



*MERRY CHRISTMAS*

WAYFARER DECEMBER 2019

# WAYFARER

## The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

December 2019

Page	Article
3	Editorial/Club Sec News
4	Motor Museums/Club Diary
4-5	Events dates
5	Free Motorsport on TV
6-9	Mutterings/Motorsport UK Q&As
10-11	Licence grades
12	Annual Awards Dinner
13-15	Championship points
16-20	Mull Rally
21	Oulton Park Rally report
Inside Back Cover	2019 Committee & Wayfarer Article Submissions

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.

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Printing: Chris Deal

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**Front cover: Ashley Davies in action at Oulton Park in November (SM Photography)**

## **Editorial/Club Sec News**

Firstly, the sad news of Tony Strong death. At the time of writing this piece I have no news of the cause etc. Tony formed the Club in 1964 and continued to run it until I took over from him. He had an amazing way of involve people, sometimes within minutes of meetings them. A couple times he got people to service for him on the next weekend and didn't know them before the club night on that Wednesday! We have missed him since we moved out of our area. I'm sure many people have a tale to tell, if so let me know and I will put them together in the next issue.

Motorsport UK has thrown a curved ball by changing the naming of the events and licences plus by raising the permit fees and licence fees. There's more on this in John Davie's article which I extended with some of the Motorsport UK's Q&As. The main reason given is insurance, but with the costs going up which means entry fees will go up as well, so Club's might see another further drop in entries then events being cancelled – I hope not. If you don't have a competition licence or a marshal/official licence have at the benefits and if they are for you apply for the RS Clubmans licence which is free! No photo needed, just a simple process via the Motorsport UK website.

The Club has joined another association, the ASWMC. The reason is to include our Autocross in their championship. However, it goes allow you as a club member to take part in their events without joining another club, whether for a rally, hillclimb etc in the southwest.

The Annual Awards Dinner date has been set as Saturday 29<sup>th</sup> February 2020 at the Crews Hill Golf Club. The menu can be found elsewhere is this magazine – let Mel know you are attending. So, it is time the conclude the championship points and return any awards back to me.

So, this will be the last issue of the year, it just leaves me to wish you a Merry Christmas and have a Happy New Year, although please remember to re-join us in 2020.

Looking forward into 2020 there's the Snetterton Stages, the Annual Awards Dinner, the Clacton Stages, many Sprints including our TAMS Packaging North Weald Sprint, the Summer BBQ and hopefully two new stage rallies one at Honnington and the other one a closed road event. Then there's the return of Autocross in our area thanks to Anthony Ashwell. For more information keep reading in 2020.

Chris Deal

## **Motor Museums**

Bicester Heritage, Bicester, Oxon  
Brooklands, Weybridge Surrey  
Cotswold Motor Museum, Bourton on the Water, Gloucester  
Coventry Transport Museum, Coventry, Warks  
David Sutton Rally Car Museum, Daventry, Northants  
Heritage Motor Centre, Gaydon, Warks  
Haynes International Motor Museum, Sparkford, Somerset  
Ipswich Transport Museum, Ipswich, Suffolk  
London Motor Museum, Hayes, W London  
National Motor Heritage, Beulieu, Hants  
Whitewebbs Museum of Transport, Enfield

## **Club Diary**

11 December – Xmas meal – see advert  
29 February – Annual Awards Dinner

## **Event dates**

### **Key**

(ASMC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and RS Clubmans licence.

(AEMC) – events run by clubs of the Association Eastern Motor Clubs and GBMC is invited to and normally you need a competition licence.

(BRC) – British Rally Championship 2020

## **December**

7 Grizedale Stages  
8 Rally at Knockhill (MNCRC)  
14-15 The Preston Road Rally run by Chelmsford MC  
14 ? E-Prix  
29 Mini Tempest Rally, Rushmoor Area run by Team Tempest  
29 Targa at Stanta, run by SCCoN (AMSC)

## **January**

1 Trial at Seckford Hall, run by Eastern Countries MC (ASMC)  
3 12 car rally run by Boundless by CMSA on 166 map.  
5-17 Dakar Raid, Saudi Arabia  
9-12 Autosport International show, NEC Birmingham  
11 The Historic Rally Car Register Open Day at the British Motor Museum, Gaydon  
18 Brands Hatch Stages, run by Chelmsford MC (AEMC/MN CRC)  
18 Santiago E-Prix  
19 Roger Holmes Car Trial at Harlton, run by Cambridge CC (ASMC)  
23-26 Monte Carlo Rally (WRC)

## February

- 1 Training Day (Theory) at Cambridge (AEMC)
- 2 Cadwell Park Stages, run by Border MC (AEMC/MC CRC)
- 7 12 car rally run by Boundless by CMSA on 166 map
- 8 South Downs Stages at Goodwood, run by Southsea and Bognor Regis (AEMC)
- 8 Cambrian Rally (BRC/BTRDA)
- 9 Trial at Holbecks Park, run by West Suffolk MC (ASMC)(Previous 23<sup>rd</sup> Feb?)
- 9 **The MG & Triumph Spares Day at Stoneleigh Park**
- 13-16 Rally Sweden (WRC)
- 15 **Snetterton Stages, run by AMSC (AEMC/MN CRC)**
- 15 Mexico City E-Prix
- 20-23 **London Classic Car Show at Olympia**
- 21-23 **Race Retro, International Historic Motorsport Show at Stoneleigh Park CV8 2LZ**

## March

- 1 Hong Kong E-Prix
- 1 Anglesey Stages (MN CRC)
- 6 12 car rally run by Boundless by CMSA on 166 map
- 12-15 Rally Mexico (WRC)
- 14 Malcolm Wilson Rally (BTRDA)
- 14-15 West Cork Rally (BRC)
- 14-15 Agbo Stages Rally at Weston Park, run by Owen MC
- 15 Donington Stages, run by Dukeries MC (AEMC/MN CRC)
- 15 Australian GP, Melbourne
- 20-21 North West Stages, (Motorsport UK Asphalt Rally Championship)
- 21 Chinese E-Prix (TBC)
- 21 Training Day (Pratical) at Cambridge (AEMC)
- 20-22 Azores Rally (ERC)
- 22 Bahrain GP, Sakhir
- 22 Trial at Wattisfield, run by West Suffolk MC (ASMC)
- 28 North Wales Stages (British Historic Rally Championship)/(2WD)
- 28-29 Donington Park (National) BTCC race
- 28-29 Members Meeting at Goodwood
- 28-29 New Sprint event by Farnborough DMC (TBA)
- 29 BTRDA RX at Blyton
- 29 Targa at Wethersfield, run by Chelmsford MC (ASMC)

### Free MOTORSPORT on TV

F1 on C4 (only GB GP live), WRC on Red Bull TV on the web (highlights on Spike on Freeview), BTCC on ITV4 (live with support races), British Rally Championship - BRC on C4 (highlights on Saturday mornings the week after), Goodwood events on ITV4 (highlights), Formula E on I-player. Don't forget there are loads of videos on the internet and some live stuff on youtube.

## MUTTERINGS

We are approaching the end of another year, with only a few competitive events left in the local area, Chelmsford MC's Preston Road Rally returns on 14-15<sup>th</sup> December and SCCON's Targa at Stanta is on 29<sup>th</sup> December (plus the Mini Tempest Rally at Rushmoor).

Most of you will no doubt be aware of the rebranding of the MSA to Motorsports UK. The new licencing structure for 2020 has now been released and one of the significant aspects is that in order to compete on any Motorsport UK sanctioned event you must hold a competition licence of the appropriate grade.

This means that whereas in the past it was possible to compete on certain club events with only possession of a Club Card, it will now be necessary to produce a competition licence. However, a '**RS Clubmans**' licence has been introduced which is **FREE!** This licence will enable those who don't hold any other licence to still compete on what are now '**CLUBMAN**' status events without having to pay for a competition licence. Essentially these are all those first level events where a club card used to be sufficient and includes Autotest, Autosolo, Trials, 12 Cars etc. Where these types of event are run at a higher level, which used to be National B, then a higher licence is required as was the case before and these, of course, have a cost.

Therefore, if you previously competed on any club event using only a club card and don't have any other competition licence then you need to apply here <https://rsclubman.motorsportuk.org/> for your free RS Clubman licence to continue doing so in 2020. It is a simple online process; I have just tried it and it seems straightforward to me. This licence also entitles the holder to the member benefits, discounts etc. (see here: [https://www.motorsportuk.org/wp-content/uploads/2019/11/MUK\\_Membership\\_Benefits\\_Flyer\\_R9\\_WEB\\_01-11-19.pdf](https://www.motorsportuk.org/wp-content/uploads/2019/11/MUK_Membership_Benefits_Flyer_R9_WEB_01-11-19.pdf)), that were previously announced for licence holders, officials and marshals.

Events are now graded as **CLUBMAN** (hence the RS Clubman licence), **INTERCLUB** (replaces previous National B), **NATIONAL** (replaces previous National A) and **INTERNATIONAL**. To see what level of licence you need for particular events chart 26 of the 2020 blue book shows this and a copy can be seen on the next page or at <https://www.motorsportuk.org/wp-content/uploads/2019/11/Competitors-Minimum-Acceptable-Licences-2020-1.pdf>.

The licences have all increased in price, apart from the new free RS Clubmans licence with the cost now starting at £99 for non-driver and Interclub (Nat B) licences. National (Nat A) Stage and Race licences are £155, International Rally at £228, International C & D Race at £220, International B Race at £430 and International A Race at £1193.



The permit fees have also increased so that will no doubt lead to an increase in entry fees although from what I can understand from the information I've seen it is a basic £5 across the board, that is a per capita charge as permit fees are mostly charged per competitor.

As an example, Clubman Autotest/Autosolo permit fees will go up to £11.50 per head, Interclub Sprints £27.50, Clubmans Targa £13.25, Single venue Stages £83.35. There is of course a vast array of different costs which can be seen at <https://www.motorsportuk.org/wp-content/uploads/2019/11/2020-Per-Capita-Fees.pdf>.

There are a number of articles on the Motorsport UK web site <https://www.motorsportuk.org/> with lots of FAQ's about all the changes and how they will affect the organisers of events and competitors, here are some of them.

### **What is Motorsport UK trying to achieve with these changes, and why now?**

Above all, we want to inspire and enable more people to participate in our sport in a safe, fair, fun, inclusive and progressive environment.

The investment strategy and restructuring of permits and licences aims to create a sustainable future for our sport and address a number of fundamental risks which are causing a decline in membership numbers, particularly at grass roots level. This includes a lack of investment in grass roots motorsport, to help clubs grow their membership

### **How do the permit changes and new RS Clubman licence benefit the sport?**

The simplified permit and licence structure aims to create a more accessible and easier to understand route into the sport for new competitors.

Permit cost increases cater for enhanced personal accident and public liability insurance, and allow more investment into the grass roots of the sport to help clubs grow their membership and encourage greater participation in motorsport.

The RS Clubman licence will not only allow us to understand who is competing with our insurance – which is a requirement – but it will allow us to engage with grass roots competitors and encourage repeat participation to create a closer relationship with the sport.

The RS Clubman licence will enable all grass roots competitors to benefit from our comprehensive Member Benefits scheme, which can save you hundreds of pounds on motorsport and general motoring costs every year. For more details on our Member Benefits Scheme see the Motorsport UK website.

### **Why are permit costs going up for clubs?**

Over the last 20 years or so Motorsport UK clubs have benefitted from a relatively stable insurance market. For 9 of these years the permit insurance per capita remained static. Unfortunately the motorsport insurance market has now changed and we have had to renegotiate our cover, which accounts for the majority of the change in price. For example, public liability insurance cover for clubs has now been increased to £100million. There has also been an enhancement to personal accident insurance for members.

### **Why has the price increase been a flat fee across all permits?**

Permits are increasing by a flat fee of £5 across all events.

At a grass roots level, this can represent a higher proportionate increase. With the introduction of the free RS Clubman licence – for which many people pay in the existing equivalent licence type – the financial contribution from the competitor will be made via permits, representing a shift to a ‘pay-as-you-play’ system. In general the shift better reflects a fair differential between the various permit tiers

### **What new financial benefits are there for members in 2020?**

We always listen to the feedback we receive from members and look to develop commercial partnerships and benefits that will help everyone in the sport. Thus, in 2020, we are extending member benefits to include reduced cost fuel, reduced cost tyres, free eye tests, discounts at Halfords, reduced insurance premiums and many more money saving deals.

In addition, if you are racing and over 45 you no longer need to have an annual medical until you are 60, thus saving you on average £100 per year.

Your personal accident insurance cover has improved substantially to offer you peace of mind, and everyone in the sport is now covered by a £100m public liability provision.

And if you enjoy track days, then up to five days a year are covered for personal accident insurance included with your licence.

### **Have Motorsport UK members been consulted on this?**

Yes. We’ve done a lot of surveying and gathering feedback from clubs and members over the last year to understand where we should focus our efforts and investments.

The changes are a direct result of the feedback received and everyone’s wish to help ensure a sustainable future for the sport.

### **How do I know what type of permit to get, or which licence is required to enter?**

Chart 26 in the 2020 yearbook outlines the new minimum licence requirement for different types of event – also available, see below.

We will send specific licence information to each member on 18th November telling them what their new licence type(s) will be.



**Do I need to change my event SR's (supplementary regulations) to include the revised eligibility/event types/licence types?**

Yes. You need to update the eligibility section of your event SRs to reflect new minimum licence eligibilities. This will be published in the Yearbook from 1st December and is available on the Motorsport UK website.

**What are the benefits to having an RS Clubman licence?**

RS Clubman licence holders will receive the full member benefits package including reduced cost fuel, reduced cost tyres, free eye tests, discounts at Halfords, reduced insurance premiums and many more money saving deals, (For more information on member benefits see the Motorsport UK website).

Members will receive comprehensive Motorsport UK personal accident insurance for the Motorsport UK permitted events they take part in.

**Will there be more admin at signing on?**

The admin will only differ slightly. There will be a reduced size 2 page RS Clubman application form which includes personal details and a brief medical self-declaration. This can be submitted to Motorsport UK after the event.

Submitting a photo will not be a mandatory requirement for the RS Clubman licence. The licence form can be completed and activated by club officials on the day of the event, if not already fulfilled.

**Do all passengers require a RS Clubman licence? Why?**

Passengers of 18 years old and above will require a licence at Motorsport UK permitted events.

Passengers will not require a licence if an event has a certificate of exemption.

**Will having an RS Clubman licence negate the requirement to be a club member or a member of an invited club?**

No. Competitors and passengers previously using their local club membership card alone will now need the new RS Clubman Licence along with their local club membership card. This only applies to Motorsport UK grass roots events run on a Clubman permit.

The new free RS Clubman licence will include comprehensive personal accident insurance and access to the Motorsport UK member benefits scheme. For more information [click here](#).

**Will the new RS Clubman continue to be a free licence in future?**

Yes. There are no plans to introduce a charge for the RS Clubman licence in the coming years. The principal is that members pay as they play via their permit and so there is no intention to charge for the licence.

**John**

**Chart 26: Competitors Minimum Acceptable Licences**

MOTOR SPORT DISCIPLINE	EVENT STATUS (as defined in Supplementary Regulations)			
	CLUBMAN	INTERCLUB	NATIONAL	INTERNATIONAL
AUTOTESTS	RS Clubman	Any Interclub		
ALL TRIALS	RS Clubman	Any Interclub		
NAVIGATION RALLY	RS Clubman	Any Interclub	Any National	
ROAD RALLY (including Targa, Historic and Endurance)	RS Clubman	Any Interclub	Any National	
SAFARIS, TIME TRIALS, TEAM RECOVERIES, CHALLENGE EVENTS	RS Clubman	Any Interclub	Any National	Cross Country 'R'  or Stage Rally  International 'R'
HILL RALLIES	RS Clubman (5)	Any Interclub	RS National (5)	Cross Country 'R' or Stage Rally International 'R'
CLUBCROSS	RS Clubman			
AUTOCROSS (including MINICROSS)	RS Clubman	Any Interclub		
HILL CLIMBS, SPRINTS		Any Interclub (6)	RS National or Race National (6)	Speed 'R' or Race 'C' International
DRAG RACES		Any Interclub	RS National – drag Endorsement	drag International
RALLYCROSS		Any Interclub	RS National or Race National	Off-Road International 'C' Race International
STAGE RALLIES		RS Interclub (4)	RS National (5)	Rally International 'R'
STAGE RALLIES (HISTORIC)		RS National	RS National	Rally International 'R' or Rally International 'H'
KART ENDURANCE	Kart Clubman (7)			

MOTOR SPORT DISCIPLINE	EVENT STATUS (as defined in Supplementary Regulations)			
	CLUBMAN	INTERCLUB	NATIONAL	INTERNATIONAL
KART TYRO	Kart Clubman (7)			
KART BAMBINO	Kart Clubman bambino (9)			
RACE		Race Interclub	Race National	Race International (10)
RACE HISTORIC		Race Interclub	Race National	Race International (10)
RACE KART (11)		Kart Interclub or Race Interclub	Kart National or Race National	Kart International
RACE TRUCK		Race National – Truck Endorsement	Race National – Truck Endorsement	International Truck 'C'

**NB**

- (1) A higher grade licence is always valid for lower permit events of the same discipline (exceptions see 8 below).
- (2) Race licences are valid for speed events.
- (3) Race<sup>(10)</sup>, RS and RS Stage Rally licences are valid for Rallycross.
- (4) Any Interclub, RS National, Race National, RS Rally National Navigator and any International Licence is valid for Stage Navigator.
- (5) RS Rally National Navigator is valid for Stage Navigator.
- (6) RS National or Race National required for vehicles defined in S7.1 of the Regulations.
- (7) Kart Clubman licence is only valid for Kart Endurance/Kart Tyro events.
- (8) Race National Licences also valid for Long Circuit Kart events.
- (9) A Kart bambino event may accept any competitor until the 31st December in the year of their 8th birthday.
- (10) Weight to power ratios have been imposed by FIA according to licence status. Unless otherwise stated reference to International Race requires a minimum licence status of International 'C' Race.
- (11) for Long Circuit Kart events either the endorsed "valid for Long Circuit" Kart Licence or Race Licence, as specified above, is acceptable.

## Final numbers and dietary requirements by 9<sup>th</sup> February

## CHAMPIONSHIP POINTS - 2019

## Gerry Thurlow Memorial Trophy (formerly the Trent Park Trophy)

[illegible]

<b>Gerry Thurlow Memorial Trophy (formerly the Trent Park Trophy) - continued</b>											
Gavin Pink	50										50
Stuart Parrish	50										50

## **Events**

19/01/2019 – Brands Hatch Stages

16/02/2019 – Snetterton Stages

13/04/2019 – Rallynuts Stages

14/04/2019 – Sevenoaks North Weald Sprint

28/04/2019 – Clacton Stages

11/05/2019 – Plains Rally

12/05/2019 – Hethel Sprint

19/05/2019 – Dimanche Sprint

08/06/2019 – Abingdon Sprint

09/06/2019 – Abingdon Stages

23/06/2019 – Red Kite Stages

13/07/2019 – Nicky Grist Stages

21/07/2019 – Twyford Stages

28/07/2019 – TAMS Packaging Summer North Weald Sprint

08/09/2019 – Stirling Moss North Weald Sprint

08/09/2019 – Wethersfield Stages

04-05/10/2019 – National Wales Rally GB

02/11/2019 – Oulton Park Stages

17/11/2019 – Cadwell Park Stages

Malcolm's race dates aren't included at the moment nor John Ridgen Autocross dates.

## **Chalk Trophy**

1<sup>st</sup> Rob Choules (347), 2<sup>nd</sup> Chris Jones (206), 3<sup>rd</sup> Glenn Picket (136), Ashley Davies (100), Frank Trueman (81), Richard Warne (75), Kevin Hugill (60), Niall Moroney (50), Mark Goddard (43), Gerry Moroney (38) and Chris Blyth (20).



**Single Venue Rally – Driver**

1<sup>st</sup> Ashley Davies (162), 2<sup>nd</sup> Mark Blackmore (110), 3<sup>rd</sup> Aaron Rix (92), Andy Wishart (78), Mark Goddard (77), Richard Warne (73), and Gavin Pink (5).

**Single Venue Rally – Co-Driver**

1<sup>st</sup> Sam Fordham (392), 2<sup>nd</sup> Matt Blackmore (110), 3<sup>rd</sup> Rob Cook (92), Ashley Davies (73), Laszlo Erdos (72), Archie Wishart (5), and Stuart Parrish (5).

**Multi Venue Rally – Driver**

1<sup>st</sup> Martyn Andrews (257), 2<sup>nd</sup> Richard Warne (150), 3<sup>rd</sup> Mark Blackmore (93), Aaron Rix (50) and Ashley Davies (5).

**Multi Venue Rally – Co-Driver**

1<sup>st</sup> Steve Greenhill (337), 2<sup>nd</sup> Chris Deal (150), 3<sup>rd</sup> Preston Ayres (100), Matt Blackmore (93), Rob Cook (50) and Sam Fordham (5)

**Thatcher Trophy**

1<sup>st</sup> John Ridgen (592)

**Jackson Trophy**

1<sup>st</sup> Malcolm Wise (768), Ashley Davies

**Clubmans Trophy**

Ashley Davies

**Marshals Trophy**

1<sup>st</sup> John Davie (270), 2<sup>nd</sup> Chris Deal (70), 3<sup>rd</sup> Peter Thorn (65), Neil Munro (45), Marcus Foreman (40), Graham Frary (25), Malcolm Wise (20), Mel Camp (20), William Dragicevic (20), Richard Warne (20), Brian Wright (15), Loyd Gerken (15) and Pete Wells (15) and John Pilgrim (10).

The list of John's events is too long at the moment to publish. The main ones for others are Snetterton Stages, Clacton Stages our North Weald Sprint, Wethersfield Stages and Mull Rally.

## **2019 BEATSONS BUILDING SUPPLIES MULL RALLY**

Hurricane Lorenzo had caused problems for the Wales Rally GB the previous weekend; it also did its best to disrupt the return of the 2019 Beatsons Building Supplies Mull Rally following a gap of two years of not running while the Scottish government approved the new road closure for motorsport act. As soon as the act was passed in the Scottish parliament in April 2019, the Mull Car Club wasted no time getting their rally route into the various government departments and Motorsport UK in record time for approval, re-using the 2016 route to save time, and to be run on the weekend of 11 – 13<sup>th</sup> October. The club were also celebrating the rally's 50<sup>th</sup> anniversary of the Mull Rally too.

When the entries for the rally opened in early August, the club's website crashed with the number of entries coming in! With 150 entries finally accepted with 25 reserves, there was an eclectic entry with many top drivers from Scotland, Wales, England and Ireland for the first closed-road stage rally in Scotland following the passing of the road closure for motorsport act in Scotland.

The usual team of Stort Valley AC/Green Belt MC members made their way to the island of Mull on the North West Scottish Hebrides. Graham Frary was to be our stage commander, Neil Munro, deputy SC ably assisted by his wife Chrissy, Peter Wells and his partner Di traveling all the way up from their home in Italy, Peter Thorn and I were both doing radio duties, and after an absence of ten years or more on Mull, a welcome return to John Davie, he was to be our stage safety officer. We were also joined by Chris Warden who's lived on the island for many years; he was to help with the finish control of our stages.

Neither Pete T nor I had a vehicle large or reliable enough to travel 500 miles carrying all our luggage, food, marshals and radio kit to Scotland, so we opted to hire a suitable vehicle. Because "our" hire car, a Skoda estate, had been damaged by the previous hirer, we were upgraded to a seven-seater Vauxhall Combo! It was a bit over the top for just two of us, but we had plenty of room in the back for all of our clobber!

We left Stevenage at silly o'clock Thursday morning and, after avoiding the usual indicator-less BMW, Audi and Mercs, and HGV's racing each other up hills on dual-carriageways, we refuelled the car at the Oban Tesco and arrived at the town's ferry docks just as the 16:00hrs ferry was leaving! The journey up to Glasgow had been dry and sunny, but as we got to Loch Lomond it rained! It was to be a fore taste of the weekend ahead!

We boarded the 18:00hrs ferry and after disembarking at Craignure on Mull we made our way to our cottage near Salen just after 19:00hrs. Later, Graham and JD arrived at the cottage for a coffee and a chat after they'd been to the Stage Commanders meeting at the nearby Glen Forsa hotel.

Friday morning we woke up to, yes you've guessed it, more rain, typical Mull weather! After breakfast, we made our way to the marshals signing-on at the islands rugby clubhouse near Craignure. It was, as usual, disorganised! We waited in the queue at the marshals signing-on desk to be told we had to go to the radio crew signing-on desk, which was empty! We waited around, with other radio crews, for over an hour, and talking to the deputy chief marshal, we all signed on with the marshals, and we left to join up with the rest of the SVAC team who were setting up our stage. We later found out that the radio coordinator was not arriving on the island until 19:00hrs Friday evening and her deputy was on the shakedown stage! Not a good idea when you've got forty or so radio crews wanting to sign-on and collect equipment!

Luckily the rain was easing off by the time Pete and I found the SVAC team on the Tobermory to Devaig road. We helped tape off the spectator no-go areas and taped up gates and entrances to houses etc. along the stage route. When we finished setting up the stage, we made our way to the oldest public house on Mull, The Belachroy Hotel, in Devaig. It was heaving with bodies! So, as it looked unlikely that we would be able to find an empty table and order a hot meal, Pete T and I decided we would go to the hotel in Salen for a meal. We purchased some milk and bread from the nearby Spar shop, and returned back to the cottage for some dry warm clothing instead.

After making some sandwiches and refilling our flasks, we returned to Tobermory for the start of our 6.77 mile stage, SS1 Mishnish Lochs. As Pete T was doing radio in-stage, he left me with my radio kit to be set up in Graham's car, with JD's aerial mast at the stage start. With JD's help with the mast, I quickly established coms with Rally Control. Time-keeper Ian soon arrived with the rally clocks, followed by a plethora of various set-up and course cars, and with JD, our Stage Safety Officer, all went into our stage! 000 and 00 cars went in on time and a Ford Anglia 105E WRC (Well-Run-Car!) rolled up to our start line, this was to be our Zero car for the weekend!

It was now dark, and when Rally Control gave the go-ahead for the Zero car to start our stage, the Anglia WRC switched on its launch control, and with no fuss, was gone! It completed our stage just two minutes shy of the fastest time on the stage! Amazing what a 60 year old car can do, admittedly with very little left of the original Anglia!

Car one, a Ford Escort Mk2 and driven by John MacCrone, a Mull local and winner of the last Mull rally in 2016, arrived at our start line and waited for his due time, 19:09hrs, to start the first stage of the 2019 Beatsons Building Supplies Mull Rally!

MacCrone took a time of 7min 55secs to complete our stage, but his time was beaten by car two, another Mull local and twice Mull rally winner, Paul MacKinnon, in a hired Ford Fiesta R5, with a time of 7min 27secs! Car three was another multi Mull rally winner, and this year's favourite to win the rally, Devaig resident Calum Duffy in another Escort Mk2, he finished our stage on a time of 7min 48secs!

To break up the Blue Oval entries, car four was a BMW Mini John Cooper Works WRC driven by Englishman Daniel Harper; he completed our stage with a very competitive time of 7min 31secs, leaving him in second place after our stage!

Out of a full entry of 150 cars, we only lost two cars due to mechanical problems, but we had quite a few stop for punctures or some running repairs, despite some occasional heavy rain with strong winds too. But, you have to feel sorry for one competitor, James MacGillivray and his co-driver daughter Kerrie; they had a road traffic accident on the way from their home in Salen to Tobermory for the rally start! They were airlifted to Glasgow hospital and happily both are recovering from their injuries; we wish them a speedy recovery.

Our stage finished 21:40hrs and the road-opening car, a very large red Dodge Ram pick-up truck filling up the width of the road so no one could get past him, went in to our stage opening the road again to the public. I dismantled the aerial mast very quickly as it had started to rain again, and I waited for Peter T to pick me up to return to our cottage for a well-earned warm drink and to bed! During the night we could just hear the unmistakable noise of rally car engines in the far distance!

We woke up early Saturday morning and looked out the window, oh dear, it's still raining!!! Any more and I'm sure the island would float away! After breakfast and a quick shower, we returned to Tobermory for a re-run of our Friday night stage. This time, we were to run our stage twice, SS8 and 11, in daylight starting at 30 second start intervals. Peter T went in-stage this time to a different location for his radio duties, and I set up the aerial mast and connected my radio again to Graham's car.

While we were waiting for the first of the course cars to arrive, we had a chat with one of the rescue crews. During the night, on SS5, a car had gone off at Dervaig and while the spectators were helping to recover the car, a spectator fell into the river, face down! Fearing the worst people jumped in to the river to rescue the spectator while the crew activated the on-board SportTraxx device. Within 30 seconds a rescue vehicle was on site administering medical help. Thankfully, after an overnight stay in the local hospital, the spectator was released, a bit shaken but with no lasting health issues.

Talking of the SportTraxx device, it's a GPS device that's installed in all course and stage rally cars, and it allows Rally Control to track the cars anywhere on stages, and the island too! If the crew stops for any reason, they can activate a button if they require help. But, inevitably there are some blind spots at some points of the stage due to high mountains and thick forests.

There were further ways of tracking cars through the stage. At the stage start, I would radio into Rally Control a batch of numbers starting the stage, Rally Control would repeat the numbers for those not hearing me and during the stage any numbers missing or out of sequence are radioed in.

It's also backed up by the previous car number being entered onto the competitor's time cards, similar to the old "Bingo" tickets we previously used!

Time-keeper Ian arrived with our clocks and was soon followed by more set-up and course cars! 000 and 00 cars were despatched into the stage and the Anglia WRC arrived. I had time to have a quick chat with the car's driver Allan MacKay; it had a Ford Duratec engine, sequential six speed 'box with a rear axle from an Escort Mk2! With launch control, it was off like a scalded cat! It sounded nice too.

Sadly, car one of John MacCrone had retired during the night stages, so the first car, car two of Paul MacKinnon, arrived at the start line. MacKinnon was sent into the stage on time and finished with another quick time, 7min 06secs, 21 seconds faster than last night! The second car in was car four, the Mini JCW WRC of Dan Harper, and he also improved his earlier time, again by 21 seconds, taking a time of 7min 10secs! Third to enter our stage was third placed Calum Duffy, but he had two spins and a suspected puncture on our stage and tumbled down the leader board, it was not helped by the atrocious weather! Fourth into our stage was David Bogie in his Escort Mk2! He completed our stage in 7mins 23secs taking over third place from Duffy.

118 cars entered our stage, and 117 exited safely, the only retirement, car 158 had gone off into a ditch! As soon as the last car had left our stage, the first of the course cars arrived to start our next stage, SS11. As is usual on the Mull rally, the spectators at Dervaig were - shall we say - enjoying their selves a bit too much! Before the first of the zero cars could go in, the spectator safety car was sent in followed by the local constabulary to assist their colleagues! Without any further delays, the first car arrived at the start line.

On their second visit to our stage in daylight, MacKinnon again stopped the clocks with a quicker time of 6min 54secs, with Harper in the Mini JCW WRC just two seconds slower! The next quickest was Bogie twenty seconds slower than Harper but ten faster than Duffy, who was clawing his way back up to sixth overall after his spins on our earlier stage! After 111 cars had entered our stage, and only losing one car due to broken transmission, the huge red Dodge Ram pickup road-opening car quickly re-opened the road, and after dismantling the aerial mast, Pete T and I returned back to the cottage for a well-earned hot meal.

Our last stage of the weekend was to be SS17 Glen Aros/Achnadrish, 15.3 miles; this was the road from the Glen Aros road junction close to our cottage, via Dervaig, and then the reverse of our previous three stages back to Tobermory, first car starting at 00:53hrs Sunday morning! After erecting the aerial mast and making contact with Rally Control, Pete T went in-stage to his new radio position at the forest crossroads.

After the assortment of set-up and course cars followed by 000 and 00 entered our stage for the last time, the Zero car waited patiently to be sent in on his due time. MacKinnon, first car in stopped the clocks with a time of 14min 41secs, with Harper finishing 55secs quicker! MacKinnon, with enough time in hand, slowed down on the last stage, to ensure of taking first place on the rally. Harper finished second behind MacKinnon, with Bogie third and Duffy eventually finishing fourth, after climbing back up the leader board following his earlier problems in the afternoon stages.

Despite the rain, we only had two cars not finish our last stage, but you had to feel for the crew of car 85, a Honda Civic, which ran out of fuel at our start line! The car was quickly pushed back from the start line and with a strong smell of petrol; the driver quickly found the fuel line had come away from the fuel tank! With time running out a repair couldn't be completed before OTL! The road-opening car soon arrived at 02:30hrs, to open the roads to the public, we quickly dismantled the stage start and Pete T and I were soon back to the cottage for bed!

On Sunday, the awards were presented with the winning cars being led by a bag piper through Tobermory town centre. During the celebrations, after opening 17 stages, the Zero car Ford Anglia WRC broke its rear axle while performing some donuts, to everyone's amusement! Out of 150 cars starting, 90 finished the rally.

1 <sup>st</sup> Paul MacKinnon/Paul Beaton Ford Fiesta R5	2hrs 17mins 51secs
2 <sup>nd</sup> Dan Harper/Chris Campbell BMW Mini JCW WRC	2hrs 19mins 32secs
3 <sup>rd</sup> David Bogie/John Rowan Ford Escort Mk2	2hrs 25mins 32secs
4 <sup>th</sup> Calum Duffy/Iain Duffy Ford Escort Mk2	2hrs 29mins 01secs

Everyone seemed to enjoy the return of the rally to the island of Mull, and especially celebrating its 50<sup>th</sup> anniversary.

The journey home Monday was uneventful apart from more torrential rain! My only disappointment from the whole weekend, because of the atrocious weather we didn't see any wildlife, eagles, seals etc. just bedraggled sheep and cows! Thanks Hurricane Lorenzo!!! But to compensate, the autumnal colours of the trees made up for it!

Why not join us in 2020 for probably The Best Rally in the World!

Loyd Gerken



## Oulton Park Rally – report

GBMC members Sam Fordham, Mark & Matthew Blackmore and Ashley Davies were competing on the first round of the MSN Circuit Rally Championship. Quick round up as follows Sam Fordham was the highest placed member having an eventful day with his pilot Steve Finch in his Fiesta R5/R5 car, first stage they had a few spins and touched the barrier. As the day went on they got faster and were putting in top ten stage times climbing up from 52nd overall to finish 12th.

Next up was Ashley Davies in his Peugeot 205 GTI he was praying for the rain to even the playing field and his prayers came right for them, he had a novice navigator Freddy Hewitt alongside and did a great job all Day. They had an electrical issue on SS2 and pulled over onto the grass fixed the car but then got stuck on the soft wet grass. 4 Marshals and driver and co-driver eventually got the car back on but collected a stage max! Most of the other times were top 25 stage times and finished 34th overall and 9th in class. Without the stage max could have been 16th 2nd in class.

Onto the Blackmore brothers who also had issues early on in the day with throttle sticking wide open and some other problems which they sorted for the later stages, they were then posting top 40 times and closing back down on a class podium but for the gearbox to cry enough on the final short stage about half way round.

Davies and Hewitt were happy to have beat Finch and Fordham on two of the days stages!

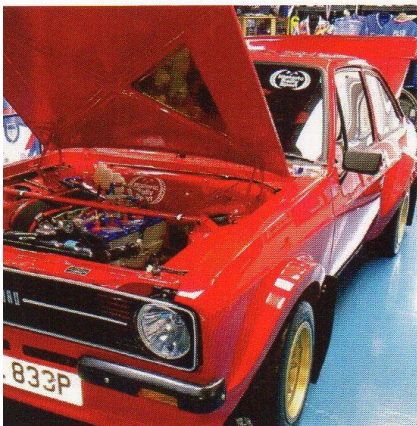
Davies and Sam Fordham are reunited for the next round at Cadwell Park.





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The copy date for the next issue is **27<sup>th</sup> December 2019**.

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