of purple prose were gone and I would probably have to cut out most adjectives and stick to pure bald facts.

The deadline was 6 o'clock Monday morning , which meant that I would have to write up my reports and the results on Sunday night. A tall order possibly but , I reasoned, better to do it all when it was fresh in my mind.

Then I looked at the results I'd have to provide, the instructions were very specific; top six drivers and cars, pole position , fastest lap in time and mph, number of starters and class winners. A lot to do . I reckoned I could have done with a couple of one make races to make the results easier but the only

one on the bill was for Citroen 2CV 'tin snails' and that, I knew from past experience, had different drivers for the two races.

I asked about a press pass and was told that it would be at the gate but a few minutes it arrived as an e-mail attachment which I printed out.

Excited but also very flustered I listed what to take; notebooks, pens, clipboard, film and batteries for cameras, I really didn't know what else. I had a look at the schedule and thankfully I was fairly familiar with all the series as most of them had visited Croft in 2013.

What bothered me was, how to cover all the races? I hadn't initially intended to go on Saturday and Robert wasn't arriving until 13.19 so we weren't going to see all the races anyway. I also knew, and Robert will confirm this, that Croft meetings are very slickly run and only last 15-20 minutes so as soon as one race finishes the next is on the track. if I was going to watch every race there would be no food, drink, comfort breaks, chats with Malcolm when he won his race, or photos, I was keen on the latter because I am a big fan of touring cars and there would be some juicy cars at Croft . Being diabetic I need to eat regularly ,another consideration.

Also, the weather forecast for the weekend was poor, Croft is very

exposed, there's one stand-which is open and I suspected that the press facilities would not be great. On a bad day, even in May or June, Croft can be a cold place.(I was right, at getting on for six o'clock on Sunday evening on the pit wall watching a handful of pre-'83 saloons, Robert and I were well and truly nithered).



Malcolm's car in the paddock



The Eggenberger look-alike Sierra which won both pre-'93 races



Craig Rainer's fearsome Escort which was excluded from the results



Fearsome Ford Falcon Thunder Saloon ,winner in race one, didn't get out of the assembly area in race two

That I hit my deadline after an enjoyable but hectic two days was due to a combination of the helpfulness of Croft's staff, the magic of being able to say 'Motorsport News', hard work and an excellent race programme which gave me plenty to write about, including Malcolm being fourth in his second race

I was able to get all the information I needed thanks to the Croft staff who could not have been more helpful. I knew there was no point in me going home without a complete set of results from both races, practice times, programme amendments and, most importantly, amended final results.

The helpful man on the photocopier printed me my own set and my first task was to sort these into sets and check for any amended results, thus I was able to report that Craig Rainer's fearsome mark two Escort had been excluded from it's second place in the Blue Oval race.

I used my 'access all areas' pass to get into the assembly area to get some

decent shots which served as an aide memoir in writing up my reports much later. Robert got some good shots too from up on the commentary tower from where we watched Malcolm's Saturday race.

There is no press box at Croft, something we could have done with as the weather worsened as Sunday wore on. The only place to shelter, as Croft is so exposed, there is one stand but that is uncovered, is a café in what used to be a block of garages, but that has no speaker so it is not possible to hear the commentary in there.

A major issue for a journo is how to make the uninteresting interesting. Two races were particularly dull; I don't know who dreamt up the 'Pre-2005 Touring Cars/Honda VTEC ' championship but they should be boiled in their own coffee. The series mustered ten cars, though an Alfa 156 sat in the paddock all weekend. The two races were like watching paint dry, Robert Burkenshaw's Honda walked away with both races with the rest droning around in his wake. The Classic FF2000 races were worse, the grid was made up almost exclusively of anonymous Van Diemens which trundled around at almost equidistant intervals.

Most surprising result of the weekend wasn't Malcolm coming home fourth

In his second race with the Sapphire

more or less in one piece, no, it was Robert buying me a cup of tea and a snickers bar on Sunday afternoon!!

Much later, back at my flat, I sat down with practice and results sheets, race programme , notes and a clock . My deadline was six o'clock in the morning and as I worked that clock seemed to be going at double time.

The actual writing wasn't too bad, initially the 18 races came to just under 800 words but after running through the article three times and removing all excess word I got it down to the 450 and that included mentions of Malcolm, Renault 5GT turbo driver Jerry Hampshire who I'd met in the café and Sierra Cosworth driver 'AJ' Owen whose mother had been yelling her support behind me in the stand

No, what took the time was typing out the results in the format MN wanted, you've all seen how they print them. This took HOURS, drivers, cars, times, speeds, class winners, checking for amended results, if anyone could suggest a quicker way of doing this I'd be interested in hearing it.

I made the deadline but it was well into the early hours when I sent them in.

'Autosport' had e-mailed me after MN asking me to send them sixty words on each race plus the results so I slightly altered my MN articles, changed the format and sent that plus the results for their 10 a.m. deadline and finally

fell into bed.

After that I waited and waited,

There was no e-mail on Monday

Or Tuesday

On Wednesday the post was late then when my MN arrived I couldn't find my article.

Then , joy of joys, there it was with my name on it. A dream realised.

At the time of writing-the Saturday after, I have had no feedback. MN used

my piece and the results, Autosport just carried the results but not the report but haven't told me why. Whether I will be used again I don't know though I am now on 'Autosport's list of suppliers.

Even If I don't get another chance it was a memorable experience, made more so by Robert and Malcolm being there and one I'd recommend to anyone else- but maybe only once! And maybe at somewhere with better press facilities!

Chris Payne

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Robert's Racing Round Up

For the 2014 motor racing season Club chairman Malcolm Wise has decided to part company with the Quaife Motorsport News Saloon Car Championship. Instead he will be racing his turbocharged Ford Escort Cosworth in the Ford Racing Series – which was formerly known as the Ford Saloon Car Championship.

He is also racing his Ford Sapphire Cosworth in the BMW dominated SVG Motorsport Pre 93 Touring Car Championship.

Sadly his results from the opening pairs of races in both of these competitions were not very inspiring. In the ageing Sapphire he was eighth overall in both races and, in the Escort, he retired from his first race with electrical problems and non started in the second event.



During the winter the engine of Malcolm's 24 year old Sapphire Cosworth was rebuilt and dynamometer tests showed that it produced 330 bhp.

The refurbished engine performed well during the practice session for his first race in Pre 93 Touring Car Championship. However Malcolm was not happy with the car's handling on Donington Park's 1.98 mile long National Circuit. He described the

back end of the Sapphire as being "nervous".

Consequently his best lap time of 1 min 25.0 (83.8 mph), which was eighth fastest, put him in the sort of position on the starting grid that he had been expecting. Ahead of him were half a dozen BMW M3s, plus pole sitter Jim McLoughlin in his Ford Sierra Cosworth.

A small fortune has been spent on the latter car which is said to have a 350 bhp engine and was 5.3 seconds faster than Malcolm's broadly similar vehicle. It looks superb in the Texaco colours that were used by the Eggenberger Team when they won the World Touring Car Championship in a car of this type 1987.



From the fourth row of the 31 car grid Malcolm made a fairly good start to the race which was run on a wet track. Ahead of him were McLoughlin's Sierra Cosworth and all but one of the six BMW M3s that had beaten him in practice. Immediately in front of him was the Renault 5GT Turbo of Jerry Hampshire, which handled better in the wet than it had in the dry practice session.

Once he had lost out in a small dice

with Hampshire, early in the race, Malcolm's main concern was to stay ahead of the Ford Sierra Cosworth of Graham Myers. Their two virtually identical cars have often been closely matched and he was pleased to be able to take the chequered flag in eighth position overall (and sixth in class) - with Myers 8.4 sec behind him in ninth.

★ ★ ★

In the second race, which was shown live by Motors TV, viewers were able to see Malcolm dicing with the BMW M3 of James Card for seventh place. Although our man did hold this position, it was only for the length of the pits straight.

Otherwise the order was much the same as it had been in the first event although David Hickton's BMW M3 did manage to deprive Jim McLoughlin's Ford Sierra of the overall win.

This time Malcolm, who again finished in eighth place overall and sixth in class, managed to be 5.2 sec ahead of Myers's Sierra – which was paced eleventh.

After the race when they had a discussion, in the paddock, about how their cars had performed they agreed that both of these Fords had "handled like sheds".

★ ★ ★

The first race in the Ford Racing Series was at Silverstone's 1.6 mile long National Circuit. Sadly it only attracted five entries so it was combined with the races for the Arrowpak Saloon and Sportscar Championship and for the Smarts 4Two Cup.

This produced a field where the differences in lap times between the fastest and slowest cars was a massive 30 seconds. Quickest in practice was the Nissan Skyline driven by Mark Biggars (which is rumoured to have an 800bhp engine) at 1 min 5.8 sec (89.7 mph). Meanwhile the slowest Smart car's lap time was 1 min 35.1 sec (62.0 mph).

The engine of Malcolm's Ford Escort Cosworth has been completely rebuilt over the closed season in order to "bring it back up to its peak performance", as he put it. Consequently his car was much nearer the front than the back of the 23 car field. In fact it was a very respectable fourth overall, behind the Nissan Skyline and a pair of Mitsubishi Evos. It was also the fastest of the Ford Racing Series cars by the considerable margin of three seconds.

★ ★ ★

Between the practice session and the race Malcolm accidentally left the electrically heated windscreen switched on and this totally drained his car's battery. Using another battery

and jump leads did not work and the Escort Cosworth had to be towed and jump started.

There was a rolling start to the race and, much to Malcolm's relief, his Escort Cosworth seemed to be performing satisfactorily as the field trundled around the Northamptonshire circuit behind the pace car.

When the pace car pulled off the track, the starting lights turned to green and Malcolm floored the throttle he found

that all certainly was not well. The engine was now suffering from a major misfire. Consequently he gained very little speed and lots of other cars zoomed past him.

He persevered for just four laps, with the car underperforming in this manner, before retiring from the race. It did not prove to be possible to sort out these electrical problems in time for Malcolm to start the second race.

Robert Taylor

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Allianz joins Hamilton in supporting the MSA's road safety film competition

Leading insurance company Allianz has joined Mercedes F1 driver Lewis Hamilton in backing the MSA's new road safety initiative, with the top prize now including a trip to the Italian Grand Prix at Monza in September.

The inclusion of Allianz as a partner has allowed the MSA to extend the entry deadline from 31 May to 18 July and the winners will now be crowned at the Italian GP on 6-7 September instead of July's British Grand Prix.

Road accidents are still the biggest killer among 16- to 24-year-olds in the UK. Working with the FIA, the MSA has devised a special competition for young people in two age categories, 14 to 18 and 19 to 24, to create a short film bringing to life one of the FIA's 10 Golden Rules:

- Buckle up
- Respect the Highway Code
- Obey the speed limit
- Check tyre pressures
- Drive sober
- Protect children
- Pay attention
- Stop when tired
- Wear a helmet (on two wheels)
- Be courteous

The films will then be judged by a panel of experts including Hamilton, Allianz, Sky Sports F1 and the MSA.

The two winning teams will join Hamilton at Monza to receive £2,000 for their educational establishment's film or media studies unit. They will also win a driving experience day at Silverstone and their winning films will be broadcast during Sky Sports F1's programming. Four runners-up (two per age category) will each receive a cash prize for their school/college/university and will be invited to attend a British motor sport event of their choice.

"We are delighted to welcome Allianz as a partner in this competition," said Ben Taylor, MSA Director of Development and Communications.

"All motor sport competitors recognise that there is a time and a place for driving at speed or in competition and that is in a regulated and controlled environment at a track or motor sport venue. As a sport, we must encourage people to take responsibility for their own safety and that of other road users."

Details of how to enter the competition, including full Terms and Conditions, can be found by clicking here: http://www.msauk.org/uploadedfiles/press/MSA_FIA_road_safety_film.zip



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Classified Ads

Special Offer - Keep warm this Winter!!

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;o)

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Casting Repairs

Quick Crank Ltd. have now renamed to L & S (UK) and offer a full range of engine machining services, but of particular interest is their ability to repair castings which have cracked, or where a threaded hole has cracked or pulled out. They are sited in Waterlooville, Hants, and their prices don't look too bad. There are several techniques available, and if anyone would like further details, please contact Geoff Foot.

Club discount on Haynes books and manuals

Motor club members get 12.5% discount (with free post and packing thrown in as well). Geoff Foot has a complete catalogue of all Haynes books, so contact him for further details. They will send you their free catalogue on request, or you can order through their website (and still get discount) Several good new books out - goto haynes.co.uk for details. They will send you their free catalogue on request, or you can order through their website (and still get discount)

Several good new books out goto haynes.co.uk for details

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White T-Shirts	£7.00	Fleece - Green	£24.00	Umbrellas	£14.99
Polo Shirts - White or Green	£14.95	Hats -Caps	£5.00		

All merchandise comes with GBMC logo

Garage Clear out

Most parts are for a Crossflow Ford Escort 1600

Halda Speed Pilot Mk5 -excellent condition as new	Offers	Prop Shaft RS2000 to Atlas one inch shortened	£45
M16 Brake Callipers / Comp Pads (Good) vented Discs & Hubs	£100	Competition Short Stem Steering Racks	£15
Flywheels for sintered centre plate	£20	Competition Long Stem Steering Racks	£20
PolyV Water Pump & Pulley (Non Alternator)	£40	Two Front Bilstein Inserts 260/60 (good)	£60
Oil Cooler sandwich plate, new	£10	Camshafts, Kent A6, A9, 1FR4 & Vulcan V111	£10
Dry Sump Remote Oil Filter Housing	£10	H/D, H/C Oil Pumps	£15
Tuffrided/ Balanced Crankshaft 1300 Crossflow	£50	Steel Rocker Shaft, Posts & rockers (as new)	£45
Gearbox Escort Mexico Type (Dead)	£15	Various Std Flywheels	£10
Lots of 13 inch forest M&S tyres and wheels	Ask!		

Contact Richard Warne for further details:- Home 01992 302669

Mobile: 07958 632 082

FIRE Extinguishers

Richard Warne still has a few 5kg extinguishers, mainly dry powder, out of certification date but still OK. Giveaway price of £5. Ideal for the garage. If you don't have any form of fire extinguisher then buy one of these. It might be the best £5 you ever spend...

The Directory

A list of handy places that members have found useful. Any additions to the list will be welcome

Harlow Motorsport Edinburgh Way, Harlow, is fully equipped with a rolling road for competition cars. 01279 453486	Thames Stockholders Ltd. Unit 5W Woodhall Road, Redburn Industrial Estate, Ponders End. All non-ferrous metal i.e. alloy sheets, copper, al. bronze etc. Could be a min. charge. 0208 805 3282	Upshire Car Breakers Max-ens Yard, Galley Hill Yard, Waltham Abbey. 01992 711305	Damar Webbing Products Ltd damarwebbingprod ucts.com Ratchet & towing straps and accessories.
Kalvin Tyres 259 High Road, Broxbourne 01992 462728	East Herts Signs for car decals -No.3 Old Cross, Hertford, SG14 1HX 01992 553004 e-mail: EHS@oldcross. demon.co.uk	Wheelbox Caterham / Lotus 7 / Westfield specialists. Chris 01992 470480	Tilgear Station Road Cuff-ley. Wood and metal working tools etc. 01707 873434
Lee Industrial Suez Road, Brimsdown. All types of fixings, screws and small tools etc. No min. charge, and open Sat morning. 0208 8053535	Vauxhall Performance Spares Centre (standard road going parts only), run by Eddy. 01255 670670	At last they have their new catalogue out.	Black Circles.com very competitive tyre prices fitted free at your local tyre place.

Tailpieces

UNIVERSITY CHALLENGE (BBC2)

Jeremy Paxman: What is another name for 'cherrypickers' and 'cheesemongers'?

Contestant: Homosexuals.

Jeremy Paxman: No. They're regiments in the British Army who will be very upset with you.

BEG, BORROW OR STEAL (BBC2)

Jamie Theakston: Where do you think Cambridge University is?

Contestant: Geography isn't my strong point.

Jamie Theakston: There's a clue in the title.

Contestant: Leicester

BBC NORFOLK

Stewart White: Who had a worldwide hit with What A Wonderful World?

Contestant: I don't know.

Stewart White: I'll give you some clues: what do you call the part between your hand and your elbow?

Contestant: Arm

Stewart White: Correct. And if you're not weak, you're...?

Contestant: Strong.

Stewart White: Correct - and what was Lord Mountbatten's first name?

Contestant: Louis

Stewart White: Well, there we are then. So who had a worldwide hit with the song What A Wonderful World?

Contestant: Frank Sinatra?

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