

# WAYFARER MAGAZINE



## 50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club

# News

Updates from the MSA

AUGUST 2015

SPORTING | TECHNICAL | DEVELOPMENT | EVENTS | RESULTS



## P2 NEWS Three-year deal for Wales Rally GB



GENERAL NEWS

**BRC announces competitor  
'open day' in September**



GENERAL NEWS

**Allan Dean-Lewis retires  
after 20-year MSA career**



GENERAL NEWS

**This weekend:  
GML - Scotland**

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# WAYFARER

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

August / September 2015

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### Front cover:

Top: Richard Warne & Bottom: Malcom Wise

Editor: Ollie Camp

Race Reporter: Robert Taylor

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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

It has been a few months since the last addition of Wayfarer, for which we can only apologise, but if we do not have any content for the magazine, there is nothing to actually print!

We are always looking for articles from anyone. It could be about a day out competing, marshallng or officiating or about a car show you've been to or a place of interest you have visited or even about an interesting book you've read. Anything is welcome, it does not have to be War and Peace, a few lines will do.

As I type this, it is following the F1 race at Monza, where the most interesting part was the post race debacle about whether to exclude Mercedes' Lewis Hamilton due to the PSi of his left rear tyre being 0.3 under the required amount following the events at the previous race in Spa. I am not sure what saved him, especially since he was in "Ferrari-Land", but in the end, he was not excluded from the race. I know that Lewis and his team mate are not the most popular drivers due to their playground like antics, but I am patriotic and will support our drivers. I always have done and remember supporting the likes of Damon Hill and (my absolute all time favourite) David Coulthard when I was little. In this instance, there was more than patriotic well wishing in play. The breach of the new safety regulation was detected before the start of the race, yet it

was seemingly only investigated towards the end. If they wished to penalise, it should have been done much earlier. In fact, as it was a safety regulation, surely it should have been rectified prior to the start of the race. There is also the issue that even a gauge calibrated by the tyre manufacturer, Pirelli, could easily have given an inaccurate reading and we all know what it is like putting the gauge on the valve without letting the air escape!

Anyway, enough of my ranting. As some of you know, I have been studying/working towards being a solicitor for many years now, even longer than I have been competing in motor sport. On 1st September last year, I left my kitchen designing days behind and joined a firm of solicitors as an assistant to a solicitor in the conveyancing department. On the 1st September this year, I officially became a trainee solicitor. I will spend the next two years in at least 3 different areas of law as a trainee with the first 6 months at least in conveyancing. Hopefully, once qualified, I will return to conveyancing unless something else takes my fancy!

September is a busy month for the club with many events taking place. Please help where you can by competing or marshallng and enjoy this edition of Wayfarer.

*Melanie Camp*

## Club Nights

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

## GBMC Events 2015

**Summer Autocross - 12th & 13th September 2015**

North Weald Sprint - 20th September 2015

CSMA Treasure Hunt - 27th September 2015

Brooklands Visit - 10th October 2015



## Competition Calendar 2015

Date	Event	Club	Venue/Start	Format
12-13/9/15	Summer Autocross	GBMC/WAC	Much Hadham	Stubble
13/09/15	Mini X Sprint	Minicross DA	Blyton	Tarmac
20/09/15	North Weald Sprint	Harrow CC	North Weald	Tarmac
29/09/15	Wethersfield Stages	Chelmsford MC	Wethersfield	Tarmac
04/10/15	Debden Sprint	Herts County AC	Debden	Tarmac
17/10/15	Goodwood Sprint	Tunbridge Wells MC	Goodwood	Tarmac
01/11/15	Lynn Charity Stages	Kind Lynn DMC	Sculthorpe	

**SUMMER AUTOCROSS**  
**Much Hadham,**  
**Hertfordshire**

**12TH & 13TH**  
**SEPTEMBER 2015**

**If you can come and**  
**marshall then contact**

**John Davie**  
**01525 405521**



## Social Secretary's Report

Since the last magazine, the annual barbecue and Concourse d'Elegance was held at the Old Owens, Potters Bar on one of the hottest days of the year. The food was excellent with a wonderful mix of sausages, burgers, chicken and salads followed by watermelon slices for dessert. We had 31 attend the barbecue and 7 cars for the Concourse. The overall winner was Keith and Anne Warner from our friends at Harrow Car Club with their MG Midget. Please see the table below for all the entries. Thanks to Richard Warne and John Davies for assisting me with the judging and to John and Lynn for being excellent hosts at the Old Owens.

The proposed visit to Bealieu did not take place due to lack of support.

Looking ahead, September is set to be a busy month for GBMC, as seems to be an annual occurrence these days.

We start with our Targa rally on Saturday 5th September at Debden. We then

have the Autocross at Much Hadham on the 12th and 13th September. After that we have the Sprint at North Weald on 20th September. Finally, on 27th of the month, Robert Taylor and Doug Williams are organising a treasure hunt.

Also, on Sunday 13th September, St. Mary's school in Bishops Stortford are holding their annual car show. We have had a stand at this show several times in the past. If you do go, make sure you go and say hello to Loyd Gherkin who will be representing the club.

We are fast approaching our proposed visit to Brooklands on Saturday 10th October. Please see the advert opposite for full details. I need to give final numbers to Brooklands on Friday 2nd October so please let me know if you're coming before hand. The day will include a guided tour, Concorde experience and the Napier-Railton 4D theatre experience. Please note the 4D theatre is a simulator and it's not suitable if you

Pos	Name	Make	Model	Year	Award
1	Keith & Anne Warner	MG	Midget	1970	Best Overall
2	David & Louise Hughes	Jaguar	MkII	1963	Best Over 25 years
3	Geoff Jackson	<b>Jaguar</b>	XK	2007	Best Under 25 years
4	Peter Dunstan	Ford	Anglia	1958	
5	Nick Cook	Lotus	Elise	2002	
6	Marcus Foreman	Subaru	Impreza	2005	
7	Barry Thorn	Peugeot	205	???	Best competition car

are pregnant or presumed pregnant, suffer from motion sickness, heart or back problems, high blood pressure, balance impairments, any spinal or skeletal defects or any other physical conditions which mean that it is unsafe to sit in a moving seat. The restrictions on this device are a minimum height of 1.07m (42 inches) and minimum age of 4 years old. Children under the age of 8 years must be accompanied by a responsible adult. If you do suffer from

any of the above but do wish to attend the visit, please let me know so I can arrange for you to "skip" that bit.

Finally, it is with great sadness that I announce that club member Bob Ward has passed away. Our thoughts are with his family.

*Melanie Camp*

## Brooklands Visit 10th October 2015

Meet by 10:15am at the main entrance via Mercedes World. The guided tour starts at 10:30 (I will need to collect payment from those attending and pay Brooklands before the tour starts so please arrive by 10:15).

The guided tour will last approximately 1 1/4 hours, after which there will be some free time to include having some lunch.

At 1:25pm we will have a tour of the Concorde experience followed by the Napier-Railton 4D theatre experience at 2.15pm.

After this, there will be further free time to explore the museum and grounds further and you can leave when you wish.

Cost including admission, tour and experiences but excluding refreshments:-

£23 adult  
£22 senior

If you have children that wish to attend, let me know and I will check the price as it differs for different ages.

Please let me know if you wish to attend before Friday 2nd October.

To book your place, please contact Melanie Camp on 07748952005 or turkeystile@hotmail.com

*Melanie Camp*



## Secretary's Report

As it is a wet August Bank Holiday I thought I would sit down and write a column for the Wayfarer.

It has probably been around 6 months since I wrote a piece for the magazine. However that doesn't mean I have been lazy. I have been running the AEMC Sprint Championship, helping with our North Weald Sprint, Woodbridge Stages, looking after my elderly parents, trying to teaching myself to talk and write again etc and did I mention work.

Also I have navigated for Richard 4 times, two single venues and two forest stages events. The forest events are real tests for me and probably for Richard to listen to me to decipher my instructions when I can't always get the right words out. The first event was the Plains Rally in May, I had tested myself at home by trying to read out the pace notes from a previous event, however did wasn't going well. I decided to concentrate on the important notes, like the 90 degree/hairpins etc as any of them aren't arrowed. On the first stage I tried to read out the pace notes, but I don't read them out in time, so I went to plan B, missing the distances, then get lost for a section. Just my luck the hay fever also went me I was losing my voice. Thanks to our chase new of Simon and Anita who found some sweets. As the day went on I got better to say more pace notes, less wrong lefts or rights and no

sections of silence where Richard had to drive blind. We finished 88 from a start number of 104. The second forest rally for the Nicky Grist Stages on 11th July based at Buih Wells showground. This time there was no problems with my voice and I didn't lose my place in the notes. By the end of the rally I was saying all the notes and hardly saying any wrong notes as well. The next rally is the Trackrod in Yorkshire. The two single venue rallies didn't go too well, I will leave Richard to say more.

Looking for the autumn events we have the Targa rally next weekend at Debden where we have 57 entries at the moment.

On the 12th/13th September we have the two day Autocross on Anthony Ashwell's farm. The following weekend we have a Sprint on Sunday 20th with Harrow CC. On 27th there is a Treasure Hunt run by Robert Taylor and hopefully Doug will be fit to help.

Sadly we have lost two members and two have helped us for sometime -

Paul McCormick passed away in April and Bob Ward passed away in July. Pat Jones supported us at our Dinners and Tony Alder who helped with recovery at Rallies.

*Chris Deal*

New members :

**Ben Demetriou, Peter Bunting and Chris & Kasia Nicklin**

## Scrutineering Bay

Well, we didn't see that coming!!! From 1st January 2016, all competitors in stage rallies and some classes of sprint and hill climb cars, it will be mandatory for competitors to use a Frontal Head Restraint, commonly known as a "HANS" device...except if your vehicle is in the Historic Period A-E. For Historic stage rally car competitors, it will be recommended 2016, but mandatory 2017!

I have to say, after seeing "HANS" devices being used in circuit racing (which incidentally will be mandatory for ALL race cars in 2016, except Historic Period A-E), when a competitor has had an incident, afterwards they have said they were glad they were wearing a "HANS" device! It has been proven that if a properly used "HANS" device is worn, in an incident they do reduce the likeliness of injury. Yes, they do cost a lot of money; don't forget you will need a suitable crash helmet too, but what price do you put on your safety!!!

When you do look to purchase your "HANS" device, choose carefully. We are told there are at least 15 different types and sizes available. Ensure it is



suitable for your vehicle and type of event you want to compete in. A single seater "HANS" device is not suitable for a saloon car; likewise a saloon car "HANS" device is not suitable for use in a single seater. Don't worry co-drivers, there's one for you too!

When you have purchased your new "HANS" device and suitable crash helmet, get to know how to use it! Sounds silly, but we've had a number of drivers wearing their "HANS" device on top of their shoulder straps of their harness, or the straps not connected to the crash helmet!!! If in doubt, ask! You won't be ridiculed if you ask, but you will look stupid if you don't know how to use your "HANS" device correctly.

2015 so far has been very busy for me with scrutineering at various race meetings and sprints. I've been away nearly every weekend since our clubs sprint at North Weald at Easter, with no free weekends until I go to Mull, Scotland, in October! I've been Chief Scrut for two race meetings so far this year and it looks like I'll be Chief at Snetterton for the BRDC F4 and GT Championship late August and again



possibly at Brands Hatch in November.

As a result, this year I've missed quite a few classic car shows with my Mk2 RS Mexico. I managed to go to the Shuttleworth car show in April with my friend Dave and his Audi R8. I managed to get second in class for my car, and Dave had "Stig" looking at his car! And lots of ladies loving the car too! I believe it's something to do with a certain book and film!!!

My next show with the Mex was the RS Owners Clubs National Day at Donington race circuit in July. It was the 40th anniversary of the introduction of the Mk2 Escort RS1800, RS Mexico and RS2000 and we were lucky to do two parade laps of the circuit during the lunch break. Sadly I can't be at Tewin in August, but I'll be at the Knebworth Classic Car Show August Bank Holiday Monday, and the St Mary's School, Bishops Stortford motor show in September.

Early July, I was contacted by the Ford Focus ST Owners Club. Classic Car Weekly magazine had approached the club; they were doing a feature on "Modern Classics" and wanted a standard Mk2 Focus ST to road test and photograph, together with a Mk5 VW Golf GTI and a Honda Civic Type R, and they wanted my car!

I picked up John Davie on the way to Silverstone race circuit and waited in the circuit café for the writer and the other cars to arrive. While enjoying a welcome coffee to wake us up, a red Honda Civic Type R arrived in the car

park. The driver introduced himself as the magazine editor Keith Adams and a short while later the photographer arrived in his Skoda Fabia. The feature writer Mike Duff was collecting the Golf from Milton Keynes.

It turned out that all the cars were "Press" cars, apart from mine! The Honda was a '58 plate with 10,000 miles showing on the clock, and the Golf, a '10 plate which had only 1,000 genuine miles! The Skoda was again a "Press" car but being used to transport the photographer's kit.

We assembled all the cars at the back of Silverstone race circuit's business park area on a gravel car park. I thought we could have chosen somewhere more photogenic, but the photographer insisted this was a good area.

After what seemed like ages taking many photos of all the cars in different angles, we adjourned to the café for another coffee, and to discuss where we could drive the cars. Unfortunately Silverstone circuit was being used for testing for the up-coming Silverstone Classic race meeting the following weekend, so we made our way to Stow House, just up the road from Silverstone.

We were to drive up and down this very picturesque road in single file behind the photo-car, but who was left to drive the car?? John was "Press"-ganged (sorry for the pun) into driving the Skoda! I was lead car, and then the Golf and Honda drew alongside me, driving within three feet from the back

of the Skoda...with the photographer hanging out of the rear of the car!!! Not recommended, especially as it turned out, a very busy public road!!! Then we did a load of drive-bys with the photographer lying on the verge next to the road!!! The locals must get use to this as we weren't the only people doing photo shoots!!!

The author wanted to drive my car back to the circuit café for lunch, so I was given the keys to the Golf! John and I thought the Golf's acceleration and the brakes were very good, but I found the gear change a bit notchy. But remember it had only 1,000 miles on the clock, so had not run in yet! And we both felt it was not as refined as my Focus ST...the Golf being a bit unrefined!

We arrived at the café and Mike was still in my car...with a Cheshire cat smile on his face! Over our lunch Mike was enthusiastically talking about my car compared with the Golf and Honda. Mike had been at the unveiling of the Mk2 Focus ST back in 2005 and loved the car then. He agreed with our sentiments regarding the Golf, sadly we were not able to drive the Honda as it was believed that the gearbox was playing up...Honda reliability for you!!!

The photographer needed more shots of the cars driving together so we found a large car park and service road at the circuit. John drove the Skoda again, and this time the Golf and Honda were to be driven even closer to me!!! It's very nerve-racking driving within three feet

of the car in front with a car either side of me nearly touching door handles...not mirrors!!! One slight wrong move and several thousand pounds of damage to the cars!!! I frequently reminded them that I owned my car, unlike they had borrowed their cars, and they were professional road-test drivers, I wasn't!!!

Afterwards, the photographer wanted photos of me with my car, some interior shots and we had finished! Phew!!! That was very exhausting. Mike and Keith wouldn't say which car they preferred but I got the feeling they loved the Focus ST. They hated the Honda because to get any sort of performance out of the engine, it had to be revved very hard, making it very noisy inside the car and hard work to drive anywhere fast. The Golf I think came a very close second to the Focus ST, only let down by the notchy gear change (newness) and the lack of refinement.

The road-test article should be published late September, so look out for the magazine.

If you have any questions regarding regulations in the MSA Blue Book or "HANS" devices, contact me. My details are in the Blue Book, I'll try and answer them, if not I will find out for you. Remember, shiny side up and keep it between the trees, and play safely!

*Lloyd Gerkin*  
*MSA National Scrutineer*

## Robert's Racing Roundup

In the Motorsport News Saloon Car Championship Club Chairman Malcolm Wise has notched up a satisfying pair of finishes, both of which were in very close second places, to his arch rival Rod Birley.

However he had to miss the next pair of events in this championship. This was due to a serious problem, which manifested itself during the pre-race practice session, with his Ford Escort's 600 bhp Cosworth engine.

Competing in SVG Motorsport Pre 93 Touring Car Championship, in his quarter of a century old Ford Sapphire Cosworth, Malcolm has notched up two overall wins plus a second and fourth place.

These good results have been made possible because this series is no longer being dominated by several super fast BMW M3s, which are not now competing in these events.

It seems that these withdrawals of front running competitors from this championship may well have been the result of some accusations being made that one or more of these M3s have been equipped with larger capacity engines they should have!

★ ★ ★ ★ ★ ★

As had been the case with rounds one to four of the Motorsport News Saloon Car Championship, the fifth and sixth events in this 16 race series were held

on the 1.2 mile long Brands Hatch Indy circuit.

The practice session for the first of this pair of races went pretty uneventfully for Malcolm. He was quite pleased that his Ford Escort Cosworth was second fastest. He was just 0.8 sec slower than his nemesis – perennial series winner Rod Birley in his Ford Escort WRC.

★ ★ ★ ★ ★ ★

As is usual in this championship, the 15 minute race had a rolling start. Also as usual, Rod Birley immediately moved into the lead as the 22 cars thundered into the first corner, Paddock Hill Bend. Our man slotted in behind him and that was more or less the whole story of Malcolm's race.

He stayed in this position throughout the 17 laps that were completed during the time available and crossed the finish line just under 0.2 second behind Burley's car.

"I just could not find a way to get past him" was Malcolm's cryptic comment to me after the race.

★ ★ ★ ★ ★ ★

Obviously Malcolm was pleased with this finish in a very close second place. He was equally delighted when he managed to get ahead of Burley from the rolling start and was able to stay there for the first six laps of the second 15 minute race.

Then Burley managed to squeeze ahead of him at the Druids Hill Bend as they rounded this right hand hairpin for the seventh time.

Malcolm's comment on Burley's passing move was "I could have 'shut the door' on him but I thought 'Hmm, is it worth it?' I decided that it would be better to let him go past and then to see if I could get back past him – but unfortunately I couldn't".

This time the two very equally matched Ford Escorts crossed the finish line just under half a second apart.

★ ★ ★ ★ ★ ★

Prior to next pair of races, at Lydden Hill in Kent, some minor adjustments were made to the car's suspension set up.

These tweaks, combined with his satisfaction over his pair of close finishes in second place at Brands Hatch, made Malcolm feel quite confident that he might well be able to beat Rod Burley at this one mile long Kentish track.

Sadly he did not get the chance to find out if this would be the case.

On his fourth practice lap his Escort's 600bhp Cosworth engine lost all of its oil pressure and he immediately stopped the car. The problem was subsequently traced to a failure of a part in the oil pump. This was not something that could actually be

identified or repaired at the track, so our man was unable to take any further part in this race meeting.

★ ★ ★ ★ ★ ★

Malcolm also missed the third and fourth races in the SVG Motorsport Pre 93 Touring Car Championship at Castle Combe. This was because his Ford Sapphire Cosworth suffered from some engine cooling problems, which had actually first become apparent at the season's first pair of races at Silverstone.

However for the practice session for round five of this championship, at Mallory Park, his Sapphire's performance had been substantially improved. Not only had a fresh engine been fitted but it had also been equipped with a set of Kuhmo tyres. They turned out to be much better than the Toyo tyres that Malcolm had previously used on this car.

This pair of races were both combined with events for the Burton Power Blue Oval Saloon Car championship. The exclusively Ford cars competing in the latter series were much faster than all of the Pre 93 Touring Car Championship competitors. This was because their engines were not fitted with air restrictors and could therefore develop considerably more power.

Consequently Blue Oval cars occupied the first three places on the grid. Malcolm, with a best lap time of time

for the 1.35 mile long track of 53.6sec (90.6 mph), was fourth fastest and quickest of the Pre 93 cars.

★ ★ ★ ★ ★ ★

This pattern was repeated in the 15 minute race with the same three Blue Oval series cars steadily drawing away from Malcolm's Sapphire. In fact he had a rather lonely race in fourth place, at the end of which he duly won the event for Pre 93 cars. Whilst doing this he succeeded in lapping all of the other competitors in that section of the race.

As his Sapphire Cosworth was the only Pre 93 car in that championship's Class B (2500cc to 3900cc engines) he obviously won this class. So it follows that his best lap time of 53.4 sec (90.9 mph) had to be the fastest lap in this poorly supported class.

★ ★ ★ ★ ★ ★

During the first race it had become apparent that the Cosworth engine in Malcolm's Sapphire had still been overheating to some extent. In the paddock, after this race, it was found that this had been caused by a problem with the electric fans. They were, rather inconveniently, not coming on when they should have done, but this problem was easily fixed.

The second race produced the same result with Malcolm once again finishing fourth some distance behind the same three Blue Oval

Championship cars. However it was actually a much more interesting event for him because he had a race long dice with the Ford Fiesta of John Edwards- Parton. The latter is actually an old rallying buddy of Malcolm's from way back in the 1970s.

For some unexplained reason Edwards-Parton's Fiesta was much faster than it had been in the first race - during which it was lapped by Malcolm's Sapphire. But this time our man only just managed to stay ahead of his old chum throughout the 17 laps of the race. So he had to work really hard to score that day's second Pre 93 Championship win and his second fourth place overall.

★ ★ ★ ★ ★ ★

For the seventh and eighth rounds of their series, which were run at Donington Park, the Pre 93 Touring Cars were once again combined with cars from another championship.

The essential difference between this and the pair of shared events at Mallory Park was that this time the other cars were slower, not faster. They from the Autoglym Pre 83 Touring Car Championship and so they were at least ten years older.

In practice for the first of these events Malcolm's Ford Sapphire Cosworth clocked a best lap time of 1 min 50.6sec (80.9 mph) for 2.5 mile long Donington Grand Prix circuit. This made him not

only the fastest of the eight Pre 93 Touring Cars but also fastest overall.

★ ★ ★ ★ ★ ★

Malcolm's practice performance put him in pole position on the 20 car grid for the 15 minute race. However he did not lead the field away from the line when the red lights went out for the standing start because his Sapphire developed too much wheel spin.

The race lead was thus grabbed by another regular competitor in the Pre 93 Touring Cars category – Neil Philpotts in his Mitsubishi Starion. Despite trying hard Malcolm just could not regain the lead from him at any time during the nine laps that they completed during the course of the race.

Malcolm later told me that he thought that he was going to get the win when he came out of Goddards, the last corner, right behind Philpotts's Starion.

"Philpotts had a massive tank slapper and I thought that he was going to go off the track and into the wall. But he's a very good driver and got his car back under control very well" Malcolm said.

So he actually finished just over a tenth of second behind Philpotts – which was less than a car's length – and he had to be satisfied with second place overall and in class.

After the race Malcolm told me,

somewhat ruefully, "I actually had to ease off because I had no idea if he was going to go sideways right in front of me. Had I not lifted off I think that I might have just won the race".

★ ★ ★ ★ ★ ★

From second place on the grid Malcolm made a better start to the second race and his Sapphire Cosworth and Philpotts's Starion were alongside each other as they entered Redgate, which is the first corner.

Unfortunately it was at this point that Malcolm started to have gear selection problems. He had trouble selecting any gear at all for just a couple of seconds but that was long enough for three other cars to zoom past him.

So he dropped down to fifth place where he stayed until lap four when he passed Neil Bray's BMW M3 to move into fourth spot. He then tried very hard to catch up with the Jaguar XJ12 of David Howard which was running in third place, but could not do so and finished the race 3.2 seconds behind him.

This did not really matter as Howard's six litre V12 engined car was running in the Pre 83 event. However Malcolm was surprised that he could catch him because he had finished a hefty 41.6 sec ahead of this Jag in the first race.

*Robert Taylor*



# Wales Rally GB

MSA NEWS | AUGUST 2015



## Three-year deal for Wales Rally GB

In a huge boost for UK rallying, International Motor Sports (IMS) – commercial subsidiary of the MSA – has reached agreement with the Welsh Government to continue its support of Wales Rally GB until the end of 2018.

The UK's round of the FIA World Rally Championship (WRC) has been branded Wales Rally GB since the Welsh Government became principal funding partner in 2003. Now, a new deal will extend this successful partnership for an additional three years making it one of the longest running title affiliations in British sport.

Star driver and Welshman Elfyn Evans commented: "This is massive news especially for the local economy. Coming from the area I'm fully aware of what having a big event like this in North Wales does for the region. It's not just in one

part either – these benefits are spread all over North and mid Wales, so it's fantastic that the Welsh Government has decided to reinvest again. Obviously I'd love to be on the podium and, perhaps, even win Wales Rally GB before 2018!"

Ben Taylor, Managing Director of IMS said: "We are delighted to have agreed a new deal with the Welsh Government whose support has been critical to the long standing success of Wales Rally GB. Their forward thinking strategy allows our event to deliver around £10m of economic value to the Welsh economy."

***"The Welsh Government's support has been critical to the long standing success of Wales Rally GB. Their forward thinking strategy allows our event to deliver around £10m of economic value to the Welsh economy"***

MSA NEWS | AUGUST 2015

# Wales Rally GB



## Hyundai to return as car partner

Hyundai Motor UK is returning as Official Car Partner of Wales Rally GB, providing a fleet of liveried vehicles for use on the event by event organisers and officials.

The company's i20 WRC will also feature prominently on the event's promotional materials, including posters, ticketing leaflets and publicity flyers, programme and [www.walesrallygb.com](http://www.walesrallygb.com) website.

Tony Whitehorn, President & CEO, Hyundai Motor UK Ltd, said: "Rallying here in the UK has a significant, engaged and massively enthusiastic audience. We hope that through our continued support we can engage with our consumers in a more dynamic way as well helping to further raise awareness of Wales Rally GB."

## Shell backs WRGB

Shell will be the Official Fuels and Lubricants Partner to British round of the 2015 FIA World Rally Championship (12-15 November).

Last year, Shell supported Wales Rally GB's 'Rally Legend' programme, which honoured Ari Vatanen who famously won in 1984 alongside co-driver Terry Harryman.



"We are delighted to welcome Shell as an official partner to Wales Rally GB," said Ben Taylor, Managing Director of Wales Rally GB. "Last year, we were able to leverage Shell's amazing heritage in the sport but this year it is all about the modern day and the company's exciting Technical Partnership with Hyundai."



Ben Taylor @ben\_taylor\_msa Aug 5  
Mega day for UK rally news. Welsh Govt commits to @WalesRallyGB until 2018 and @maxvatanenrally becomes the first name in the 2016 BRC

Louise Goodman @LouGoodmanMedia Aug 5  
Great news for rally fans ... like me! Nice work @MSAUK @WelshGovernment Roll on @WalesRallyGB 2016 #WRC

Andrew Coley @Andrew\_Coley Aug 5  
Some pretty good news for UK rallying eh?! @WalesRallyGB in 2016 WRC, and Max Vatanen registers for 2016 BRC.

Matt Cotton @MattCottonRally Jul 24  
Its official, I'm licenced! Awesome service by the @MSAUK took just 1 day! @WalesRallyGB another step closer.

Matthew Jackson @MJRallying Aug 8  
@MSAUK off up to the Solway Coast junior rally, on the spanners this time #hopetheydontgetused

Graeme Cameron @GNCameron Aug 7  
@MSAUK Making sure the @DunlopBTCC camping community is safe, happy and not on fire at @SnettertonMSV. Donations of barbecued meats welcome!



Issued by the Motor Sports Association  
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## Car Spares Cheshunt now have in stock EBC Brake Pads & Sport Discs .

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Race Proven Alternators 50-200A

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Please mention that you are a GBMC member.

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Telephone: 0800 280 0887

Mobile: 07880 733055

Email: [simon@oceanvoicedata.com](mailto:simon@oceanvoicedata.com)

## Classified Ads

### Special Offer - Keep warm this Winter!!

GBMC embroidered logo fleeces at £24 each. Sizes M, L and XL available.  
Good quality fleece with a nice warm lining.

For sale:

Following on from our hugely successful snow sale here we have some fresh air on offer.  
Again, Shown here in true colour detail, also never used!



Other items include: A world war 2 french rifle, never fired, only dropped once.....  
;o)

## Club Merchandise

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

Kalvin Tyres  
259 High Road,  
Broxbourne  
01992 462728

Lee Industrial  
Suez Road, Brimsdown.  
All types of fixings,  
screws and small tools  
etc. No min. charge, and  
open Sat morning.  
0208 8053535

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

East Herts Signs  
for car decals -No.3 Old  
Cross, Hertford, SG14  
1HX  
01992 553004  
e-mail: EHS@oldcross.  
demon.co.uk

Upshire Car Breakers  
Max-ens Yard, Galley Hill  
Yard, Waltham Abbey.  
01992 711305

Wheelbox  
Caterham / Lotus 7 /  
Westfield specialists.  
Chris  
01992 470480

Vauxhall Performance  
Spares Centre  
(standard road going  
parts only), run by Eddy.  
01255 670670

Damar Webbing Products  
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ucts.com Ratchet &  
towing straps and  
accessories.

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Station Road Cuff-ley.  
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tools etc.  
01707 873434  
At last they have their  
new catalogue out.

Black Circles.com  
very competitive tyre  
prices fitted free at your  
local tyre place.

## 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

## Tailpieces

### ROCK FM ( PRESTON )

Presenter: Name a film starring Bob Hoskins that is also the name of a famous painting by Leonardo da Vinci.

Contestant: Who Framed Roger Rabbit?

### THE BIGGEST GAME IN TOWN (ITV)

Steve Le Fevre: What was signed, to bring World War I to an end in 1918?

Contestant: Magna Carta?

### JAMES O'BRIEN SHOW (LBC)

James O'Brien: How many kings of England have been called Henry?

Contestant: Er, well, I know there was a Henry the Eighth ... ER. ER ... Three?

### CHRIS SEARLE SHOW (BBC RADIO BRISTOL )

Chris Searle: In which European country is Mount Etna ?

Caller: Japan.

Chris Searle: I did say which European country, so in case you didn't hear that, I can let you try again.

Caller: Er ..... Mexico ?

### PAUL WAPPAT (BBC RADIO NEWCASTLE )

Paul Wappat: How long did the Six-Day War between Egypt and Israel last?

Contestant (long pause):Fourteen days.

### THE VAULT

Melanie Sykes: What is the name given to the condition where the sufferer can fall asleep at any time?

Contestant: Nostalgia.

## Green Belt Motor Club Committee Members 2015

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A Members Only section may be accessed from the Index page  
by entering a User Name and Password.  
(e-mail Ed Davies for activation of your Name & Password)

### ARTICLES FOR PUBLICATION

Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.  
Please continue to send in those reports and articles to  
[gbmc-mag@mercury-designs.co.uk](mailto:gbmc-mag@mercury-designs.co.uk)

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# Car Spares (Cheshunt) Ltd.

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