



WAYFARER JANUARY 2018

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
January 2018

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

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Front cover: Richard Warne on Wales Rally GB (Brian Deegan)

Editorial/Comp Sec news

We start with sad news that Shawn Rayner and Steve Dear died as the results of an accident on the Loco2 Stages on Friday 29th December 2017. The rally was held on Bramley Camp near Basingstoke and organised by Sutton & Cheam MC. Our thoughts go to all involved.

It is time to renew your Membership; you will find a renewal form in the centre of the magazine. Please can ALL members send back a form as there is a change to the Data regs. If you are not sure whether you have paid for 2018 check with the Secretary, David Hughes.

Hopefully the final set of Championship points are in this magazine. They will be used for the annual awards. I also need to collect the awards from last year ready for engraving.

The Awards Dinner will be on Saturday 3rd March at the Crews Hill golf club. Full details will be in the next magazine or in a separate letter/email.

Snetterton Stages, Sunday 18th February, has a full entry which includes a few club members. Why not support them by marshalling, have a word with John Davie so we have a band of GBMC marshals.

MSA has sent out a couple news items which are interesting, one about governance given a new Chairman (Dave Richards) and the other about insurance refunds. Both have been reproduced on the following pages.

I was meant to write on the Rockingham Sunday Stages, but it was called off on the Sunday at 09.30 due to the amount of snow. Some competitors had already decided to go home and some couldn't get there. In fairness to the Organisers and Rockingham they tried to go ahead the event, but the issue was braking and seeing the edge the track, would have been fun? It took around 90mins to get Richard and the motorhome plus trailer and rally car to the public road and nearly 3 hours to get home.

Chris Deal

MSA improves transparency of governance following strategic review

The MSA will make significant changes to its governance structures and processes from 2018 following detailed analysis of the recommendations of a major strategic review.

The review was carried out during 2016 to audit the functions and remit of the governing body. It centred on ten core areas of the MSA's operations, the first being Board, Structure and Governance, with an MSA Board working group established to work through the recommendations.

A key outcome from the review is the reconfirmation of the MSA Board's primacy in the governance of UK motor sport. It also recognised that the Board is ultimately accountable for all decisions that are taken on its behalf by Motor Sports Council, the sport's rule-making body. Therefore, from 2018 the Chairman of Motor Sports Council will recommend all rule changes to the MSA Board, which will then be responsible for their ratification.

There will be further changes implemented from 2018, with the major ones as follows:

- The Executive Committee of Motor Sports Council will cease to appoint members to the Specialist Committees representing the various disciplines of motor sport. Instead, the Committees themselves will select new members from the nominations submitted following advertised vacancies. Retiring members will not have a vote, however the MSA will retain a right of veto.
- Specialist Committee Chairmen will be elected directly by their Committee members.
- All Specialist Committee and Board appointments will be subject to a maximum tenure of three terms of three years.
- All six Advisory Panels (Safety; Technical; Judicial; Timekeeping; Medical; Volunteer Officials) will become full Specialist Committees of Motor Sports Council.
- There will be an Annual General Assembly, inviting stakeholders including clubs, promoters, venue operators and sponsors for their input.
- Six new National Committees will be established to represent each country – three for England (north, central and south) and one each for Northern Ireland, Scotland and Wales. Each will include representatives from circuit racing; stage rallying; speed; karting; off-road & grassroots; venue operators and promoters.
- The Chairman of each National Committee will be nominated as a Member of the MSA. This will thus broaden the voting Membership of the company, which currently comprises the members of Motor Sports Council and nominees of the Royal Automobile Club.
- The Regional Committee will meet two times per year, rather than the current three.

- The Executive Committee will be renamed the Management Committee of Motor Sports Council. Its scope will be refocused to dealing only with urgent matters that cannot wait for a Council or relevant committee meeting. It will meet only as required by its Chairman.

Alan Gow, MSA Chairman, said: "The Strategic Review incorporated many aspects of the MSA's operations - bringing into focus some important and fundamental changes both necessary and desirable for a more streamlined and transparent governance structure. These will be implemented during the course of 2018, with some various details to be worked through before then.

"I would like to thank the Board of the MSA and the Executive for handling the additional workload that this wide-ranging operational review entailed, with great enthusiasm and dedication. I'm very pleased and proud to be able to sign-off my Chairmanship with this, having now taken the company through this vigorous process and committed it to these changes for the great future of the MSA and the sport."

MSA distributes £472,000 rebate to MSA event-organising clubs

The Motor Sports Association (MSA) will distribute its largest-ever insurance rebate of £472,000 to MSA event-organising clubs, to help boost their finances ahead of the 2018 season.

All event-organising clubs collect 'per capita' insurance fees from competitors and provide this to the MSA to cover the costs of insurance programmes. The MSA works hard to obtain the best possible insurance arrangements, and at the same time through careful risk management aims to produce a surplus over costs to make a rebate to the clubs.

The £472,000 represents 100% of the surplus from all insurance fees collected throughout the year.

Alan Gow, MSA Chairman, said: "I'm very proud that the MSA, through very prudent financial and insurance management, are able to provide this largest-ever rebate to our clubs. These funds will be in their bank accounts by the end of the year, thus providing them with some important and often-needed cash-flow particularly during the 'off-season'. It is yet further demonstration of the MSA's real commitment in looking after our clubs, who are the very foundation of our sport."

Rob Jones, MSA Chief Executive, added: "Careful management of risk means that the MSA Board has been able to agree a very substantial six-figure rebate to our event-organising clubs, who are the bedrock of UK motor sport. Through a strong partnership of organising clubs, competitors, volunteers and the MSA we have achieved the best possible insurance position in 2017 and I am delighted that we can reward our partners commitment to safety and risk management in such a significant way."

(This means approx. £900 for the events we ran with Middlesex County and Wickford AC plus further £1400 from the Snetterton Stages).

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events run by member clubs which only need a membership card. The purpose in forming the group was to combat the decline of grass roots motor sport in East Anglia. All of the clubs involved were to a greater or lesser extent suffering from lack of competitors, organisers, and marshals for the events that they were running, and needed to pool resources in order to keep the events viable. At the time, the MSA had quite restrictive rules governing who could or could not be invited to club level events, and the idea of an umbrella club was formed as a survival mechanism that would allow us to remain compliant with the rules of the MSA.

Member Clubs are Cambridge CC, Chelmsford MC, Eastern Counties MC, Falcon MC, GBMC, Herts County A&AC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sat 20 th Jan 2018	Stage	Single Venue	National B	CMC	CMC	
Sun 21 st Jan 2018	Trial	Car Trial	Clubmans	AMSC	CCC	2017 / 2018 Trials Challenge
Fri 26 th Jan 2018	Rally	12 Car	Clubmans	SCCoN	SCCoN	2017 / 2018 Club Championship
Sun 11 th Feb 2018	Trial	Car Trial	Clubmans	AMSC	WSMC	2017 / 2018 Trials Challenge
Sun 18 th Feb 2018	Stage	Single Venue	National B	AMSC	AMSC	
Fri 23 rd Feb 2018	Rally	12 Car	Clubmans	SCCoN	SCCoN	2017 / 2018 Club Championship
Sun 18 th Mar 2018	Trial	Car Trial	Clubmans	AMSC	WSMC	2017 / 2018 Trials Challenge
Fri 23 rd Mar 2018	Rally	12 Car	Clubmans	SCCoN	SCCoN	2017 / 2018 Club Championship
Sun 15 th Apr 2018	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge

Club Diary

Saturday 3rd March – Awards Dinner, details to follow

Wednesday 25th April – Annual General Meeting

Competition Calendar

Date	Events	Club	Venue/Start	Format
20/1/18	Brands Hatch Stages	CMC	Brands Hatch	SV Stages Rally
3/2/18	AEMC Training Day	AEMC	Cambridge	Training Day
10/2/18	Southdown Stages		Goodwood	SV Stages Rally
18/2/18	Snetterton Stages	AMSC	Snetterton	SV Stages Rally
22/4/18	Clacton Stages	CMC	Clacton	Closed MV Stages

Show Calendar

Autosport International Show 11-14 January 2018 at the NEC Birmingham

**London Classic Car Show at Excel, 15-18 February 2018
Including the Historic Motorsport International.**

Race Retro at Stoneleigh, 23 – 25 February 2018

Motorsport at the Palace will be back to the Spring Bank Holiday weekend in 2018.

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, Beaulieu, Hants

Whitewebbs Museum of Transport, Enfield

CHAMPIONSHIP POINTS - 2017

Trent Park Trophy

										Total
Rob Choules	290	230	350	350	275	350	149	230	350	2574
Malcolm Wise	275	149	251	149	149	149	251	149	290	1812
John Start	200	350	200	149	251	251	350			1751
Richard Warne	251	50	323	245	275	275	251			1670
Chris Deal	50	323	245	275	251					1144
Mick Davies	200	251	350							801
Chris Jones	251	251	230							732
Steve Greenhill	179	209	242							630
Glenn Pickett	149	149	170							468
Adi Andrei	251	119								370
Grant Shand	350									350
Niall Moroney	350									350
Anna Greenhill	305									305
Paul Phillips	275									275
Martyn Andrews	209									209
Rob Cook	143	50								193
Martin Preston	149									149
Mark Blackmore	50									50
Matt Blackmore	50									50

Glover Trophy

1st Grant Shand (100), 2nd Paul Phillips (75), 3rd Adi Andrei, Chris Jones and Richard Warne (67), Steve Greenhill (64), John Start and Mick Davis (50), Glenn Pickett and Malcolm Wise (33), Rob Cook (5).

Chalk Trophy

1st Rob Choules (708), 2nd John Start (467), 3rd Mick Davis (217), Chris Jones (194), Richard Warne (142), Glenn Pickett (106), Adi Andrei (90), Paul Phillips (75), Malcolm Wise and Martin Preston (33), Frank Trueman (17).

Single Venue Rally – Driver

1st Grant Shand (100), 1st Niall Moroney (100), 3rd Richard Warne (96), 4th Mark Blackmore (5).

CHAMPIONSHIP POINTS - 2017

Single Venue Rally – Co-Driver

1st Steve Greenhill (107), 2nd Chris Deal (96), 3rd Anna Greenhill (85), Rob Cook (36), Matt Blackmore (5).

Multi Venue Rally – Driver

1st Richard Warne (207)
2nd Martyn Andrews (53)

Multi Venue Rally – Co-Driver

1st Chris Deal (207)
2nd Steve Greenhill (53)

Warner Celnik Memorial Trophy

1st Brian Aldridge, Chris Deal & Mel Camp (100), 4th Donald Berry & Des Meldrum (63), 6th David Hughes, Ian Davies & Sally McLachlan (50), 8th Jim Perkins (38)

MOTORSPORT on TV

F1 on C4 (same live) , WRC on C5 (highlights on Tuesday evenings), 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 Spike (Freeview ch31, live), FreeSports (Freeview ch95) shows some Motorsport.

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

GREEN BELT MOTOR CLUB

DINNER & AWARDS PRESENTATION

SATURDAY 3RD MARCH 2018

CREWS HILL GOLF CLUB

2017 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

AWARD WINNERS

1st Overall - The Pat Brown Memorial Trophy

	Tim Cole	Ford Fiesta	992pts	B19
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Joint Runners Up

	Brian Winstone	Porsche GT3 RS	991pts	B19
	Stephen Laing	Caterham R500	991pts	B19/PMC

1 st Class A1	Stephen Farley	Mazda MX5	364pts	B19
1 st Class A2	David Knapp	Honda Civic	675pts	7Oaks
1 st Class A3	Carl Warnell	Citroen Saxo VTS	970pts	HCAAC
1 st Class A4	Mitchell Perry	BMW Mini	475pts	HCAAC
1 st Class A5	Dean Clayton	Renault Clio 197	904pts	CMC
1 st Class A6	John Start	Mitsubishi EVO 6	753pts	B19/GBMC
1 st Class A7	Roger Legg	Caterham Roadsport	554pts	B19
1 st Class A8	Steve Carpenter	Westfield SEiW	874pts	WSCC
1 st Class B9	John Rawlins	Davrian Mk8	281pts	7Oaks
1 st Class B10	Derek Webb	Ford Fiesta	439pts	EMC
1 st Class C13	Clive Letherby	Triumph TR6	218pts	7Oaks
1 st Class D14	Tony Beesley	Jedi MK4	579pts	B19
1 st Class D15	Peter Goulding	Mygale FF200	846pts	B19

Master of AEMC	Brian Winstone	Porsche GT3 RS		
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Essex Extreme

AEMC Sprint Championship 2018

	Sunday 25 th March	Rockingham	BARC (Mids)
	Sunday 8 th April	Abingdon	Sutton & Cheam MC
	Sunday 22 nd April	Hethel	Borough 19MC
*	Sunday 29 th April	North Weald	Sevenoaks & DMC
	Sunday 6 th May	Debden	Herts County
	Saturday 9 th June	Abingdon	Sutton & Cheam MC
#	Saturday 23 rd June	Snetterton	Borough19 MC
#	Sunday 24 th June	Snetterton	Borough19 MC
	Saturday 14 th July	Lydden	B19/7Oaks/TWMC
	Sunday 29 th July	North Weald	GBMC/Harrow CC
	Sunday 5 th August	Hethel	Borough 19 MC
*	Saturday 11 th August	Curborough	BARC (Mids)
	Sunday 9 th September	North Weald	Harrow CC/GBMC
	Saturday 22 nd September	Goodwood	TWMC/7Oaks
	Saturday 29 th September	Curborough	BARC (Mids)
	Sunday 7 th October	Debden	Herts County
*	Saturday 20 th October	Rockingham	BARC (Mids)

* - To be confirmed, # - date change

2018 BTRDA Rally Series

17 th February	Cambrian Rally	North Wales
3 rd March	Malcolm Wilson Rally	Lake District
14 th April	Rallynuts Stages Rally	Mid Wales
12 th May	Plains Rally	West Wales
9 th June	Carlisle Stages	Kielder Forest West
14 th July	Nicky Grist Stages	Mid Wales
1 st September	Eventsigns Woodpecker Stages	Shropshire/Welsh Border
29 th September	Trackrod Forest Stages	North Yorkshire

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Motorsport News Circuit Rally Championship 2017/18

4 th November	Neil Howard Stages	Oulton Park
19 th November	NHMC Cadwell Stages	Cadwell Park
3 rd December	Knockhill Rally	Knockhill
20 th January	Brands Hatch Stages	Brands Hatch
18 th February	Snetterton Stages	Snetterton
4 th March	Donington Rally	Donington
18 th March	Lee Holland Memorial Rally	Anglesey Circuit
8 th April	Border MC Cadwell Park	Cadwell Park

MSA Asphalt Rally Championship 2018

10/11 March	Tour of Epynt
11/12 May	Manx National Rally
8/9 June	Rally van Wervik (Belgium)
21 July	Down Rally (Northern Ireland)
25/26 August	Mewla Rally
27/28 October	Cheviot Stages Rally

MSA British Historic Rally Championship 2018

24 March	North Wales Stages	Run to the new Rally 2WD format
20 April	Pirelli Rally	2WD drives will go first
8/9 June	Carlisle Stages	Historic cars will be first on the road
23 June	Red Kite Stages	Run to the new Rally 2WD format
29 July	Harry Flatters Rally	Asphalt event on the Epynt ranges
13-15 September	Rally Isle of Man	Asphalt event on closed public roads
28/29 September	Trackrod Historic Cup	Format to be confirmed

Selective 2018 event dates

6 – 20 January	Dakar Rally	South America
17/18 March	Members Meeting	Goodwood
27/28 May	Motorsport at the Palace	Crystal Palace
16/17 June	Le Mans 24 Hours	Le Mans
12-15 July	Festival of Speed	Goodwood
20-22 July	Silverstone Classic	Silverstone
7-9 September	Revival Meeting	Goodwood
22 September	Rally Day	Castle Combe

2018 World Rally Championship

25-28 Jan	Rally of Monte Carlo
15-18 Feb	Swedish Rally
08-11 Mar	Rally of Mexico
05-08 Apr	Rally of Corsica
26-29 Apr	Rally of Argentina
17-20 May	Rally de Portugal
07-10 Jun	Rally of Italy
26-29 Jul	Rally of Finland
16-19 Aug	Rally of Germany
13-16 Sep	Rally of Turkey
04-07 Oct	Wales Rally GB
25-29 Oct	Rally of Spain
15-18 Nov	Rally of Australia

2018 F1 calendar

March 25	Melbourne	Australia
April 8	Sakhir	Bahrain
April 15	Shanghai	China
April 29	Baku	Azerbaijan
May 13	Barcelona	Spain
May 27	Monaco	Monaco
June 10	Montreal	Canada
June 24	Le Castellet	France
July 1	Spielberg	Austria
July 8	Silverstone	Great Britain
July 22	Hockenheim	Germany
July 29	Budapest	Hungary
August 26	Spa-Francorchamps	Belgium
September 2	Monza	Italy
September 16	Singapore	Singapore
September 30	Sochi	Russia
October 7	Suzuka	Japan
October 21	Austin*	USA
October 28	Mexico City	Mexico
November 11	Sao Paulo	Brazil
November 25	Yas Marina	Abu Dhabi

*subject to ASM approval

SCRUTINEERING BAY JANUARY 2018

I hope you all had a good Christmas and Santa was able to bring you all those new bits you wanted for your competition car or new safety equipment! Looking back through 2017, it turned out to be a very good year for British motorsport success. A certain former Stevenage resident, Lewis Hamilton, claimed his fourth F1 World Championship, arguably becoming the best British F1 driver, rally team M-Sport based in Cumbria enjoying in getting their first Manufacturers World Rally Championship in ten years, and not forgetting their first drivers World Championship courtesy of Sebastien Ogier, and a first win on Wales Rally GB for a Welsh rally driver, Elfyn Evans, and first Brit since Richard Burns in 2000. Also, under the guidance of M-Sport boss Malcolm Wilson's son Matthew, the team's first British GT racing drivers' championship with their Bentley Continental GT car, including Blancpain GT series too. Well done everyone.

For me, it was a very busy year in the scrutineering bay! 22 race meetings (ten of those as Chief Scrut), three sprints and a stage rally in December. Also I managed to do radio duties on the Snetterton stages and marshalling on my 25th Mull rally weekend with the "old" members of the SVAC crew...but I could only do three classic car shows! Next year my diary is filling up fast with at least 29 race weekends booked, plus assorted sprints and stage rallies! And I hope to fit in some classic car shows too! Since having early-retired I was wondering how I managed to work full-time and do the same number of events as well!

What were the highlights for me during 2017? My favourite event of the year was the Blancpain GT Sprint Cup a three day race meeting at Brands Hatch in May, working with all the big works GT race teams - Lamborghini, McLaren, Audi, Mercedes, BMW, Bentley, and some top World class and ex-F1 drivers too. My most exciting exhilarating moments were doing a couple of "hot" laps in the BMW M4 Safety Car driven by ex F3 driver Ian Barnett testing the track limits sensors on the Silverstone GP circuit, and again at the Brands Hatch GP circuit! The most frightening moment was when eight MG ZR's got written off in a multi car shunt on the start line at Brands Hatch at the start of a MGCC race, fortunately only one driver required a hospital check-up, all the other drivers mostly had bruises and some cuts, and some very bent and broken motor cars!

My most emotional moment was witnessing Rick Parfitt Jnr getting out of his race winning Bentley at Snetterton and looking up to the sky, with tears in his eyes saying "That's for you dad!", his father Rick Parfitt, from Status Quo, having passed away a few days before. And at the same race meeting weekend, the most heart-warming moment came when the newly crowned BRDC F3 championship winner Enaam Ahmed shaking hands with all the scrutineering team members and race officials, and waiting for all the marshals to return from the circuit at the end of the day to thank everyone. A driver to watch in the future.

But my most amusing incident happened at Snetterton when MINI JCW UK invitation driver Vicky Butler-Henderson played an embarrassing stunt on her brother Charlie while he was being interviewed on TV after a race in parc-ferme. It had been hot in the car and to cool off, Charlie had lowered his race suit and tied the arms of his suit around his waist, Vicky ran up behind him and pulled his overalls down around his ankles revealing what he was wearing...or not, sister-brotherly love!!! Fortunately to save Charlie's blushes it was edited out before broadcast!

Having just received my new 2018 MSA Blue Book, flicking through the pages there are a lot of new, or changes to, regulations for 2018, and advising of some new regulations for 2019 and beyond.

The first one that will be applicable to most GBMC members, concerns stage rally cars, and some sprint cars, with Competition Car Log Books (CCLB). The CCLB is soon to be phased out to be replaced with a Vehicle Passport (VP)! Don't worry, your old CCLB will **not** be immediately invalid, but the MSA are doing a "rolling schedule" of replacing CCLB's to VP's, look at J.2.1.6 page 145 of the new 2018 MSA Blue Book, as below in red:

J2.1.6. Competition Car Log Books first issued prior to 1st January 2000 will expire on 31st December 2020.

CCLBs first issued between 1st January 2000 and 31st December 2004 inclusive will expire on 31st December 2022.

CCLBs first issued between 1st January 2005 and 31st December 2009 inclusive will expire on 31st December 2023.

All other CCLBs will expire on 31st December 2025.

Once a CCLB has expired a new Vehicle Passport will need to be applied for. Until the date of expiry a CCLB may continue to be returned to the MSA for amendment per 2.1.5.

***Reason:** The MSA are no longer issuing new Competition Car Log Books as they have been replaced by the Vehicle Passport.*

The proposal also introduces the phased programme of withdrawal of the old CCLBs so that by 2026 all competing vehicles will have a Vehicle Passport.

This date coincides with the first Vehicle Passports, which are lifed to 10 years, expiring in 2016.

Please note, until the date of expiry of your existing log book, your CCLB may continue to be used with your competition car until its renewal date.

At least you've got some notice to get your competition car re-inspected for a new VP! When applying for a new VP, you should go to the MSA website, www.msauk.org, click on Technical and go to the Vehicle Passport section. Download the document and follow the instructions on how to fill it in. You will need to add three good quality photographs of the vehicle, ¾ front view of right hand side, ¾ rear view of left hand side (vehicle registration number plates legible if applicable), and one of the engine

compartment. When you've completed the form, contact your nearest National or above grade scrutineer and arrange for the scrutineer to inspect the vehicle. The inspecting scrutineer will then pass on your completed VP application form to the MSA, together with a fee of, at the moment, £42. The completed VP will be returned to the person as noted on the VP, and don't forget to sign it when you receive the new VP before your first event!!!

A further note regarding CCLB's or VEHICLE PASSPORTS and DAMAGED VEHICLES, competitors are reminded that if their vehicle suffers serious structural damage to either the shell or the Roll Over Protection System (ROPS), the Chief Scrutineer, after inspecting the damaged vehicle, may retain its CCLB/VP and forward it to the MSA. This procedure allows for the damage to be logged appropriately on the vehicle's record. The MSA will return the CCLB/VP directly to the competitor, who will be advised that the vehicle will need to be re-inspected by an MSA-licensed Scrutineer before it competes again. Inspection by a local Scrutineer can be arranged, or the competitor can wait until pre-event scrutineering at their next event, but please contact the events Chief Scrutineer to arrange a suitable time for the vehicle to be inspected, having ensured that satisfactory repairs have been carried out. The CCLB/VP is for the vehicle as a whole and is not transferable with a change of bodyshell. If there is a change of bodyshell, the existing CCLB/VP should be returned to the MSA for cancellation and an MSA Scrutineer will need to re-inspect the vehicle for a new Vehicle Passport.

Next, there is a clarification on the regulations regarding "wet-cell" batteries. Page 150 J.5.14.1 states that **ALL** "wet-cell" batteries, if located in the driver/passenger compartment, where a co-driver is present, the battery must be situated behind the base of the driver's or passenger/co-driver's seat, and enclosed in a securely located leak-proof container, the fixings to be of at least 4 x M8 nuts and bolts, with spreader plates, to the floor or chassis of the vehicle, and please, do not use self-taping screws!

A new regulation regarding "non-lead-acid" batteries was featured in the recently published MSA approved rule changes; there was notification of a new regulation covering the use of non-lead-acid batteries as the main vehicle battery, Lithium-Ion being the most common non-lead-acid battery. The new regulation comes into force from 1st January 2019, but is publicised a year early to give ample time for manufacturers to register. The requirement will be for any non-lead-acid battery pack to be either a standard part for that car, or from a manufacturer registered with the MSA. This registration includes a declaration that the batteries produced by this manufacturer conform to all statutory standards such as UN38.3 and are suitable for motor sport use. Manufacturer registration forms are available by contacting the Technical Department and competitors should be advised to ensure that the manufacturer of their battery has registered before 2019.

There are a few new regulations concerning fire extinguishers, K.3 page 164 as below in red:

Existing vehicles competing prior to 1st January 2019 may comply with the following until 1st January 2022. New build vehicles from 1st January 2019 must comply with Appendix 3.

3. A fire extinguisher/extinguishing system must be carried on all vehicles, the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically/electrically assisted triggering system.

All extinguishers must be serviced in accordance with the manufacturers' guidelines, or every 24 months, whichever is sooner.

Reason: Regulation K3 As an interim measure before the proposed requirement for FIA homologated extinguishers is in place (FIA homologation mandates a service requirement). This proposal will ensure that the non-homologated systems are serviced at least every 2 years which is advised the manufacturers.

Also, see page 195 Appendix 3 (K.3.1 to 3.3.3 inclusive) as below in red:

Recommended for all vehicles. Mandatory for new build vehicles from 1st January 2019 and all vehicles from 1st January 2022.

3.1. Plumbed-In Fire Extinguisher Systems

3.1.1. Where a plumbed-in fire extinguisher system is required the vehicle must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. The system must be used in accordance with the manufacturer's instructions and with FIA Technical Lists n°16 or n°52.

In rallies, the minimum quantity of extinguishant for systems of FIA Technical List n°16 must be 3 kg.

3.1.2. All extinguisher containers must be adequately protected and must be situated within the cockpit.

The container may also be situated in the luggage compartment on condition that it is at least 300 mm from the outer edges of the bodywork in all horizontal directions. It is prohibited to mount bottles outside the main structure.

3.1.3. It must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g. Anti-torpedo tabs are required.

The material of the securing system must operate within the -15°C to + 80°C temperature range. All extinguishing equipment must withstand fire.

Plastic pipes are prohibited and metal pipes are obligatory (unless specified otherwise). The system must work in all positions.

3.1.4. The system should have two points of triggering, one for the driver (and Co-driver in Rallies) and one outside the car for activation by Marshals etc.

3.1.5. The driver (and co-driver where applicable) must be able to trigger the extinguishing system manually when seated normally with his safety harnesses fastened and the steering wheel in place.

3.1.6. The triggering point from the exterior must be positioned close to the Circuit Breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge.

3.1.7. Extinguisher nozzles must be suitable for the extinguishant and be installed in such a way that they are not directly pointed at the occupants' heads.

3.2. Hand-held extinguisher

3.2.1. Where a hand-held fire extinguisher is required the vehicle must be equipped with at least one fire extinguisher in compliance with 3.2.2 to 3.2.7 hereunder or with FIA Standard 8865-2015 (Articles 3.2.2 to 3.2.5 hereunder do not apply in the latter case).

3.2.2. Permitted extinguishants:

AFFF, Clean Agent, powder or any other extinguishant homologated by the FIA.

3.2.3. Minimum quantity of extinguishant:

- AFFF 2.4 litres
- FireSense 2.4 litres
- FX G-TEC 2.0 kg
- Viro3 2.0 kg
- Zero 360 2.0 kg
- Extreme 2.0 kg
- Powder 2.0 kg

3.2.4. All extinguishers must be pressurised according with the manufacturer's instructions. Powder extinguishers must be pressurised to 8 bars minimum, 13.5 bars maximum. Furthermore, each extinguisher must be equipped with a means of checking the pressure of the contents.

3.2.5. The following information must be visible on each extinguisher:

- Capacity
- Type of extinguishant
- Weight or volume of the extinguishant
- Date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check, or corresponding expiry date.

3.2.6. All extinguishers must be adequately protected.

Their mountings must be able to withstand a deceleration of 25g. Furthermore, only quick-release metal fastenings (two minimum), with metal straps, are accepted. Anti-torpedo tabs are required. It is prohibited to mount bottles outside the main structure.

3.2.7. The extinguishers must be easily accessible for the driver and the co-driver.

3.3. During events:

3.3.1. All plumbed-in extinguisher systems must be in an 'ARMED' condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or practising in races or speed events (including during post-event scrutineering), and at all times that crash helmets are worn on rallies (i.e. on Stages etc.).

3.3.2. Any plumbed-in extinguisher system found to be incapable of being operated will be the subject of a report to the Clerk of the Course/Stewards for possible penalty as an offence against Safety Regulations.

3.3.3. Checking for correctly 'Armed' extinguisher systems, should only be carried out by MSA Scrutineers, and/or Judges of Fact nominated for that purpose.

Reason: To adopt FIA fire extinguisher regulations from 2019, whilst allowing existing vehicles to use their non-FIA extinguishers until 2022, at least two service cycles.

The extinguisher manufacturers have confirmed that they will no longer be producing non-FIA systems due to the small market, FIA systems are now of comparable cost and size-weight to non-FIA systems

The above new fire extinguisher regulations are intended to align the MSA regulations to the FIA's own regulations...as those who have competed on European events will know! Also, we have seen during pre-event scrutineering, some fire bottles so old they must've come off Noah's Ark! As to when they were last serviced, who knows! Suggestion, if your workplace is having their fire extinguishers serviced, why not ask the technicians to do your fire extinguishers as well.

The next new regulation, from 1st January 2018, refers to Frontal Head Restraints (FHR) or more commonly known as "HANS devices, K.10.4.1 page 172 as below in red:

10.4. FHR Device

It is permitted to incorporate the use of an FIA approved FHR Device fitted in accordance with FIA regulations and the below.

For MSA National Events in addition to helmets listed by the FIA as recognised for use with FHR, helmets to Snell SA2015 and Snell SAH2010 are accepted subject to the anchorage points being marked as homologated to FIA 8858-2010.

10.4.1. Part of the approval procedure is to affix an MSA sticker to the yoke of the FHR device.

Stickers may only be affixed by selected scrutineers, by the MSA at Motor Sports House, or by selected manufacturers, after the FHR device has been checked for conformity with the standard required and is considered to be in a satisfactory condition.

MSA approval stickers, for which a fee of £2.50 is charged, are printed on foil, and once individually affixed, cannot be reapplied. Note: Stickers are individually numbered.

Where there is any doubt about the device's fitness for its intended purpose then the Chief Scrutineer is empowered to remove the MSA Approval Sticker and impound the FHR Device for the duration of the meeting.

The FHR Device may also be impounded by the Chief Scrutineer in the same cases as the helmet per 10.2.1.

***Reason:** To introduce a control sticker to FHR devices following the same principle as the helmet sticker system. This will enable Scrutineers to remove labels from damaged or non-compliant devices ensuring they cannot be used again without detailed inspection.*

Please note there are some “cheap” HANS devices available through some motorsport safety equipment retailers. Beware, they are **NOT** homologated by the FIA, and therefore not permitted on any MSA events, they are only intended for track-day use! We’ve seen a few this year! If in doubt, look for the FIA homologation label and the FIA hologram sticker. Depending on the model of HANS device, it’s either on the back of the yoke or under the shoulder padding. Allow me to offer bit of advice to you, every so often check the tightness of the tether bracket screw fixings, they have known to work loose, or even fall out! If you find yours missing, please replace them with the correct screws available from HANS suppliers, 50p each, and not with any old screw from the toolbox, I’ve seen a wood screw used! I’m not joking! Also check the tether is not frayed. Another suggestion, place a piece of clear tape - not Sellotape it goes yellow - over the FIA hologram. If rubbed away, it reveals “VOID” underneath and therefore the HANS will not be accepted for motorsport use!

Don’t forget, if your crash helmet is to the **SNELL SA2005** standard, it will cease to be valid for any MSA permit events from **1st January 2019**! Hopefully that will stop the confusion regarding the HANS posts and their labels! If you intend to replace your crash helmet, or any safety equipment, please purchase from a reputable motorsport retailer, and avoid certain auction websites, if it’s cheap, it’s cheap for a reason! There are many fake “copies” out there that could prove to be dangerous in an incident! Make sure your new purchase has the correct “HANS” anchorage posts mounted, and homologated to **FIA 8858-2010**, and the crash helmet is to either **SNELL SA2010, SAH2010 or SA2015** – they **ALL** expire at the same time, **31st December 2023**! Alternatively **FIA 8860-2010 or FIA 8859-2015** standard is best, but can be a bit more expensive compared to the SNELL standard crash helmets. If you purchase a new crash helmet or FHR/HANS device at the Autosport show in the New Year, why not pop along to the MSA stand and ask one of the “Technical” people to apply the new blue MSA stickers onto them!

During pre-event safety scrutineering, we are still seeing cameras mounted on the side, top and behind (!) on crash helmets! Competitors are reminded that any modification to a crash helmet renders its homologation invalid, including the addition of cameras by any form of attachment (unless homologated). Modern cameras may be lightweight but helmet weight is critical; the lower the helmet’s weight, the lower

the risk of any neck injuries. Attaching a camera to a helmet may also lead to a concentrated impact load in the event of an incident. Additionally, the rounded profile of a helmet helps to deflect any impacting object and a camera must not be allowed to interfere with this. Need I remind you of what happened to a former F1 driver while skiing!

If you don't know where to dispose of your old crash helmets, why not donate them to GBMC member Simon Clark's Langley Park Rally School, they are always looking for old crash helmets for the rally school.

An often asked question, when do flame retardant overalls run-out of date? As far as I know, the MSA, at the moment, have no plans to phase out any race overalls. To remind you, for stage rallies, sprints and hillclimbs clean and in good condition flame retardant overalls to FIA 1986 Standard or FIA 8856-2000 must be worn, and for sprints and hillclimbs flame retardant gloves must be worn. For racing, race overalls to FIA 8856-2000 is only allowed along with flame retardant gloves and boots. Page 168 K.9.1 to 9.1.5 inclusive and page 176 K.14.3 explains what is required. It is also recommended that flame retardant underwear is worn too.

Although it doesn't concern most GBMC members, for racing Q.1.1 to Q.1.8 page 289, applies to some operational changes to the use of the new for 2017, "Code-60" flag.

Next we get to Stage Rallies! Page 325 R.48.5.3 concerns maximum wheel widths (flange + rim + tyre) according to size of the engine; up to and including 1600cc: 8in, and over 1600cc 9in, and must be housed within the original bodywork, including wing extensions.

A new regulation regarding Roll Over Protection Systems (ROPS) is due to be brought in from **1st January 2019** which coincides with the start of the new stage rally car Vehicle Passport (VP)! Page 326 R.48.10.1 including (a) and (b) together with drawings on page 187 K.37 (a) roof reinforcement, and (b) windscreen pillar reinforcement, as below in **red**.

Date of implementation: From 1st January 2019

48.10.1. Have, as a minimum, safety roll-over bars complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

For vehicles first issued with a Vehicle Passport from 1st January 2019 the following additional members are mandatory:

a) Roof Reinforcement complying with K.1.3.5 (c) and Section K Appendix 2 drawing number 10 (a), (b), (c) or (d).

b) Windscreen Pillar Reinforcement complying with K.1.3.5 (e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200 mm.

Reason: *To mandate the use of roof reinforcement bars within Stage Rally vehicles, which help prevent intrusion from the roof panel. Additionally, due to the shallow angle of modern car windscreens becoming a vulnerable area, further reinforcement should be mandated to the windscreen pillars.*

Sprints have a new regulation; page 339 S.7.1.6 (a), regarding vehicles that require outside assistance to start their engines as below in **red**.

Date of implementation: From 1st January 2018

(a) Any competitor whose vehicle is not self-starting, at any part of the course, must declare on their entry form the method of operation together with a detailed starting instruction.

Reason: Safety. *To allow for assessment risk by the Clerk of the Course in preparation of the meeting as well as knowledge where a vehicle may stop on track.*

And from 1st January 2019

10.3.3. *Must be provided with a means of starting which does not involve push starting, or the use of external equipment or personnel, except in the case of force majeure, unless period defined or vehicles in possession of a Competition Car Log Book or Vehicle Passport prior to 31st December 2018.*

10.3.3.1. *Any connections to assist the starting of the car must be either in the drivers' cockpit or at the tail of the car requiring a horizontal connection.*

Reason: Safety. *Any vehicle log booked from 1.1.19 will need a method of self-starting.*

The other new or changes of regulations concern the clarification of Historic Vehicle Periods, what fuel is, or not allowed, new tyres included into the tyre lists...or removed, and Karting!

I think that's enough, apologise if this is a rather long article, sorry Editor Chris, but there was a lot to let you know! May I wish you all a safe and healthy New Year.

Loyd Gerken MSA National Scrutineer

PS. The MSA are on a "cost-cutting" exercise and have decided to save pages, and therefore paper in the new MSA Blue Book, and not included contact details of Scrutineers etc., you will have to look on the MSA's website for their contact details!

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

Tales from New Delhi

"If you think that the M25 is busy then you haven't seen New Delhi in the rush hour"

I never had any intention of visiting India. I'd long erased it from my theoretical bucket list, believing that I'd never be able to cope with the heat, the crowds or the food. Thankfully I was wrong on all three counts and loved every moment of my trip to Delhi

So why did I go? Well I met a lady online, where else does anyone meet anyone these days?, it just so happened that when I connected with someone she was in India rather than London, Doncaster or Liverpool, prompting my boss at the Abbeyfield, not unkindly, to remark; "I didn't think an off-the -shelf Middlesbrough girl would suit you". You can make of that what you will.

Well I got to know Leian online last year and things gradually developed from emailing to texting, phoning and whatsapp and so, with much trepidation, I decided to go and see her. I had my shots, bought the DEET sprays and took plenty of advice. All of which I ultimately ignored.

As we are a motor club I'm going to draw a veil over everything except the roads and traffic, except to say that I fell in love with this extraordinary city and will be returning soon.

Many of you will have experienced it, many more of you will have seen the documentaries, programmes like "Top Gear", but nothing prepares you for the reality and you think "yes but that's just television, it's not really like that".

It isn't actually. No. It's worse!

A combination of Indian bureaucracy, missing luggage, the inability to get a mobile phone signal and the sheer size of Indira Ghandi International airport, which is so big that I reckon that you could lose several European airports in it, meant that I missed Leian on my arrival, a nightmarish start which saw me in a taxi heading into New Delhi at 03.30 on a journey I didn't think I'd survive.

I sat horrified in the front of a Toyota as the lunatic driver passed lumbering overweight lorries, swerving through narrowing gaps between trucks, I could see my local newspapers headline "local man killed in Indian car crash". To this day I don't know how I survived that journey, I really don't.

If you ever criticise driving standards in London please go and spend a few days in Delhi. Leian showed me the Red Fort, took me down to Agra to see the Taj Mahal and to various markets around the city, necessitating a considerable amount of road travel by taxi and auto rickshaw, for me the symbol of Delhi. These journeys gave me a front row seat to watch driving and terrifying it was.

Nobody gives way at roundabouts, they barely lift off when entering one which makes being a passenger alarming to say the least and drivers must find the sight of cringing European passengers really amusing but I saw more near misses in that week than in the rest of my whole life.

If the symbol of Delhi is the saffron and green auto rickshaw (the first word I learned was "auto" which is shouted loudly to persuade one to stop), then the sound of Delhi is the car horn, I swear I can still hear it now. Think, how often do you use yours? In Delhi they are used all the time and must wear out long before brakes or tyres.

I guess everyone plays the "how many people have you seen on a motorcycle" game. In a city where the motorbike is king, especially the Royal Enfield. My record was five on a Hero, dad, mum, two daughters, baby, oh yes, and a goat. Oh yes, I should mention, only dad had a helmet.

Another interesting experience is crossing roads. Especially at night, you see, there are zebra crossings. There are but nobody pays them any attention so Delhi is even more hazardous than Rome, and that was bad enough. You've got to be really alert, especially at night because a lot of the auto rickshaws have really poor, or in many cases, no lights at all.

I was lucky enough to visit the Taj Mahal and the fort at Agra, an experience which will stay with me forever. Leian's niece and nephew came with us and the latter, Rob, actually pushed me across the incredibly busy road which separates the car park from the fort, if he hadn't I probably wouldn't be writing this now.

Obviously there are beggars, where aren't there? I visited Lourdes back in May where there is a three line whip not to give because these are organized gangs. Well at Agra Rob made the mistake of giving a coin to an old man who followed us, I knew what would happen, the beggar flinging the literally worthless one rupee into the dust.

One the way to Agra on the new freeway toll road I saw signs of the new grand prix circuit. This dusty road could at the moment be anywhere, except that there are occasional tent settlements along it, but there are signs of building work and promises of "leisure complexes". Maybe this GP circuit in what seems a wilderness may regenerate this area, I'll watch development with interest.

Formula one doesn't seem to fit with India somehow though, but it might do better than football. I had the misfortune to see some of a couple of games in their new super league, franchises with ridiculous names like "blasters". My beloved Middlesbrough has been bad this season but these games were like watching paint dry. Should you wonder where Teddy Sheringham and Steve Coppell are, wonder no more.

Naturally you've heard about the pollution and it was a major concern for me before I went. Well I can't say it bothered me, but then I am a "smoggie" as they call us up here. You can tell the Chinese because they're the ones wearing masks but frankly I thought it a bit of an affectation, time will tell on that view.

That there is a massive problem though, there is no doubt, I got English language papers every day in the hotel and pollution was always the main headline. Not that you need a paper to tell you that, the capital's roads are choked with every kind of vehicle, there is no lane discipline and everything chucks out unchecked fumes the elderly and battered red buses are probably the worst offenders. There is a metro but we didn't use it, I intend to explore it next time. There are moves to cut Delhi's traffic, though building work is also a cause of pollution, but whether anything will be done is doubtful, it will need a lot of political will and I don't think that exists.

One good thing to report, the old Morris Oxford , called there the Hindustan, is still going strong, I saw quite a lot and brought a model home, along with the inevitable auto.


I fell in love with this mad city though, the markets, the colour, the smells, the cows, the auto rickshaws, and the food. I was told "don't eat the street food" before I left but I told Leian that I wouldn't say "no" to anything so when she said "would you like to try South Indian food?" I said "of course", I was determined not to be an "egg and chips Englishman".

We were in an auto at the time and she directed the driver to, well it's difficult to describe, a collection of shacks in the dust, with crowds of what seemed to be office workers bustling round. In Delhi you don't queue and she got to the head of the crush while I said a silent "hail Mary".

I was concerned when she handed me a paper plate with something I couldn't readily identify on it but I wasn't losing face by not eating it, however hot and spicy it might be. I needn't have worried, it was chicken in some sort of unleavened bread with a blend of spices that I'll never be able to recreate, plus a delicious potato dish the like of which I'd never experienced before, what they can do with the humble spud you would not believe. This was followed by delicious hot sweet milky tea, the water heated in a pan, not a kettle.

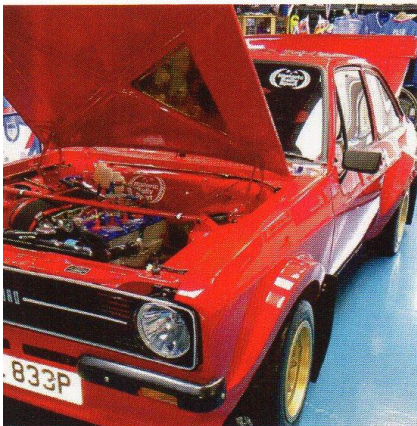
I did more than survive, not a trace of the dreaded "Delhi belly", in fact I can't adjust to bland food now, nor even Yorkshire tea. These are just my impressions, I know many of you will have seen these things too, if you haven't, just go and experience it for yourselves. I can't wait to go back.

Chris Payne



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

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