



WAYFARER FEBRUARY/MARCH 2019

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
FEBRUARY/MARCH 2019

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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.

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Front cover: Mark & Matt Blackmore on way to 1st in class at the Snetterton Stages

Editorial/Comp Sec News

It's that's time of the year to celebrate successes of last year, that is the Annual Awards Dinner. As I'm printing the magazine before the Dinner the report will be in the next issue, but there is a list of the award winners, which includes those chosen by the committee. One main change for the awards from 2019 onwards is that the Trent Park Trophy will be known as the Gerry Thurlow Memorial Trophy in honour of Gerry. As the Club's championship rules haven't been updated/printed for a few years there's a set with the magazine and on the Club's website next month. We have championships for Stage Rallies (both multi use and single venue types), Autotest/AutoSOLOs, Sprints, Autocrosses, Racing, Road Rallying (including Targas) and Marshalling. Plus special awards decided by the committee.

The Snetterton Stage Rally was the first major event for Anglia Motor Sport Club in 2019 and Green Belt MC was there by helping to run two sectors, Richard Warne running the 100 circuit part and John Davie running the splits/merges and start/finish by the pits. This year's event was on a Saturday, the logic was that there will be a less of a chance of a track day of testing on the Friday, so we had more daylight to do the setting up. This was the plan and it worked. Around 40 people assembled for the briefing at 10.30 in the Tyrells restaurant and we were soon setting up. In fact the set up was finished by sunset, in time for a ready evening meal. A couple of GBMC entries had problems on the Friday evening – Mark Goddard had a broken extinguisher switch and Andy Wishart's car wasn't running properly, which was cured by changing the spark plugs plus on the Saturday Sam was hunting for a spill kit. In the end everyone had a good rally and the rally finished at 16.15 and the clear up was finished by 17.30, a record.

Remember the AGM on 10th April at Old Owens and we need more members to run the Club as part of the committee.

Chris Deal

MOTORSPORT on TV

F1 on C4 (only GB GP live), WRC on Red Bull TV on the web, 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 the red button.

NOTICE OF THE 2019 ANNUAL GENERAL MEETING



Notice is hereby given that the 2019 Annual General Meeting of the Green Belt Motor Club is to be held at the
Old Owens Sports & Social Club,
Coopers Lane, Potters Bar, Herts., EN6 4NF
on Wednesday 10th April 2019, commencing at 21:00

The business of the meeting shall be:

1. Welcome and (approval of register of meeting attendees eligible to vote), proxies and apologies for absence.
2. Approval of the minutes of last year's Annual General Meeting.
3. Business arising from those minutes, if any.
4. Secretary's report of the Club's past twelve months activities.
5. Treasurer's report including financial statements.
6. Question time.
7. Election of officers to the Club's committee.
8. Election of the President
9. Announcement of election results.
10. Ballot on any motions/resolutions put on notice.
11. Re-appointment of the Club examiner.

Presentation of 2018 awards not given out at the Annual Awards Dinner

Refreshments may be served at the conclusion of the meeting so please plan to stay for a short while after the meeting finishes.

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, Beauleu, Hants
Whitewebbs Museum of Transport, Enfield

Club Diary

10 April – GBMC AGM, at Old Owens, 21.00
19 June – GBMC BBQ, at Old Owens
28 July – TAMS Packaging North Weald Summer Sprint

Event dates

Key

(ASMC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and without a licence.

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

March

- 1 **Next Stage Workshop run by the London Irish MC**
- 1 12 car rally run by Boundless by CMSA on 166 map
- 3 Donington Stages, run by Dukeries MC (AEMC)
- 7-10 Rally Mexico (WRC)
- 9 Malcolm Wilson Rally (BTRDA)
- 10 Formula E race in Hong Kong
- 10 Tour of Epynt, tarmac rally (Motorsport UK Asphalt Rally Championship)
- 16 Agbo Stages Rally
- 16-17 West Cork Rally (BRC)
- 17 Australian GP, Melbourne
- 17 Trial at Wattisfield, run by West Suffolk MC (ASMC)
- 21-23 Azores Rally (ERC)
- 23 Formula E race in Sanya, China
- 24 British RX at Silverstone
- 28-31 Tour to Corse (WRC)
- 30 North Wales Stages (MSA British Historic Rally Championship)/(2WD)
- 31 Bahrain GP, Sakhir
- 31 Targa at Wethersfield, run by Chelmsford MC (ASMC)

April

- 5 12 car rally run by Boundless by CMSA on 166 map
- 6-7 Members Meeting at Goodwood
- 6-7 Brands Hatch (Indy) BTCC race
- 7 Cadwell Park Stages, run by Border MC (AEMC)
- 7 Abingdon Sprint, run by Sutton & Cheam MC (AEMC)
- 13 Rallynuts Stages (BTRDA)
- 13 Formula E race in Rome, Italy
- 14 Chinese GP, Shanghai
- 14 North Weald Sprint, run by Sevenoaks & DMC (AEMC)
- 14 Cambridge Classic runs by Cambridge CC, starting and finishing at Duxford
- 14 AutoSolo at Debden, run by West Suffolk MC (ASMC)
- 14 Trial at Ivinghoe Aston, run by Falcon MC (ASMC)
- 20 Goodwood Sprint, run by Bognor Regis MC
- 20-21 Autocross at Wilmington, run by Torbay MC
- 22 British RX at Lydden
- 25-28 Rally Argentina (WRC)
- 27 Pirelli International (BRC)/(MSA British Historic Rally Championship)/(2WD)
- 27 Formula E race in Paris, France
- 27-28 Donington Park (National) BTCC race
- 28 Azerbaijan GP, Baku
- 28 Tendring & Clacton Stages, run by Chelmsford MC (AEMC)

May

- 2-4 Canaries Rally (ERC)
- 9-12 Rally Chile (WRC)
- 10-11 Manx National Rally (Motorsport UK Asphalt Rally Championship)
- 11 Plains Rally (BTRDA)
- 11 Goodwood Sprint, run by Brighton & Hove MC
- 11 Formula E race in Monte Carlo, Monaco
- 11-12 Autocross at Sugworthy, run by North Devon MC
- 12 Spanish GP, Barcelona
- 12 Debden Sprint, run by Herts County (AEMC)
- 18-19 Thruxton BTCC race
- 19 Wethersfield Targa, run by Kings Lynn & DMC (ASMC)
- 19 Rushmoor Sprint, run by Farnborough & DMC
- 24-26 Rally Latvia (ERC)
- 25-26 Silverstone World Rallycross
- 25 Formula E race in Berlin, Germany
- 26 Monaco GP, Monte Carlo
- 26 Hethel Sprint, run by Herts County (AEMC)
- 26-27 **Motorsport at the Palace, Crystal Palace**
- 30-2 Rally Portugal (WRC)

SCRUTINEERING BAY FEBRUARY 2019

This is my first Scrutineering Bay article for 2019; I hope it's not too late to wish you and your family a happy, and safe, New Year!

2018 was, for me, a busy year for motorsport with 26 race meetings, two sprints for our club and Harrow CC, the last stage rally at Rockingham, and not forgetting marshalling on the Mull Targa and Rally Time Trial in Scotland, a total of 62 days of motorsport! I even had time to take my Ford Escort RS Mexico to the Knebworth Classic Car Show! Looking at my diary for 2019 it looks like I'll be just as busy!

Again, this year I've got the Donington Historic Festival, a number of British GT with BRDC F3 race meetings at Snetterton, Silverstone and Brands Hatch, Mini, Lotus, Italian, Deutsche and USA Speed Festivals at Brands including the DTM, Blancpain at Silverstone, and various club race meetings too.

Following our Scrutineer's Seminar in Cambridge (same day as the AEMC marshals training day, apologies for not joining you!), we were reminded that when checking competition cars safety harness shoulder straps, the silver foil label should be on the left shoulder strap, not the right, as I found on most cars on last year's Rockingham stages rally! The purpose is for conforming to the FIA homologation of the safety harnesses. I have asked Haemorrhoid House to put the instruction in the Blue Book for next year, it's missing, again!

While we're on the subject of safety harnesses, if your shoulder straps are of 2" or 50mm width, they must be used with a FHR HANS device only! These belts usually have "For HANS use only" embroidered on them.

Don't forget, if your safety harnesses are to the FIA standard 8853-2016, and are six-point mounting with 2" or 50mm shoulder straps, for Motorsport UK up to National permit events, you may use them up to five years beyond their expiry date, they had passed a more stringent test when being FIA homologated. Sorry, if you've got belts to FIA standard 8853/98 and 8854/98 standards, they have not had their life extended, and must be replaced after their expiry date!

For stage rally cars only, competition seats to the FIA standard 8855-1999 may be used for up to two years beyond the original homologation label's expiry date. But seats to the newer FIA standard 8862-2009 have already had their life extended in the FIA homologation testing process, and may not be used after 31st December of the year stated on the label. Interestingly, for race cars, seats are not required to be FIA homologated, unless it's stated in their relevant championship regulations!

At our seminar, we were shown a couple of examples of competition seats that had been crash tested, most had failed because their mountings had distorted or broke! When checking your seats, or installing new seats, please make sure you follow the manufacturer's installation instructions, do not be tempted to modify the seats, and especially the seat mounts. When mounting the seats, use large "penny" washers under the heads of the bolts, it helps spread the loads if you're unlucky to be involved in an incident. The crash test examples were frightening to see!

A reminder that embroidery on flame-retardant race suits must be sewn on the outer layer only, the same goes for the stitching-on of badges too. If not, the thread must be flame-retardant – as must the backing of the badge itself. My advice is if you are lucky to get some sponsorship and you order a new race suit with their name and logos on, ensure you get the race suit supplier to provide written evidence the thread is flame-retardant, and keep it in your kit-bag for proof when asked! I did see a scrutineer a few years ago, with a lighter, try to test the thread for flame-retardant! I kid you not!!!

We are seeing more crash helmets that have been "wrapped", which is not acceptable. Vehicle wrapping is commonplace now, and the reason for not accepting it on helmets is simply that it can easily cover up cracking and other damage. The same applies to helmets where a decal has been randomly applied.

Below is an extract from our latest Scrutineer's Bulletin:

Dual Standard Helmets.

It is becoming increasingly common for a crash helmet to have dual standards, commonly this would be both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2004 and Snell SA2005 standards. Where a helmet is approved to more than one standard, then as long as a minimum of one of those standards is currently valid then the helmet is acceptable.

Although the Snell SA2005 standard expired at the end of 2018, the FIA 8860-2004 standard remains valid until the end of 2020, therefore such a helmet remains until the end of 2020.

If you're not sure if your crash helmet is dual standard, and it has the orange foil label to the Snell SA2005 standard, look inside for a silver/white foil FIA label to the FIA 8860-2004 standard, it's normally next to the Snell label. Do not get confused with the silver foil label attached at the rear outside of the helmet, which was the FIA standard for the FHR HANS attachment bolts only! Hopefully Motorsport House will circulate a bulletin to everyone, but if you get a scrut "bouncing" your Snell SA2005 crash helmet, and its dual standard, advise him/her to read the February 2019 bulletin, no 159, for clarification before they remove the blue MSA/Motorsport UK label.

I see in the motoring comics there's been a victory towards the controversial Vnuk issue – for now! For those not familiar with Vnuk, a Slovakian farm worker was badly injured by a collision with the farm's tractor, and he put in an insurance claim following the accident. The claim went as far as the European Court, where it was discovered that the EU's badly worded Motor Insurance Directive had not been implemented by most EU member countries.

If the Directive had been correctly followed, it would have meant every vehicle regardless if it was driven on private or public land, the vehicle would have needed to carry comprehensive liability insurance cover, and the cost would have been very expensive! In short, any competition car, single seater or otherwise, that had an "on-track/circuit" incident, it would be regarded as a Road Traffic Accident and accordingly investigated by the police! Can you imagine scenario if Max and Seb had clashed at Monza, Spa or Silverstone? The GP would have to be stopped so the police could investigate!!! I know, it's stupid, but it could happen!

Following consultation with all the major insurance companies, the FIA in Paris, Motorsport UK and all the other ASN's in the EU, UK MEP Daniel Dalton, a member of the Internal Market and Consumer Protection sub-committee, and whose father is a marshal and motorsport enthusiast, put forward an amendment to exclude motorsport from Vnuk; the amendment has successfully passed through the first stages – just, the vote was very close! It now needs to go through for the full EU parliament to vote, and rarely does the EU Parliament go against the proposals from their sub-committees, but, if the vote goes against, it would include the UK, even with Brexit!!! By the time this article is printed, we will know if the Vnuk has been excluded from motorsport.

That's it from me for another month, I'm off to the London ExCeL Classic Car Show, and I'm looking forward to getting my fill of classic and unusual cars!

If you have any scrutineering questions, my contact details are listed on the Motorsport UK website, I still can't get use to not saying MSA, and they don't like the abbreviation to MUK!!!

Loyd Gerken

**Send in your action photos for the magazine
and any news stories or your results**



Mark Goddard/Laszlo Edros



Sam Fordham co-driving Steve Finch to 4th overall



Andy Wishart/Ashley Davies



Aaron Rix/Rob Cook

Welcome to the 2019 Jelf Motorsport.com Stage Rally Championship.

Once again we are promoting a single pan-regional championship covering the Eastern and SouthEastern regions which is promoted by the Association of Eastern Motor Clubs and the Association of South Eastern Motor Clubs and supported by Jelf Motorsport.com.

Jelf Insurance Partnership is represented by a familiar face on the local motorsports scene, Jaz Bareham, who runs the motorsports insurance division which offers club liability and equipment, road event cover and insurance for individuals' motorsports requirements. Jelf has been running a 'stick to win' competition during the year and this will continue into 2019 – photos of cars on events displaying Jelf stickers will be put into a draw to win a year's free insurance.

For 2019 we have a few changes, notably the inclusion of the only closed road stage rally in England, the Corbeau Seats Rally Tendring and Clacton, and the November Bovington stages replacing Rockingham, which is no longer a motorsports venue. There will be ten rounds in the championship, with seven to count, placing a premium on consistency throughout the year but giving more flexibility for crews based across the wider geography of the championship.

Registration can be done online at the AEMC website – <https://aemc.org.uk/StageRally>, or by the more traditional methods of posting or giving a form to the championship co-ordinators at the first few events of the year.

Congratulations to the 2018 winning crew Dale & Andrew Lawson, who had the championship sown up by the end of the summer in their Class A Rover. Roland Brown and Terry Luckings were second overall whilst Vince Sillett and Stuart Moore finished third driver and co-driver.

Class winners were:

A – Suze & Matt Endean

B – Bradley & Simon Howlett

C – Gary Mason & John Matthews

D – Geoffrey Martin & Rhiannon Davies

E – William Moore & Peter Pears

Good luck to all stage rally competitors in 2019!

Paul Barrett (AEMC) & David Town (ASEMC) - Championship Co-ordinators

The championship will be contested over 10 rounds (7 scores to count) as follows:

19th January – MGJ Engineering Brands Hatch Stages, 9th February - Sherrards

Resourcing Southdowns Stages 16th February – Snetterton Stages, 7th April – Alan

Healy Memorial Stages, 27/28th April – Corbeau Seats Rally Tendring and Clacton, 9th

June - Abingdon Carnival Stages, 16th June - Flying Fortress Stages, 8th September –

Wethersfield Stages, 13th October – Dukeries Rally, 17th November – Challenger

Stages. All details are on the AEMC website.

ROBERT'S RACING ROUND UP

GBMC Chairman Malcolm Wise rounded off his 2018 racing season in the Burton Power Blue Oval Saloon Series (BOSS) by driving his blue and white Ford Sapphire Cosworth to finishes in first or second place in his class, in all four of the final races in the series.

In fact, during the entire seven month long season, he actually finished in first or second place in his class in all 12 of the 16 events in which he took the chequered flag.

His season long points score put him in second place in Class A2, which is for 2WD turbocharged cars. In this class he was runner up to Piers Grange in his Ford Escort MkII – who was also the overall champion. Malcolm was also placed fourth in the overall championship.

The first pair of these races in which Malcolm competed in his Ford Sapphire Cosworth, were run at Donington's National Circuit in Leicestershire.

These events were combined races for BOSS cars and Classic Thunder Saloons. – The latter category's cars, which were generally much quicker, constituted 19 of the 27 entries for this race. It was therefore no surprise the Malcolm's 550bhp Sapphire Cosworth, which was not handling at all well, was rather out of its depth.

He recorded only the 19th overall fastest practice time and – more significantly – he was only fourth quickest in the BOSS class. His best practice time for time for the undulating 1.9 mile long circuit was 1min 23.4sec (85.4mph). This was a very disappointing 3.5 second slower than the fastest BOSS car – Piers Grange's 2.3 litre Ford Escort MkII.

In the 15 minute first race Malcolm managed to overtake just one of his BOSS rivals (Dan McKay in his Ford Fiesta RS 1600) and benefited from the retirement of another

one (Neil Argrave in his Ford Escort Mk2). He also overtook one car in the Classic Thunder Saloons section (Peter Halliford in his Ford Mustang) as well as moving up the overall race order due to several retirements amongst the front running cars.

He eventually finished in second place in the BOSS section of the race – albeit a lap behind BOSS section winner Piers Grange, but first in his class within the BOSS section of the race.

Malcolm started the second race from the seventh of the 14 rows of the grid but half way through this event he had a big spin.

This mishap dropped him down to the tail end of the field and he eventually took the chequered flag as the 19th of the 20 finishers.

As luck would have it the only other car to finish the race behind Malcolm (Keith Harding's 3 litre Ford Capri) was not only in the BOSS section of the race but also in the same class as him.

So, Malcolm's rather dismal race result gained him a class win!

The last pair of BOSS and Classic Thunder Saloons races was at Brand Hatch on the same day as Malcom was also competing in a pair of BARC Modified Saloon Car Championships races in his Ford Escort Cosworth. This meant that he spent a lot of his day tearing around the Brands Hatch venue like the proverbial blue a***d fly.

In practice Malcolm was still having trouble with his Ford Sapphire Cosworth's rear suspension. This was adversely affecting the car's handling and not giving it enough traction.

His best lap time of 55.8sec (77.9 mph) was only 13th fastest overall, but third in the BOSS section and second in class within that section.

During the first 15 minute race Malcolm's Ford Sapphire Cosworth was passed by fellow BOSS competitor Alan Eason in his Ford Fiesta XR2. This demoted him from third to fourth place in that section of the race.

Both Easton and our man, who finished eight seconds apart in 11th and 12th places overall, were lapped by the first three Classic Thunder Saloon cars. Once again Malcolm was placed second in his class within the BOSS section of the race.



The second race was held immediately after the second BARC Modified Saloon Car Championship race in which Malcolm had also competed. This meant that he had to make a hurried transfer between his Escort Cosworth and his Sapphire Cosworth in the service road between the pits and the paddock.

It also meant that he had been forced to decide whether to use wet or dry weather tyres on the Sapphire about an hour before the race started. As it had been raining earlier in day, he guessed that the track would still be wet for this race and chose to put wet weather tyres on his car.

He made a good start to the race and was initially dicing with Classic Thunder Saloon front runner Lisa Cox in her very rapid Seat Leon. But this was not to last because the wet track surface rapidly dried out and most of the 16 car field, who were all using dry weather tyres, went past him.

Malcolm was placed a dispiriting 13th out of 14 finishers at the end of this race.

But all was not lost because the only car behind him was Keith Harding in his Ford Capri. Harding was not only in the BOSS section of the race, but he and Malcolm were also the only competitors in their class. So, Malcolm - rather to his surprise - was once again was the winner of his BOSS class!

ROBERT TAYLOR



2018 Award Winners

Trent Park Trophy

1st – Malcolm Wise

2nd – John Ridgen

3rd – Rob Choules

Single Venue Stages Driver

1st – Richard Warne

2nd – Mark Blackmore

3rd – Andy Wishart

1st overall Trophy shared between Driver and Co-Driver, donated by R. Warne

Single Venue Stages Co-Driver

1st – Chris Deal

2nd – Matt Blackmore

3rd – Archie Wishart

Multi Venue Stages Driver

1st – Aaron Rix

2nd – Niall Moroney

3rd – Mark Blackmore

Multi Venue Stages Co-Driver (donated by M. Wise)

1st – Rob Cook

2nd – Preston Ayres

3rd – Matt Blackmore

Thatcher Trophy (Autocross)

1st – John Rigden

2nd – John O’Sullivan

Chalk Trophy (Sprint)

1st – Rob Choules

2nd – Mick Davis

3rd – Chris Jones

Bowyer Trophy Driver

Not awarded

Bowyer Trophy Navigator

Not awarded

Clubwomans Trophy

Not awarded

Clubmans Trophy

1st – Mark Goddard

2nd – Ashley Davies

3rd – John Ridgen

Warner Celnik Memorial Trophy

1st – Mel Camp/Chris Hooks/Dave & Nicola Ward

Lucy Jane Tammadge – L Gerken

Ross McNeil Trophy – R. Warne

**Enthusiast Trophy – A. Davies/
M. Goddard**

Greta Taylor Memorial Trophy

1st – Malcolm Wise/Ian Bennett

Jackson Trophy – M. Wise

Marshals Trophy – J. Davie

Bangham Trophy – Not awarded

Smee Trophy – C. Deal

Glover Trophy (GBMC events)

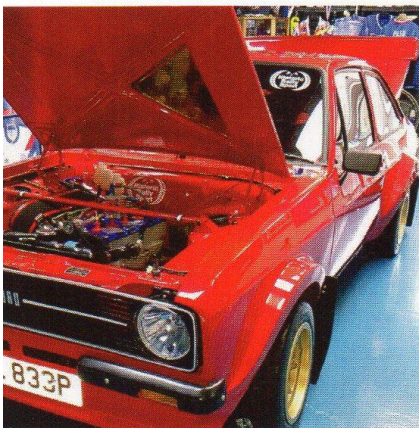
1st – Chris Jones

2nd – Rob Choules

3rd – Mark Goddard

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Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

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