

# WAYFARER MAGAZINE



50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club



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NEWS

**Revolutionary new coaching qualification available from June**



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GENERAL NEWS

**Spectator safety drive yields new rally requirements**



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GENERAL NEWS

**Hamilton voices support for MSA road safety project**



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GENERAL NEWS

**Race 'n' Respect begins Bambino roll-out**

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# WAYFARER

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

April / May 2015

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**Front cover:**

Top: Malcom Wise & Bottom: Richard Warne

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

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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

Well somehow we are already half way through the year already! This year seems to be going faster then ever.

With the motorsprt season well underway I hope you are all having a good year so far. There isn't any club points yet as we are changing the way we produce them to make poor Richards life a little bit easier. By the time the next mag will be out we should be ready to reveal them!

Since the last edition me and Mel have been busy competing in the AEMC sprint championship. We have been back to North Weald twice and to Debden once.

The first time back to North Weald was a race wet and windy affair. Even by North Weald standards it was windy! It was quite nice that is was wet actually as it means we become more competitive in our class against some of the more expensive cars... We came away with a 1st and 2nd both beating the rather rapid mini (who managed to crash his car into a gate post).

On the second return to North Weald was for our annual sprint. The weather this time was much nicer to us with no rain and only a slight breeze. It was still cold though!

The event went very smoothly and we again came away with another class 1st

and 2nd but this time there were only the two of us in the class!

After a gap of a month for us we ventured over to Debden for the first sprint of the year there. With some resurfacing work that had been completed over the winter we had a new track layout to use.

I have to say it was a brilliant track. Unfortunately for me I might have tried pinching too much time through a corner resulting in me hitting a grass bank getting airborne and landing in a rather deep "ditch". But we got the car back together for the timed runs (thanks to Dave Ward). This time we managed a 3rd and a 5th against some utterly silly cars. I did manage to finally beat the Lenham Le Mans of Terry Brown and got closer to the Alpine and Mini then I had done before.

Well that's about it from me this edition. One last thing is as you may of noticed the frequency of the mags has been getting further apart. This is down to spare time to be able to put the mag together and get it printed. If anyone is able and willing to help out drop me an email! I'll be waiting!

Until next time, happy (and safe) racing.

*Oliver Camp*

### Club Nights

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

## GBMC Events 2015

**Beaulieu Visit - Saturday 13th June 2015**  
Annual BBQ and Concours d'Elegance - Wednesday 1st July 2015  
Debden Targa Rally - 5th September 2015



### Competition Calendar 2015

Date	Event	Club	Venue/Start	Format
06.06.15	CAR-nival Sprint	Sutton & Cheam MC	RAF Abingdon	Tarmac
07.06.15	CAR-nival Stages	Sutton & Cheam MC	RAF Abingdon	Tarmac
28.06.15	Flying Fortress Stages	Dukeries MC	Grafton Underwood	
19.07.15	Woodbridge Sprint	West Essex CC	Woodbridge	Tarmac
02.08.15	Lotus Hethel Sprint	Borough 19 MC	Hethel	Tarmac
08.08.15	The John Clarke Sprint	BARC	Curboroug	Tarmac
08.08.15	Syd Taylor Barley Mow Autocross	SMC & FDMC	Meonstoke	Grass



## Secretary's AGM Report

### GREEN BELT MOTOR CLUB

### 2015 ANNUAL GENERAL MEETING

### SECRETARY'S REPORT

Welcome to the 50th AGM of the Green Belt Motor Club. 2014 was an average year, but the numbers of members taking part in motorsport events was down, plus those helping were down. If the trend continues we will think hard whether we can run events safely.

As always to help me compile this report every year I have one single source of data – the Wayfarer magazine. Without it, in whatever form, we would have no record of what the Club has organised, nor how well its members have done – thanks in 2014 again go to Ollie Camp.

We ended 2014 with a membership of 104, 111 in 2013.

Our Dinner & Awards presentation evening took place on 22nd February at The White Horse Hotel, Hertfordingbury, near Hertford. 69 members and guests had an enjoyable evening with the raffle raising over £180 for club funds.

The AGM was on 16th April is reported elsewhere.

April 20th saw us at North Weald for our annual Sprint. We again joined

forces with Harrow CC in order to boost entries and get more helpers. The result was 57 entries and a decent number of marshals. The event was sponsored by Steve Tammadge of TAMS Packaging. The event was won by Tony Beesley.

On 11th May we joined forces with Middlesex County AC to run the Middlewick Stages at Woodbridge. We had 42 entries with an accident where a competitor had to go to hospital.

On Sunday 29th June we had the 50th anniversary celebrations at the Squadron at North Weald with around 130 people from GBMC, South Herts, Orchard MC and Stort Valley AC.

On Sunday 27th July we run a Sprint with Wickford AC at Debden airfield with 59 entries and won by Tony Beesley.

On 30th August we run a Targa event at Debden with Wickford AC with 42 entries.

Sunday 21st September, we were back at North Weald to assist Harrow CC with their Sprint with 62 competitors. With Tony Beesley winning in his Jedi again.

The last weekend of September, saw us organising an Autocross with Wickford AC at Anthony Ashwell's farm near Much Hadham. We only had 24 entries.

The Club had a stand at the GoMotorsport East show at Snetterton.

The final event for the year was the Xmas Meal at the King and Tinker, which saw around 34 members attending.

Club members also found the time to marshal on a few events.

The only Treasure Hunt was organised by Robert Taylor and Doug Williams on 5th October. Entry numbers were on the low side but the event was won by Brian Aldridge, Ian Davies and myself.

Throughout the year the Club has had its name mentioned in many local

newspapers along with numerous Club competitors all thanks to our long serving Press Officer, Robert Taylor. Your other committee members for the year were once again Malcolm Wise as Chairman, Gerry Thurlow as President, Ed Davies as Treasurer/maintainer of the Web site, Richard Warne as Comp Sec, and Melanie Stiles as Social Secretary and Ollie Camp who found time to get married.

*Chris Deal, 15th April 2015*

## Car Spares Cheshunt now have in stock EBC Brake Pads & Sport Discs .

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## Social Secretary's Report

Since the last magazine, GBMC has been rather busy with a rally and a sprint which will no doubt be reported on elsewhere, plus our AGM and a quiz against our friends at the CSMA. The minutes for the AGM will also be elsewhere in the magazine.

Firstly, on to the quiz which took place on Wednesday 8th April held at the Holiday Inn in Watford and hosted by North East London. The teams were as follows:-

### GBMC TEAM 1

Malcolm Wise  
Alan Goodrick  
Desmond Meldrum  
Melanie Camp

### GBMC TEAM 2

Robert Taylor  
Christine Matthews  
Felicity Brown  
Paul Jeeves

### CSMA NEL

John Foster  
Ron Barnett  
Bernard Ward  
Charlie Hind

### CSMA NWL

Alan Robbins  
Dave Robbins  
Mike Biss  
Lee Cracker

I am delighted to say that after some close fought battles, GBMC 2 were victorious once again. The scores were as follows:-

### ROUND 1

GBMC1 - 9 v NWL - 14

### ROUND 2

GBMC2 - 18 v NEL - 18

### THIRD PLACE PLAY OFF

GBMC1 - 24 v NWL 19

### GRAND FINAL

GBMC2 - 25 v NEL 23

Congratulations to both teams, particularly GBMC2.

I believe it is our turn to host the next battle which will probably be at a similar time next year. If you wish to help write some questions, please let me know.

The committee have proposed the return of the annual BBQ and Concours d'Elegance to the Two Brewers having incorporated this event in to the anniversary celebrations last year. I am, however, still trying to sort out the finer details. The proposed date is Wednesday 1st July. I am aware that time is of the essence and that we will not have another magazine between now and then. I will send out the info by email if the event does take place. If you are not on email, please contact me or another committee member nearer the time and we will be able to provide you with the relevant information.

We do have a confirmed booking with Beaulieu for Saturday 13th June. It is short notice but hopefully those of you with access to the World Wide Web should have received the info by email. Please find an advert below for further info.

If you want any further info regarding any GBMC events, please do not hesitate to get in contact.

*Melanie Camp*

## Beaulieu Visit 13th June 2015

GBMC visit to Beaulieu

Saturday 13th June 2015

Admission (approximate depending on numbers)

Adult £14.50  
Senior £13.00  
13-17 years £9.30  
5-12 years £7.80

Price is approximate depending on numbers. The more people, the cheaper it will be per person!

Admission includes entry to the National Motor Museum, Palace House and Gardens inc Mill Pond Walk, Abbey inc exhibition of Monastic Life, Veteran Buys, Monorail and Wheels Ride, "Secret Army/SOE" and World of Top Gear. Open 10am till 6pm.

Meet at 11am.

Beaulieu, New Forest, Hampshire SO42 7ZN

Free parking

To book your place, please contact Melanie Camp on 07748952005 or [turkeystile@hotmail.com](mailto:turkeystile@hotmail.com)

Dependant on a minimum group of 15 people. If we do not get 15 people, I will have to cancel the visit.

Please let me know by Sunday 6th June if you wish to attend.

Why not make a weekend of it? The next day is the National Mini Cooper day at Beaulieu in the field adjacent to the Museum and grounds. The Concours it's run by GBMC members John and Sarah White! My Grandad and Mum have been running the Concours for about the last 30 years. Come along and see more proper Mini's in one area than ever before (and some BMW interlopers)!

*Melanie Camp*

## Annual General Meeting Minutes

GREEN BELT MOTOR CLUB

ANNUAL GENERAL MEETING

WEDNESDAY 15TH APRIL 2015

AT THE TWO BREWERS,  
NORTHAW

The meeting was chaired by Daniel Chalk (DC). The meeting was opened at 21.08, with 18 members in attendance.

Apologies for absence were received from Sarah & John White, Malcolm Wise, Gerry Thurlow and Dave Ward.

### 1. Minutes of the previous meeting.

Last year's minutes had previously been published in the Wayfarer magazine, however DC read them out. The minutes were proposed by Ollie Camp (OC) and seconded by Geoff Jackson (GJ). There were no objections.

### 2. Matters arising.

Robert Taylor (RT) said the petition to save Brighton Speedway was successful. GJ asked if the committee discussed having a speed trial at North Weald. Richard Warne (RW) said no, it would need resurfacing first.

### 3. Secretary's Report.

Melanie Camp (MC) read a report prepared by Chris Deal (CD). This was proposed by Ian Davies (ID), seconded

by RT. There were no questions but GJ commented that the number of entries on events was good and commended the committee for joining forces with other clubs.

### 4. Treasurer's Report.

Ed Davies (ED) reported a surplus of £570 but not here to make a profit. A few hundred pounds were spent on Anniversary event so surplus good. There was a surplus on motorsport events thanks to co promotions. Accounts yet to be audited due to Doug Williams car breaking down. Error on Profit and Loss – £10 negative item on dinner – should be on outgoings. If further changes – ED will publish on website with password. OC commented the new printer should be under fixed assets. ED advised year started with £9315.21 and ended £10,751.05. GJ asked how much the anniversary cost – income £1928 and outgoings £2771. The committee did a great job organising. Proposed CD, seconded by RW.

### 5. Question Time

DC invited questions from those who were present.

RW – we have a future predicament that our events need organisers and helpers. Need younger help and need new Clerks of the Course for sprint and rallies. MC asked how – by training events and seminars. GJ asked for

an appeal to go on website and in Wayfarer – MC to do.

DC asked if the Go Motorsport event at Snetterton attracted any new members – no.

CD said we need marshals at Woodbridge 10/5 and North Weald 26/4. If we don't, events won't run.

DC asked if we will run rally at Snetterton again? RW – no, it's too expensive - £12k plus for venue alone – need 70 cars. John Davie (JD) advised East Anglia events do not get high numbers of competitors.

OC advised he needs help with Wayfarer. MC asked for guest editorials.

### 6. Election of Officials

Vacant post – marshals coordinator – not filled.

ID proposed election of committee en bloc. Seconded by David Hughes (DH). There were no objections.

### 7. Any Other Business

DC then asked if there was any other business.

MC advised a proposed date of 1/7 for BBQ and Concours d'Elegance at the Two Brewers. Details discussed with the pub this evening – details to be forwarded to MC. Also, proposed visit to Beaulieu on 13/6.

There were no further questions.

### 8. Date of next meeting

This would probably be in April 2016, the exact date will be published in the Wayfarer in 2015.

The meeting was closed at 21.49.

## Scrutineering Bay

Have you looked at your competition car since its last event? No? Well don't leave it until a few days before your first event! It's amazing how fast time will go! I've just done ten, or more, events so far this year and we have had to "bounce" several cars for silly stupid faults that should have been sorted during the winter break! Pull-cords, lights, belts, seats, crash helmets etc.

Hopefully, your competition car was stored in a garage, but I'm sure some cars are left outside in all weathers; some might get the luxury of a tarpaulin cover! Firstly, give it a thorough good wash! I hate scrutineering cars that have mud and dirt from a previous event caked on the car, it shows you don't care for your car, and we scrutineers will look more closely for those niggling items...and we don't like getting dirty too! Remove the previous events numbers, decals, and any old scrutineering stickers, and don't forget to apply the new numbers for your next event.

Get that mud off the underside; it might be hiding something horrible! It makes the job far easier for checking the body shell for corrosion, cracks or even holes! If you can, get the car on a ramp, look all around the underside. Check the brake pipes for corrosion, leaks and cracks in flexi pipes, leaking brakes etc. Check the fuel pipes (if not inside the car), under floor fuel tank if fitted, all suspension ball joints, bushes, links and chassis rails for damage or corrosion etc. Ensure all lock-nuts are tightened up.

While under the car check the exhaust system. Check the joints, locating straps and brackets holding the system to the underside. If it's a re-packable type, re-pack with suitable packing. If your exhaust is noisy and fails noise testing, you don't want to be sorting out the system before you can compete!

Also, check for any loose or missing nuts or bolts, especially if your roll-cage is a "bolt-in" type. Check your seat mountings are secure, along with your safety harness fixing bolts. Have they got the correct size plates to spread the loading in the unlikely event of having an accident? If you have any under body protection guards, ensure they are securely attached to the car.

Now you've finished looking under the car, look in the engine bay. Any oil leaks? You might want to change the oil. Does the oil breather tank comply with the relevant regulations to your chosen discipline? Unless it's equipped with a closed loop oil breathing system, a catch tank of at least a one litre capacity is to be incorporated into the oil breathing system...page 321 R.48.3.1 for stage rallies, for sprints page 339 S.10.3.5, or page 282 Q.19.9.2 to 19.9.4 inclusive for race circuit cars, of the 2015 MSA "Blue Book".

Do you have external throttle return springs fitted to the throttle butterfly mechanism? Page 150 J.5.4.2 explains what is required.

Sounds obvious but make sure your brakes are serviced, master cylinders reservoirs not leaking and adequate for

the performance of the vehicle, page 150 J.5.6.1! Also, check the steering rack/joints are correctly tightened to the manufacturers torque settings. We had a car at a race meeting recently which had a serious accident where one of the steering ball-joints broke! The driver had just replaced some steering components before his race but failed to "torque them up correctly"!

Any holes in the bulkheads? Page 148 J.5.2.2 should explain why. A tip for you. In a darkened garage/workshop, get another person with a torch to shine from the inside of the vehicle, and look for any visible holes/splits/cracks/missing grommets!

Moving to the inside of the car, check the driver's and co-driver's seats are securely mounted in the car, clean and not damaged and "in date" (a stage rally requirement, page 322 R.48.10.6), but if you intend to go circuit racing, check your championship regulations. Some are now requiring cars to have homologated seats fitted! While checking your seats, look at your safety harnesses. Are they in good condition? Does the release buckle work correctly? Are they "in date", homologated and correct for your type of competition?

Next, look at the fire extinguishers. Do they need servicing? If your workplace is getting their extinguishers serviced, ask if they can service your competition cars extinguishers. If it is an electronic triggering system, is the battery OK? Have you checked the trigger buttons work? On most makes of system, if

you move the switch on the systems control box to the centre position, you can press the buttons to see if there's continuity between the buttons and the fire extinguisher without setting off the extinguisher...assuming you've wired it correctly! If it's a pull-cord type, check the cables move freely, and the handle is not broken. A little tip here, if you can, screw the cable clamp about 1/2"-15mm on the cable away from the handle, giving the cable a bit of slack. The reason is if the cable is a bit stiff, you can at least pull on the pull-cord to free it off (hopefully you have lubricated the cable) and the marshal, if they have to activate the fire extinguisher, the cable is moving before it pulls on the bottles handle, hoping you've remembered to remove the pin in the handle before you start competing of course! And make sure it's correctly labelled!

We move onto the car's electric system. Where's the battery installed? Page 152 J.5.14.1 and 2 explains in detail. Make sure the battery Earth cable to the battery is marked with yellow, page 152 J.5.14.5, and cover ALL battery, starter solenoid terminals and any exposed electrical contacts are covered. Does the cut out switch work? Pull-cord slack, lubricated, handle not broken, and labelled correctly!!! We had a car into the bay recently and the scrutineer asked the driver to operate the engine kill-switch, and set the fire extinguisher off instead because the labels were incorrectly applied! That's why we scruts ask **YOU** to pull, push, turn, twist, and cut anything on the car!!!

You've finished checking the car over, well done! Now have a look at the vehicles paperwork. Does it need the Road Fund Tax renewing? MOT, if applicable? Insurance, is it up to date? Some events may not need tax or insurance if not driven on the public highway (single-venue stages but check the events regulations), but it may be a good idea to insure the car for accident damage! The chassis or body shell to repair or replace can be very expensive.

Does the car require a Competition Car Log Book? All stage rallies, rallycross and some sprint cars need a CCLB. Is the photo of the car correct? Have you re-sprayed it a new colour from original? You only need to change the photo in the CCLB if the main predominate colour has changed. So, you don't need a new photo if you've got a new sponsor (congratulations), if their colours are for example, blue and red on white, and the car was originally white! But if the car was green, and your sponsors are red and white, you'll need a new photo of the car because the main colour will have changed!

Now we'll start on you...and your co-driver! PLEASE, PLEASE, PLEASE!!! Can you wash your overalls!!! If I have to pull them out of your kit bag and they smell from the sweat from your last event, I will be reaching for the sick bag!!!

Are your overalls "fit for purpose"? What do I mean by that statement? For several years Proban overalls were prohibited for stage rallies, sprints and circuit racing (OK for autocross

strangely!), but I still get them presented to me occasionally! Let's confirm what you can use! Nomex suits to FIA 1986 Standard, or better still FIA 8856-2000 are good for stage rallies and sprints. For circuit racing, FIA 8856-2000 is the required standard. You can see the full list on page 168 K.9.1.1 – 9.1.4. So far we have NOT been told if the suits standards are to be changed.

Flame retardant gloves to ISO 6940 have been mandatory for sprints and circuit racing, but advisable for stage rallies. Page 174 K.14.3 (a – f) explains all. For circuit racing, drivers are required to wear flame retardant boots, again to ISO6940.

Now we come to crash helmets! Snell standard SA2000 were discontinued 1st January 2015 for ALL MSA permit events! We have been told that the Snell SA2005 will not be valid after 31st December 2018, page 170 K.10.3.1. When looking for a replacement crash helmet, look for the latest Snell standard SA2010 or SAH2010, with HANS attachment posts if possible. Snell SA2015 will hopefully be available later this year. Speaking of HANS devices, it is now mandatory to use one if you are competing in a single seater race car manufactured after 1st January 2000, and from 1st January 2016, will be mandatory for ALL race cars, except period defined vehicles! Don't be surprised if the wearing of a HANS device is required for stage rallies in the near future!!! Nothing has been said yet, but a question has been raised at the Rallies Committee!

When choosing a HANS device, get the correct one! A HANS device for a saloon car is not compatible for a single seater! And make sure you know how to use it!!! A number of race drivers have been stopped from racing because the shoulder pads were on top of the harness shoulder straps, not under!!!

I hope you find the above information useful, if you want to ask questions;

### Robert's Racing Roundup

For the 2015 motor racing season Club Chairman Malcolm Wise has decided to return, once again, to racing his turbocharged Ford Escort Cosworth in his old happy hunting ground of the Motorsport News Saloon Car Championship. This follows his venture, last year, into the ill starred Ford Racing Series which totally expired, because of a chronic lack of entries, halfway through the 2014 season.

He is also continuing to race his ageing Ford Sapphire Cosworth in the BMW dominated SVG Motorsport Pre 93 Touring Car Championship.

His results from the opening races in both of these championships were quite encouraging. In the Sapphire he was third overall in his first race and ninth in the second one, after having dropped out of third place due to spin. He won his class in both of these events.

In the Escort, he retired from his first race with engine problems and non-started in the second event. However he then went on to notch up a pair

do not hesitate to ask me, or any scrutineer in the Blue Book. We ALL want you to go out there to compete, but to do it safely.

*Lloyd Gerken*  
*MSA National Scrutineer*

07778 403403

or

lpgerken@googlemail.com

of finishes in close second places in rounds three and four of the MN series.

\* \* \* \* \*

During the winter absolutely nothing was done to Malcolm's 24 year old Sapphire Cosworth. Before last season started its engine had been rebuilt and it had subsequently produced 330 bhp in dynamometer tests. Consequently it was decided that it would be best to follow the old adage "If it ain't broke, don't fix it".

The car and its year old refurbished engine performed well during the practice session for his first race in Pre 93 Touring Car Championship. This event was held on Silverstone's 1.6 mile long National Circuit.

Malcolm's best lap time of 1 min 9.5 sec (84.9 mph), put him in seventh position on the starting grid – which was more or less what he had been expecting.



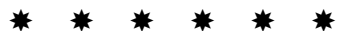
Ahead of him were a pair BMW M3s, plus two Ford Escorts, a Ford Capri and the Jaguar XJS of Andrew Harrison. Only the Jag and Nic Strong's Capri were in the same class as Malcolm.



From the fourth row of the 27 car grid Malcolm made a good start to the 15 minute race. By the end of the first lap he had improved from his grid position of seventh to fifth and during the second time round he overtook Stephen Primett's Ford Escort to claim fourth spot.

Three laps later, Andrew Harrison's Jaguar retired from third place, which promoted our man into that position. This was where he finished, over half a minute behind the BMW M3s of Ray West and Roger Stanford. They were less than half a second apart in the race winner and runner up positions respectively.

So Malcolm's thought about this finish were that a podium and a class win, on his Sapphire's first outing this year, were not at all bad results.



In the second race, which was shown live by Motors TV, viewers were able to see Malcolm's car make a good start from third place on the grid. However they were also able see him spin on the very wet track at the Becketts Corner when attempting to take the lead.

There were two reasons for this spin. The first was that his car was fitted with a set of newish wet weather tyres.

Unfortunately Malcolm was confident that these would give him a lot more grip than actually turned out to be the case.

Secondly it was simply a case of Malcolm applying a little bit too much throttle as he rounded this right hand hairpin.

The spin dropped him to 21st and last place and he then spent the rest of the 15 minute race carving his way back up the field to ninth place – which was still good enough for him to win his class.

His comment, after the race, was "It was very treacherous conditions and my car – with the sort of torque that it gives – is very tricky to drive in the wet".



The major change that was made to Malcolm's Ford Escort Cosworth during the winter was the fitting of a new (to him) Quaife six speed gearbox.

His first two races in the Motorsport News Saloon Car Championship in this car were at the 1.2 mile long Brands Hatch Indy circuit.

Not long after the start of the practice session for the first of these races, whilst Malcolm was still getting the hang of using this new gearbox, it started to rain heavily. This meant that he only completed a few laps because his car's electrically heated windscreen could not keep up with the amount of condensation that formed on it.

"I could not see a thing and there was no way that I was going to be batting

down the pits straight at 160 mph when I could not see where I was going" was the very good reason that Malcolm gave for only completing five laps in this practice session.

The fastest of these (his first flying lap actually) was timed at 1min 3.5 sec (68.4 mph). This was seventh fastest and it was 2.7 sec slower than the pole position time that was (inevitably) set by Rod Birley in his World Rally Championship specification Ford Escort.



The rolling start to the 15 minute race went well for Malcolm because he had moved up into third place as the 22 car field rounded the first corner – Paddock Hill Bend.

Unfortunately this good placing did not last for very long because, as he completed the first lap, Malcolm noticed that the car's low oil pressure warning light had come on.

Wishing to avoid any serious damage to his Escort's very expensive turbocharged engine he pulled into the pits to retire at the end of the second lap.

There was not time to conduct a major engine strip down to establish exactly what had gone wrong before the second race. Consequently Malcolm was a non starter for the second event race in this 16 race championship - which was due to be held at this same race meeting.



When this engine strip down was performed it was found that the problem was not too serious. A small plug had fallen out allowing the engine oil to be in the wrong place. This was quickly rectified, and a new oil pump fitted for good measure, in time for the next pair of Motorsport News Saloon Car Championship races, which were also at Brands Hatch.

The wet practice session for the first of these two races did not go as well as Malcolm had hoped because "My wet tyres are really well over their sell by date so I've really got to put myself out and get some fresh wet tyres. Consequently that's why I only qualified fifth. The grip with the old wets on the car is just not what it should be".

Malcolm's best lap time of 59.5 sec (73.6 5mph) was just over three seconds slower than pole position man Rick May. He was driving a Ford Escort Cosworth that is very similar to Malcolm's car but, crucially, it was fitted with a brand new set of Michelin wet weather racing tyres.

A further problem was that the power steering on Malcolm's Escort had failed. He and this crew had a frantic time locating and then fitting a new pipe for this system in time for the race start.



The rolling start to the 15 minute race went well for Malcolm who held fifth place until there a bit of a coming together amongst the leading cars, at the left hand Graham Hill Bend, on the

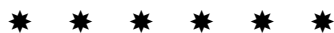
first lap. Malcolm managed to avoid all of mayhem and led the race, with Rod Birley's Escort WRC hot on his tail, at the end of the first lap.

"I thought to myself 'I'm not going to try to hold him off. I'll be better sticking behind, letting my tyres get a bit warmer and seeing if I could pick him off later in the race'",

is what Malcolm later told me was going through his mind at that time.

Birley pounced as they started the third lap and slipped past our man as their Escorts approached Paddock Hill Bend at well over 150 mph.

Unfortunately Malcolm's plan to re-pass Birley later in race did not actually work because a suitable opportunity just did not present itself. So he had to stay behind Birley but nevertheless managed to cross the finish a mere 0.8 sec behind his arch rival.



Race two was a similar story with Birley's Escort just leading Malcolm's similar car. The safety car intervened for several laps, whilst an accident at Paddock Hill Bend involving the Holden Commodore of Alex Sidwell was cleared up, and then Birley

managed to pull out a bit of lead over our man.

During the last few laps Malcolm became aware of front end handling problems with his car. These subsequently turned out to be caused by one of his front tyres, which was deteriorating badly. So he eased off, very slightly, but still managed to stay ahead of Gavin Thompson's Peugeot 205 which was just over a second behind him in third place.

*Robert Taylor*

## The President Speaks

This is the speech given by Club President Gerry Thurlow to the Annual Dinner and Awards Presentation evening at the White Horse Hotel, Hertingfordbury on Saturday 21st February 2015.

Ladies and gentlemen, members of the Green Belt Motor Club, on behalf of the committee I welcome you to the Club's 49th Annual Dinner and Awards Presentation.

I'd especially like to welcome Steve and Eve Tammage whose company, Tams Packaging, sponsors our April sprint meeting at North Weald. This year they also sponsored the 50th anniversary gifts that every member received.

I'd also like to welcome our vice presidents Geoff Jackson and Dan Chalk.

The past year saw the club celebrate the 50th year of its formation. This celebration was held on Sunday 29th June at The Squadron at North Weald Airfield.

Over one hundred members, past and present, convened to take part in this event – and very successful it turned out to be. It was pity that the weather was not much better. Meeting up with members I had not seen for many years was very pleasant, but trying to remember their names was hard work.

Well, what has the club been doing during the past year?

We ran three co-promoted sprint meetings, two autocrosses, and one special stages rally.

On the social side we entered a team in the Harrow Car Club's indoor kart racing event - and won it. In an inter-club quiz night with CSMA our B team were the winners!

We supported the St Mary's Motor Show at Bishops Stortford and the MSA Motor Sport Live event at Snetterton.

To close the year we had our Christmas Dinner at The King and Tinker in Enfield, on Wednesday 17th December.

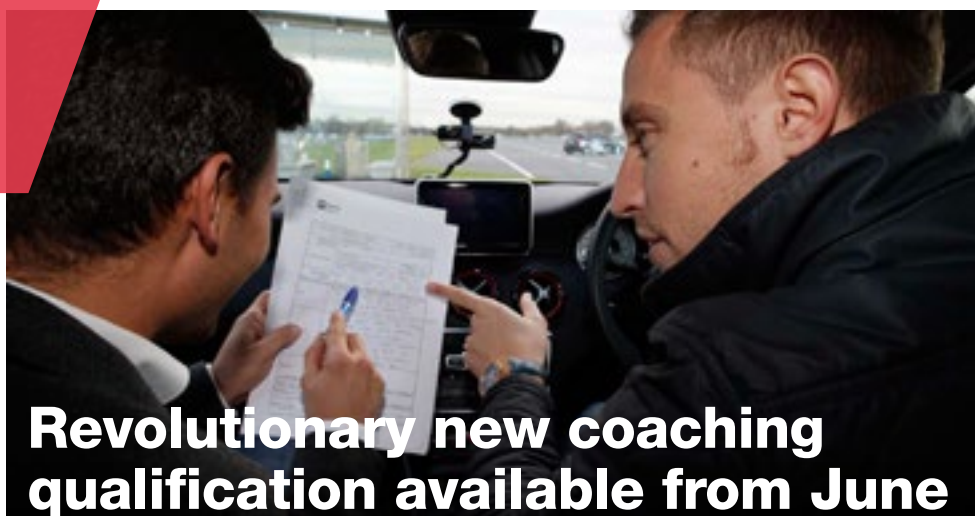
As I have said in the past, all of the club's events, which I have mentioned, do not just happen. So we must thank all of those members who gave up their time to organise and run them.

Our thanks must also go to the committee. Malcolm Wise - chairman, Richard Warne - competitions secretary, Chris Deal – hon. secretary and AEMC sprint secretary, Ed Davies - treasurer, Robert Taylor - press officer, Melanie Camp - social secretary and Ollie Camp - magazine editor.

Ollie and Melanie even found time to get wed in the past year – so congratulations to them.

This is a good club, dedicated to the promotion of motor sport, and we look forward to another successful year.

Transcribed and edited by  
*Robert Taylor*



## Revolutionary new coaching qualification available from June

In a pioneering development that will bring motor sport in line with other major sports, the MSA's new accredited coaching qualification is now being rolled out, with courses available from June and the booking website live.

The MSA Level 2 Certificate in Coaching Motorsport in both Participation and Performance has been over three years in the making and is designed to set the standard for coaching in motor sport. It was first piloted successfully in December 2013, when the first 10 Level 2 motor sport coaches qualified successfully. The accreditation is listed on the Qualifications and Credit Framework, which sits within OFQUAL – a non-ministerial government department that regulates qualifications, exams and tests. The awarding body is 1st4Sport, which works with the governing bodies of many other sports including football, gymnastics, rugby and tennis.

The governing body is also finalising an Introduction to Coaching Motor Sport Award, which will precede the L2 accreditation to create a coaching pathway.

MSA Performance Director Robert Reid has been involved in the project from the start. "This is about raising standards across the board and instilling a coaching ethos throughout the sport," he said. "It's about having a recognised coaching structure, which will help to ensure that those being coached – whether competition school customers or career drivers – get the best possible coaching appropriate to their needs."

Pat Blakeney, chairman of the Association of Racing Drivers Schools (ARDS), said: "There's a big difference between coaches and instructors but for anyone wanting to take coaching seriously this will be an essential tool for them to have in their toolbox."

Calum Lockie, a professional racing driver, coach and chairman of the Association of Track Day Organisers, added: "Anyone who wants to call themselves a 'coach' should – and possibly must – do this course."

The two-day course costs £599+VAT and the basic criteria are that – prior to registration – candidates must:

- Have a relevant background
- Hold a full valid UK driving licence
- Be at least 17 years of age (18 at certification)
- Complete the Introduction to Coaching Motor Sport Award\*
- Be able to communicate effectively in English

Initially the L2 course will be delivered at Mercedes-Benz World at Brooklands in Surrey. However it will become available at further venues nationwide in due course. The MSA's delivery partner is SDSA and online booking can be made via the following link: [www.sdsa.eu/msa-coaching-course-booking](http://www.sdsa.eu/msa-coaching-course-booking).

\*Yet to be launched. Until then, recognised ARDS (Grade B or above), BARS (Grade A or above), ARKS (Grade A or above) or AHASS Instructors will be granted 'grandfather rights' plus a special discounted course fee of £499+VAT.



## Spectator safety drive yields new rally requirements

The MSA project to enhance spectator safety in rallying reached a major milestone with the publication of the 2015 Multi-Venue Stage Rally Safety Requirements, which set a clear template for how events must be run from 1 June this year.

The new document represents a further result of the MSA's commitment to implementing the recommendations of the Motorsport Event Safety Review (MESR) established by the Scottish Government following the 2014 Jim Clark Rally.

The requirements cover many safety-related topics, including roles and responsibilities, risk management, marshals' training, communication and much more. They are available on the MSA website via the following link:

[2015 Multi-Venue Stage Rally Safety Requirements](#)

Rob Jones, MSA Chief Executive, said: "This is an important, comprehensive and detailed piece of work that seeks to set the safety standards for all multi-venue stage rallies in the UK. We are pleased to have had positive feedback from a number of event organisers following their recent publication; some have requested clarification of certain details but are already close to full compliance and willing to adapt as necessary.

"This is a major milestone in the journey stage rallying is taking to ensure its future. It will be updated later this year for the 2016 season and beyond, with additional guidance toward the content and standardisation of safety manuals, stage set-up diagrams and more."

In total the MESR presented 29 recommendations, which the MSA has committed to implementing in a staged

manner over the next two years. These recommendations are outlined [here](#).

It is inevitable that there will be cost implications for organising clubs committing to the new safety requirements. Lord Rooker, Chairman of the British Motor Sports Training Trust (BMSTT), has asked the MSA to remind clubs that the BMSTT was established to provide grant aid funding for safety and training initiatives. Any MSA club wishing to consider making an application for grant aid support should contact Allan Dean-Lewis at Motor Sports House on [allan.dean-lewis@msauk.org](mailto:allan.dean-lewis@msauk.org). Similarly Dean-Lewis is the point of contact for applications to the MSA Club Development Fund, which may also be of assistance.

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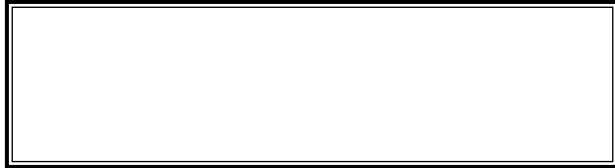
## Classified Ads

### 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	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.

## 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

The madam opened the brothel door in Portsea and saw a rather dignified, well-dressed, good-looking man in his late forties or early fifties.

“May I help you sir?” she asked.

The man replied, “I want to see Valerie.”

“Sir, Valerie is one of our most expensive ladies.

Perhaps you would prefer someone else” , said the madam.

He replied, “No, I must see Valerie.”

Just then, Valerie appeared and announced to the man she charged £5000 a visit.

Without hesitation, the man pulled out five thousand pounds and gave it to Valerie, and they went upstairs.

After an hour, the man calmly left.

The next night, the man appeared again, once more demanding to see Valerie.

Valerie explained that no one had ever come back two nights in a row as she was too expensive.

“There are no discounts. The price is still £5000.”

Again, the man pulled out the money, gave it to Valerie , and they went upstairs.

After an hour, he left.

The following night the man was there yet again.

Everyone was astounded that he had come for a third consecutive night, but he paid Valerie and they went upstairs.

After their session, Valerie said to the man,

“No one has ever been with me three nights in a row.

Where are you from?”

The man replied, “ Cosham .”

“Really,” she said. “I have family in Cosham .”

“I know.” the man said. “Your sister died, and I am her attorney.

She asked me to give you your £15,000 inheritance.”

The moral of this story is that three things in life are certain:

1. Death
2. Taxes; and
3. Being screwed by a lawyer!

## Green Belt Motor Club Committee Members 2015

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Vice Presidents: Dan Chalk, Geoff Jackson, Tony Strong

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Apply within (or let one of the committee know. We won't bite)!

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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  
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The final copy date for next month's issue is: 21st June 2015

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