



**WAYFARER JANUARY/FEBRUARY 2017**

# WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB  
Incorporating Stort Valley Auto Club  
January/February 2017

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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.

Editor: Chris Deal

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## Front cover:

John Start winner of the Chalk Trophy at the Harrow CC Sprint (by Nick Cook)

## Editorial

### Change of Club Night Venue

It has been trailed in Wayfarer and elsewhere already but it never hurts to repeat it for the benefit of those who may not have noticed that Green Belt Motor Club have moved their weekly Wednesday evening meeting place from the Two Brewers, Northaw to the Old Owens Sports Ground in Coopers Lane between Potters Bar and Northaw, about 350 yards north east of The Chequers public house. If driving from Potters Bar towards Northaw Old Owens is the second turning on the left, the first being for Wood Green Timber and Chas Storer. It is easily missed in the dark. Note also, if driving a tall vehicle, that there is a rail across the entrance at a height of about 6 ft 6 in. and speed humps in the driveway. The entrance to the club house is on the opposite side of the building to the car park (this being a sports pavilion it faces the playing fields and cricket pitches).

Members meet from about 9 pm onwards and would be pleased if you would join them for a "noggin n natter".

### GBMC Annual Dinner and Awards Presentation

On Saturday 25th February 2017 the Club will hold their Annual Dinner and Awards Presentation at Mill Green Golf Club, Welwyn-Garden-City to celebrate the achievements and present awards to members who have achieved success in the various motor sport events that Green Belt have either run or been invited to take part in during the past year. Your committee would be delighted if you could join them for this occasion, either to receive any award that you may have earned or to support those who have.

Ticket price is £33 per person. Dress code is formal wear, lounge suits or smart casual. No jeans or trainers please. Please apply to our social secretary, Melanie Camp, whose contact details are on the inside back cover of this magazine.

### Anglia Motor Sport Club

Green Belt MC were accepted as a member of AMSC last September and in case you are wondering what membership of AMSC means to you the reasons were well presented by our Comp. Sec., Chris Deal, under the heading of Anglia Motor Sport Club Calendar in the December issue of Wayfarer.

But to elaborate, AMSC describe themselves as a club of clubs, organising events and championships throughout the year. They or a member club organise Autosolos, Autotests and PCTs (production car trials). Those are tests of precision driving skill on a course of numbered cones. Those events are open to virtually any car and drivers from the age of 14 years.

Targa rallies - an event on which the driver and navigator work together in a very low cost and accessible form of rallying. You can take part in a standard road car and no special equipment is needed although all cars must, of course, be taxed, insured and

have a valid MOT (normally the crew can double enter, so they both drive and navigate).

20/20 and Regularity Rallies - Road events testing a navigators map reading skills and timing. Driving in accordance with the Highway Code the driver and navigator attempt to drive the correct route in order to reach certain locations at fixed times.

Car Trial - A low speed test of car control, the driver attempts to drive a marked course on a muddy or grassy hill without stopping or hitting a penalty marker.

Stage Rally - well I'm sure all GBMC members are familiar with Stage Rallies but just in case, AMSC define them as events on which a driver and navigator attack multi venue rally stages in a fully prepared rally car. As these are high speed events various safety equipment is mandatory in the competing cars and will be carefully checked for compliance by scrutineers before the start.

Marshalling - as you all know motor sport could not exist without volunteer marshals, often a lot of them (at the forthcoming stage rally at Snetterton there are expected to be between 120 and 150, possibly more). Marshalling can be great fun and very rewarding but from this year onwards it will be necessary for marshals on special stage rallies to be officially registered with the MSA. To do this I understand that there is a test to be taken which can be completed on-line. But for those who are willing to take this vital role more seriously there will also be a marshals training day on February 4th at Cambridge. Further details may be obtained from our marshalling co-ordinator, John Davie, whose contact details are on the inside back cover of this magazine.

David Hughes, January 2017

## **GBMC Events 2017**

Sunday 19<sup>th</sup> February 2017 – Snetterton Stages, as part of Anglia Motor Sport Club.

Saturday 25<sup>th</sup> February 2017 - Annual Awards Dinner, Mill Green Golf Club, Hatfield.

Wednesday 29<sup>th</sup> March - AGM

Sunday 23<sup>rd</sup> April – North Weald Sprint (with Harrow CC)

Sunday 7<sup>th</sup> May – Woodbridge Targa (with Wickford AC)

Sunday 21<sup>st</sup> May – Middlewick Stages at Woodbridge (with MCAC and Wickford AC)

Wednesday 20th June – BBQ and Concours at Old Owens

Sunday 25<sup>th</sup> June – Debden Sprint (with Wickford AC)

Sunday 9<sup>th</sup> July – Woodbridge Sprint (with Wickford AC), plus AutoSolo (with AMSC)

Saturday 2<sup>nd</sup> September – Debden Targa (with AMSC)

Sunday 10<sup>th</sup> September – North Weald Sprint (we assist Harrow CC)

Plus a Xmas meal, maybe a some visits and a quiz or two.

## Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events fun 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, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

We are going to update the wording on our membership cards and membership forms etc going forwards.

### Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sun 12 <sup>th</sup> Feb 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Fri 24 <sup>th</sup> Feb 2017	Rally	12 Car	Clubmans	SCCoN	SCCoN	2016 / 2017 Club Championship
Sun 19 <sup>th</sup> Mar 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Sun 26 <sup>th</sup> Mar 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2016 / 2017 Trials Challenge
Fri 31 <sup>st</sup> Mar 2017	Rally	12 Car	Clubmans	SCCoN	SCCoN	2016 / 2017 Club Championship

## Competition Calendar

Date	Events	Club	Venue/Start	Format
28-29 Jan	Brean Sands Stages	Club Rallysport West	Brean Sands	Tarmac
3 Feb	12 Car	Boundless	Preston	Road Rally
11 Feb	South Downs Stages	Southsea & Bognor MCs	Goodwood	Tarmac
19 Feb	Snetterton Stages	Anglia MSC	Snetterton	Tarmac

## Show Calendar

### **Race Retro 24<sup>th</sup>-26<sup>th</sup> February, Stoneleigh Park**

Race Retro celebrates the very best of international historic motorsport, showcasing every discipline including formula and circuit racing, rallying, hill climbs, touring cars, single marque series, motorcycling, sports and GT cars. From historic to vintage and classic to retro vehicles, it's all covered at Race Retro. Cars and motorcycles, drivers, team managers, riders, mechanics, manufacturers and enthusiasts all come together ahead of the forthcoming season. Meet the stars of the golden era of motor sport, some of which still compete today, along with the vehicles that took them to victory; See historic competition cars and motorcycles in action on our bespoke Live Rally Stage; Find everything you need for the coming season, from parts and spares, helmets and clothing, to a new racing or rally cars in our auction - and by the way parking is free for all visitors.

### **London Classic Car Show 23<sup>rd</sup> – 26<sup>th</sup> February, Excel**

The London Classic Car Show is the must attend event for any discerning classic car owner, collector, expert or enthusiast.

Bringing together an international celebration of the very best dealers, manufacturers, car clubs and products it's the perfect day out for all.

Set in London's premier events venue, one of the show's unique and most crowd pleasing features is an indoor driving runway where classic cars are fired up and driven. This is the only place to see, hear and smell these beautiful iconic classics in action, all under one roof.

Tickets to The London Classic Car Show 2017 are now on sale! Prices start from just £24, and all tickets include entry to Historic Motorsport International

### **Goodwood Festival of Speed 29<sup>th</sup> June to 2<sup>nd</sup> July**



**MSVR**  
MOTORSPORT VISION RACING



[www.snettertonstagerally.co.uk](http://www.snettertonstagerally.co.uk)

[www.amscc.org.uk](http://www.amscc.org.uk)

# SNETTERTON STAGE RALLY

## 19th February 2017



Email: [entries@snettertonstagerally.co.uk](mailto:entries@snettertonstagerally.co.uk)

Contact: Stanley - 07796 805 072

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## Comp Sec News

Three weeks into 2017 and we have had the Dakar Rally now run in South America (won by Peterhansel with the other Seb Loeb in second), Autosport International Show (rumoured that Malcolm Wilson recognised our own MW there), Monte Carlo Rally (where there was another spectator death, if it was in the UK it would be on the BBC news all day) and rumours about the British GP (it is making a loss, what a surprise the only person to make money of it is Bernie), plus the continued threat to rallying in Wales forests (the threat of another price rise, this time VAT) and from the EU courts about Vnuk case. We received a rebate on the insurance premium we paid on each event.

Whilst looking for the updates of the Monte Carlo Rally I came across Red Bull TV, another internet channel. With the rise of smart TVs this type channel will be more popular. Better than waiting for the highlights from C5 on Monday evening. I'm not sure it will come down to club level event, but you never say never.

Closer to home was the Brands Hatch Stages was won by Paul Swift. Not so much luck for Steve Greenhill co driving for Aaron Rix as they retired on stage 3.

In February we have our Annual Awards Dinner. Separately you will have received an invite, so I hope all the award winners will be there to collect their award.

North Weald Sprint – A couple weeks ago I met Darren Goodey, the Airfield Manager at North Weald to go through the restrictions when we run a Sprint there. I was accompanying me was Nick Cook of Harrow CC and David Balderson of Sevenoaks & DMC. The good news is that the main complainer has moved, so we can enter the site via the main gate and we can set up the paddock straight away, we could always set out the course. The timing for the event has been brought forward to 09.15 for a convoy, if needed, and practice from 09.30. The lunchtime break is a minimum of 30mins and the end of competition needs to finish by 17.00 and the site cleared by 18.00, much better. The noise restrictions stay, but they didn't cause any problem to us. The paddock stays in the same place, with this known if just leaves us to apply for the Track Licence from the MSA. Sevenoaks & DMC have need given a date which is just a week after us, so each club needs to sure each event is different. Our date is Sunday 23<sup>rd</sup> April.

Woodbridge Stages – an initial meeting has been held to discuss how to organise the allglass Middlewick Stages on the Sunday 21<sup>st</sup> May. Most the officials from outside the clubs (GBMC, MCAC and WAC) have been booked, now it is the turn to concentrate on the club officials like sector marshals, radio marshals, set up team and changeover team, start and finish etc. If you want to get involved let me know, as we need more help to cope with the RallyFuture requirements.



We are planning the competition events for 2017 with other clubs, the draft calendar is as follows:-

Sunday 19<sup>th</sup> February – Snetterton Stages (with AMSC)

Sunday 23<sup>rd</sup> April – North Weald Sprint (with Harrow CC)

Sunday 7<sup>th</sup> May – Woodbridge Targa (with Wickford AC)

Sunday 21<sup>st</sup> May – Middlewick Stages at Woodbridge (with Wickford AC)

Sunday 25<sup>th</sup> June – Debden Sprint (with Wickford AC)

Sunday 9<sup>th</sup> July – Woodbridge Sprint (with WECC/WAC), plus AutoSolo (with AMSC)

Saturday 2<sup>nd</sup> September – Debden Targa (with AMSC)

Sunday 10<sup>th</sup> September – North Weald Sprint (we assist Harrow CC)

Until next month.

Chris Deal



Richard Warne/Chris Deal on their way to a class win on the Rockingham Sunday Stages, photo by Andrew Manston.

If you have any action pictures forward them to me, so I can include them in future issues and it would be nice if they accompany a story.

# **ARE YOU INTERESTED IN SPRINTING IN 2017?**

**THEN THIS IS FOR YOU!**

## **THE 2017 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP**

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

Category A: Road Going Series/Specialist Production Cars

(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)

Category B: Modified Series/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

### **Calendar**

There are up to 20 rounds to choose, from March to October, counting towards the championship using venues at Abingdon, Curborough, Debden, Goodwood, Hethel, Lydden, North Weald, Rockingham, Snetterton and Woodbridge

The best 10 scores will count towards the championship.

Event Supplementary regs will be sent to each registered competitor,

So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

Chris Deal, 07920 -840689 (mobile), [aemc@chrisdeal.force9.co.uk](mailto:aemc@chrisdeal.force9.co.uk)

# **Essex Extreme**

[www.essexextremebodyworks.co.uk](http://www.essexextremebodyworks.co.uk)

## **ESSEX EXTREME AEMC Sprint Championship – 2017 dates**

Sunday 26 <sup>th</sup> March	Rockingham	BARC (Mids)
Sunday 2 <sup>nd</sup> April	Hethel	Borough 19MC
Saturday 9 <sup>th</sup> April	Abingdon	Sutton & Cheam MC
Sunday 23 <sup>rd</sup> April	North Weald	Green Belt MC/Harrow CC
Sunday 7 <sup>th</sup> May	Debden	Herts County
Saturday 20 <sup>th</sup> May	Snetterton	Borough19 MC
Sunday 21 <sup>st</sup> May	Snetterton	Borough19 MC
Saturday 10 <sup>th</sup> June	Abingdon	Sutton & Cheam MC
Sunday 25 <sup>th</sup> June	Debden	Wickford AC/Green Belt MC
Sunday 9 <sup>th</sup> July	Woodbridge	WECC/Wickford AC
Sunday 6 <sup>th</sup> August	Hethel	Borough 19 MC
Saturday 12 <sup>th</sup> August	Curborough	BARC (Mids)
Sunday 10 <sup>th</sup> September	North Weald	Harrow CC/Green Belt MC
Saturday 23 <sup>rd</sup> September	Goodwood	TWMC/Sevenoaks & DMC
Saturday 30 <sup>th</sup> September	Curborough	BARC (Mids)
Sunday 1 <sup>st</sup> October	Debden	Herts County
Sunday 22 <sup>nd</sup> October	Rockingham	BARC (Mids)



**Frank Trueman at North Weald (Photo – Nick Cook)**

## **SCRUTINEERING BAY JANUARY 2017**

2016 has been a very busy year for me. Scrutineering at 26 race meetings, including FormulaE at Battersea and Porsches at Monza F1 GP, three sprints and the Rockingham stages rally, and marshalling on the Isle of Mull rally. Also, I took my Ford Escort Mk2 RS Mexico to Tewin and Knebworth house classic car shows, visiting the London Classic Car Show at the ExCel exhibition hall in London, and a day driving a tank and a steam train trip behind the newly renovated Flying Scotsman steam engine as 60<sup>th</sup> birthday presents!

It looks like 2017 will be even busier for me, Blancpain GT's and British GT's, BRDC F3, the new LMP3 championship, Lotus Trophy and Cup, Aston Martin OC, MGCC, Mini Festival, and an assortment of club races, at Brands Hatch, Silverstone, Cadwell Park, Snetterton and Rockingham Speedway. I have also been invited to the British F1 GP to join the scrutineering team, and possibly more Porsche races in Europe. In amongst those race meetings, I hope to find time to attend a few classic car shows with the Mexico!

Have you received your new 2017 MSA Blue Book yet? There are a number of new regulations that you need to read. The first one regards towing eyes. Although it only refers to circuit racing, as usually happens it may possibly follow into other motorsport disciplines!

Quite a few race competitors during the year have been asking us about the new regulations regarding towing eyes. In the Blue Book, page 286, Q.19.1.3, it refers to two front and two rear towing eyes made of steel wire, being equally spaced and attached to the front and rear structures of the car. At the moment, it is NOT mandatory, only recommended unless it is required in your particular race championship. Check before your first race!

The requirement of towing eyes securely attached to the front and rear of the car still remains for ALL motorsport disciplines. Make sure the eye has a minimum diameter of 60mm, about the size of a tennis ball, painted in a dayglow colour, and with "TOW" and an arrow pointing to it. It's amazing the combinations of the spelling of "TOW" I've seen! If you choose to use the webbing type towing eye, make sure the webbing is not torn or worn caused by dragging along the ground, or rotten! We had a race meeting delayed because the fast-response drag vehicle tried to remove a car in a dangerous position, the webbing towing eye snapped, thus the race had to be red flagged so that the car could be removed by a flatbed recovery truck!

Again for circuit racing, there's a new flag for drivers to learn! Instead of deploying a safety car following an incident, a purple flag with "60" in the middle will be shown at all marshal posts, neutralising the race, so that an incident can be dealt with safely, page 284 Q.15.1.1 (e), and a picture of it is on page 288. It works fine in FIA race meetings, but I'm not so sure here in the UK! The flag was experimented at a GT meeting at Brands, and despite being discussed in the drivers meeting, it caused quite a bit of confusion! I wonder how long it will take for a competitor with 60 as their race number comes into the pit lane asking what he'd done! It amazes me the number of competitors who come in during a race where a black or black/white flag and number is shown, and it's not their number!!! A prominent professional driver had wrongly seen the number, assumed it was him, and came in! The team manager was not amused with him!

As mentioned in the December issue of Wayfarer by Chris Deal, our club Comp Sec and the Essex Extreme AEMC Sprint Championship coordinator, there is now a new regulation regarding "Standard Cars" in the Sprint/Hillclimb section in the 2017 Blue Book. Page 345, S.11.9.1 – 11.9.1.5 explains all. The MSA has been asked to include the new regulation in the Blue Book for a long time!

Still with sprints, page 343, S.10.1.3, Road-Going Specialist Production, Modified Series Production Cars and Modified Specialist Production Cars, regarding roll cages (ROPS), must comply with K.1.6.1 or K.1.6.2 with the exception of Road-Going Series Production, and Standard Cars as defined in 11.9, which is recommended.

In addition for sprints, page 344, S.10.5.3 and 10.6.1, all cars must be equipped with an effective method of stopping the fuel supply and electrical system, operable by the driver when normally seated and with seat belts secured, with defined "ON/OFF" markings on the switch.

How I read it, if the car is a road-going vehicle without an external "Kill-Switch", using the original vehicle standard ignition switch should suffice, provided it's marked with "ON/OFF" with a direction arrow, and I suppose for road-going cars, they must comply with the MOT. Of course, it's only recommended for Standard Cars.

As Hybrids and electric cars are getting more popular, there is a new regulation especially for them. Page 151, J.5.14.8, shows a yellow triangle with a black border and a zig-zag arrow inside, as in drawing 5.14, and a minimum size of 75mm, must be displayed if the vehicle runs at a voltage exceeding 60volts!



On the subject of electrics, if a “wet” battery is inside the driver/passenger compartment, it must be enclosed in a securely located leak-proof container (not using self-taper screws please, but 4 x M8 bolts using spreader washers and mounted to the floor/chassis of the vehicle), and must be situated behind the base of either the driver/passenger/co-driver’s seat, page 150, J.5.14.1.

Roll cages, or ROPS, has a couple of new comments, page 158, K.1.2.2 and 1.3.3. It covers back stays, their mountings and modifications allowing additional bars for doors and harnesses without affecting the ROPS FIA/MSA homologation certificate, provided they have been installed correctly.

The old chestnut has been raised again! Race numbers! We’ve been reminded when scrutineering cars, their correct race numbers should be attached to the side of the car before scrutineering, as per drawing 4 on page 155, and the regulations to the size, style and colour are on page 146, J.4.1 - 4.1.8. No numbers on the car, you will be “bounced”!!! You have been warned!

Overalls and crash helmet standards have remained unchanged this year, but you are reminded to look after your kit! The overalls standards, if you need reminding, can be found on page 168, K.9.1 onwards, and crash helmet standards and labels, on pages 168, 170 and 172, K10.1 onwards, and 10.3.1. If you have purchased a new crash helmet, the MSA blue sticker can only be applied by a National Scrutineer, the price of the sticker has increased to £2.50.

Now that HANS, oops, sorry, Frontal Head Restraints (FHR) to give them their correct name, have been in use for over a year, we’ve noticed a few issues with them. The helmet posts can work loose on the crash helmet, especially if the FHR is attached to the helmet during storage/transportation etc.! Also, the tethers on the FHR’s are now showing signs of wear. We’ve been told they can be replaced by the original retail supplier...for a fee of course! Check the screws attaching the loops that hold the tethers to the back of the FHR. We’ve found some screws loose, even missing, or replaced with the wrong type of screw! We’ve even seen a wood-screw used; guess which way the point of the screw was?! I’m not joking either!!! Apparently, it had been like this for a while as it was scratching the back of the crash helmet!!! Needless to say, we impounded both items!!!

When you are doing your pre-season checks on your competition car, please check the competition seat mountings. This year we had a nasty incident where the seat broke away from its mountings because the side bolts had pulled through the alloy side mountings! Please use “mudguard” or “penny” washers between the bolt head and the seat mounts to help spread the load.



Something else to check please, when you pull on the external fire extinguisher pull-cord, if a mechanical fire extinguisher is fitted to the competition car, sometimes the pull-cords can stick, or seize! Give the cable a bit of lubrication at the "T"-piece end, especially if your last event was wet! If there is some inner cable left after the screw nipple at the fire extinguisher handle, move the screw nipple along the cable away from the handle, about 20mm. It then gives the pull-cord a bit of slack; we can see the cable move when we check it at scrutineering, and the marshals, if they have to deploy the extinguisher, are not straining to pull the cord!

If you are building a new competition car that requires a new Competition Car Log Book (CCLB), or to give it its new name, a Vehicle Passport (VP), as from 1<sup>st</sup> January 2017 it is now done on-line via the MSA website! It has been running on-line since the summer. Go to [www.msauk.org/resouce-centre/technical-car](http://www.msauk.org/resouce-centre/technical-car) and you can download the application form. The form is filled out by the vehicle builder/competitor, including three photos, two showing front  $\frac{3}{4}$  and rear  $\frac{3}{4}$  with the vehicles registration plate readable, and a third photo of the engine bay. The vehicle is then inspected by a MSA National Scrutineer who will, if the vehicle is OK, forward the VP application to the Technical department at the MSA. The cost of the new VP is now £41, payable to the inspecting scrutineer. You still get a receipt, valid for 30 days, for your VP application, so that you can compete if you've not received your VP before your first event.

Please note, despite what some event scrutineers might say, you will **NOT** need to replace your old style CCLB, the old style CCLB remains valid for the life of the competition vehicle...unless Fawltly Towers says anything different!!!

Any scrutineering questions or issues, please contact me, either by email, [lpgerken@googlemail.com](mailto:lpgerken@googlemail.com), or phone me, before 9pm please, 01438 748164. Leave a message on my ansaphone, it doesn't bite! My details are in the new MSA Blue Book.

Have an enjoyable competitive, but safe, 2017.

Loyd Gerken MSA National Scrutineer

**GREEN BELT MOTOR CLUB**  
**AGM**  
**Wednesday 29<sup>th</sup> March 2017**  
**21.00 at Old Owens**

## **Jelf Motorsport.com Stage Rally Championship 2017**

The Associations of Eastern and South Eastern Motor Clubs are pleased to announce the 2017 Jelf Motorsport.com Stage Rally Championship. For the third year we are promoting a single pan-regional championship covering the Eastern and South Eastern regions.

Jelf Insurance Partnership is represented by a familiar face in the left hand seat of a certain yellow TR7 on many of the last year's championship rounds – Jaz Bareham runs the motorsports insurance division which offers club liability and equipment, road event cover and insurance for individuals' motorsports requirements.

For 2017 we have 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. Many of the rounds will be familiar to competitors in the previous championships but we also have some new events, notably Snetterton and Cadwell Park - all promise to be challenging and fun.

Registration can be done online at the AEMC website – <http://aemc.org.uk/StageRally>, or by the more traditional methods of posting or giving a form to the championship co-ordinators (Paul Barrett & Dave Town) at the first few events of the year. Many of you have registered an interest through the online entries systems for Brands, Goodwood and Snetterton (each of which have full entries now) and it's important that you are registered before starting your first event. I'll be marshalling the service area at Brands so I hope to catch up with many of you.

Paul Barrett

The 2017 Jelf Motorsport.com Stage Rally Championship will be contested over ten rounds (with seven scores to count) as follows:

21st January	MGJ Engineering Brands Hatch Stages (Kent) - Chelmsford Motor Club
11th February	Sherrards Resourcing Southdowns Stages (Goodwood) – Southsea & Bognor Regis Motor Clubs
19th February	Snetterton Stages (Norfolk) – Anglia Motorsports Club
5th March	Donnington Stages (Leicestershire) – Dukeries Motor Club
9th April	Cadwell Rally (Lincolnshire) – Border Motor Club
21st May	Middlewick Stages (Suffolk) – Middlesex County AC & Green Belt Motor Club
11th June	Abingdon Carnival Stages (Oxfordshire) Sutton & Cheam Motor Club
18th June	Flying Fortress Stages (Northants) - Dukeries Motor Club
28th August	Wethersfield Stages (Essex) – Chelmsford Motor Club
2/3 December	Rockingham Stages (Northants) (two-day event) - Middlesex County AC

## 2017 Formula 1 World Championship

26-Mar	Australian GP	Melbourne
09-Apr	Chinese GP	Shanghai
16-Apr	Bahrain GP	Bahrain
30-Apr	Russia GP	Sochi
14-May	Spanish GP	Barcelona
28-May	Monaco GP	Monte Carlo
11-Jun	Canadian GP	Montreal
25-Jun	Azerbaijan GP	Baku
09-Jul	Austria GP	Spielberg
16-Jul	British GP	Silverstone
30-Jul	Hungarian GP	Budapest
27-Aug	Belgium GP	Spa-Francochamps
03-Sep	Italian GP	Monza
17-Sep	Singapore GP	Singapore
01-Oct	Malaysian GP	Sepang
08-Oct	Japanese GP	Suzuka
22-Oct	USA GP	Austin
29-Oct	Mexico GP	Mexico City
12-Nov	Brazilian GP	Interlagos
26-Nov	United Arab Emirates GP	Abu Dhabi

## 2017 World Rally Championship

19-22 Jan	Rally of Monte Carlo	S. Ogier
09-12 Feb	Swedish Rally	
09-12 Mar	Rally of Mexico	
06-09 Apr	Rally of Corsica	
27-30 Apr	Rally of Argentina	
18-21 May	Rally de Portugal	
08-11 Jun	Rally of Italy	
29Jun-2Jul	Rally of Poland	
27-30 Jul	Rally of Finland	
17-20 Aug	Rally of Germany	
05-08 Oct	Rally of Spain	
26-29 Oct	Wales Rally GB	
16-19 Nov	Rally of Australia	

## **2017 BTCC CALENDAR**

April 1-2	Brands Hatch (Indy)
April 15-16	Donington Park
May 6-7	Thruxton
May 20-21	Oulton Park
June 10-11	Croft
July 29-30	Snetterton
August 12-13	Knockhill
August 26-27	Rockingham
September 16-17	Silverstone
September 30-October 1	Brands Hatch (Grand Prix)

## **Vnuk How it affects you – from the MSA**

### **What is ‘Vnuk’?**

‘Vnuk’ is a European Court judgement given in September 2014. Mr Vnuk was injured when a tractor manoeuvring a trailer in a farmyard in Slovenia knocked him off a ladder. He tried to claim compensation for his injuries from the insurer of the tractor.

The Slovenian court had to consider how Slovenia had implemented the EU Motor Insurance Directive into its local law. They referred a question to the European Court, to clarify whether the need for compulsory third party insurance should include use of a vehicle as a machine (rather than as a means of transport) away from public roads. Slovenian law only required compulsory insurance for use of a vehicle as a means of transport on public roads.

The European Court ruled that the requirement for compulsory insurance should cover any use of a vehicle, so long as that use is consistent with the normal function of the vehicle.

### **But we’re in the UK, not Slovenia?**

Every country in the EU must reconsider their local law because of the Vnuk ruling. We don’t know precisely when the UK Government will begin the formal process of leaving the EU and we don’t know how long that process might take. In the meantime, the UK remains part of the EU and is obliged to consider how the Vnuk judgement impacts UK law and in particular the Road Traffic Act.

### **Why have we only heard about Vnuk in the last few weeks?**

The Government launched its consultation on 22 December, bringing the matter into greater public focus and leading to media coverage of the issue.

## **Why does this affect motorsport?**

The Vnuk judgement affects all vehicles which are not currently required to have third party insurance. This includes everything from electric bicycles, golf buggies, quad bikes and ride-on lawn mowers, through to forklift trucks, agricultural machines and construction plant. Even static vehicles in museums and SORN'd vehicles would be affected.

All motorsport vehicles from karts, single seaters, saloons, rally, rallycross and cross country vehicles, trials cars, production cars in autotests, and even land speed record vehicles and Formula 1 cars would be required to have compulsory third party insurance. Many competition vehicles are already road registered, taxed, MOT'd and insured, but this insurance is usually limited to their activities on public roads, and not during competitive sections. A similar situation applies to vehicles on trackdays. No insurance policy is available to cover such a compulsory obligation.

## **What is the MSA's position?**

The European Motor Insurance Directives since 1974 have encouraged harmonisation of rules for compulsory motor insurance across the EU, to provide adequate compensation to victims of accidents. This allows vehicles to move freely across the EU without the need to take out separate insurance policies in every country. It also promotes a healthy and competitive market for insurance companies to provide such motor insurance policies.

It should not be the purpose of the Motor Insurance Directives to regulate compensation for injuries or damage in motorsport. Other sports do not suffer from similar compulsory third party insurance requirements, whether it be cycling, football, rugby, golf or any others.

Motorsport competitors willingly take part in competitions and understand the risks they take. They may insure their vehicles against damage caused, and they may insure themselves against accident or injury. Over 100 years of case precedent in the UK has defined how competitors in sport may be liable to each other for injuries.

The MSA has an umbrella insurance policy which covers public liabilities up to £65million for all events run under MSA permits. All competitors and officials also have the benefit of an umbrella personal accident insurance policy.

The MSA believes that motorsport should be excluded from the Motor Insurance Directive. The MSA supports the UK Government's preferred option in the consultation, which is to change UK law only when the European Commission has amended the Motor Insurance Directive (referred to as the "Amended Directive option" in the consultation document). Any other outcome runs the very real risk of stopping regulated motorsport for an estimated 200,000 participants, and pushing it into illegal unregulated events. It would also fundamentally damage the UK's motorsport industry with over 40,000 jobs and worth £10billion to the UK economy.

### **What has the MSA been doing about Vnuk?**

The MSA has been concerned about the possible consequences of Vnuk since late 2014. Since then we have been lobbying in Westminster, Brussels and across Europe to build support for amending the directive. The process to amend the directive has already begun.

The MSA has been working with a wide range of groups including the Motorsport Industry Association (MIA), the Association of Motor Racing Circuit Owners (AMRCO), the Auto-Cycle Union (ACU), the AMCA and the MCIA, as well as other European ASNs, the FIA and the insurance industry. We have promoted a strong joint message to MPs, the Department for Transport (DfT), Ministers and Secretaries of State. The Vnuk issue has also been a standing item at Motor Sports Council and MSA Board for more than a year.

### **Should I take part in the consultation?**

The MSA is formulating its own detailed response and will communicate that response to the UK motorsport community in due course. You may prefer to wait until then before submitting your own response.

### **How can I help in the meantime?**

Please write to your MP, bringing this important matter to their attention. You may wish to share [this article](#) and make the following key points:

Vnuk has the potential to destroy your hobby and/or livelihood

As a result it could also destroy an industry employing over 40,000 people across 4,500 companies in the UK, with an annual industry turnover of £10billion.

The UK is a world leader in motorsport and home to one of the strongest domestic motorsport scenes globally, with an estimated 200,000 participants.

### **Lastly, am I breaking the law if I compete in or organise a motor sport event in 2017?**

The Road Traffic Act has not changed, which means there is currently no requirement for compulsory

## **GREEN BELT MOTOR CLUB**

### **DINNER & AWARDS PRESENTATION – 25<sup>th</sup> FEBRUARY 2017**

#### **Mill Green Golf Club**

Gypsy Lane Welwyn Garden City Hertfordshire AL7 4TY

starting at 6.45pm with the dinner at 7.30pm



## **2016 Award Winners**

### **Trent Park Trophy**

**1<sup>st</sup> – Malcolm Wise**

**2<sup>nd</sup> – John Start**

**3<sup>rd</sup> – Chris Deal/Richard Warne**

#### **Single Venue Stages Driver**

**1<sup>st</sup> – Mark Blackmore**

**2<sup>nd</sup> – Niall Moroney**

**3<sup>rd</sup> – Richard Warne**

#### **Single Venue Stages Co-Driver**

**1<sup>st</sup> – Rob Cook**

**2<sup>nd</sup> – Matt Blackmore**

**3<sup>rd</sup> – Chris Deal**

#### **Multi Venue Stages Driver**

**1<sup>st</sup> – Richard Warne**

**2<sup>nd</sup> – Ian Barnard**

**3<sup>rd</sup> – Martyn Andrews**

#### **Multi Venue Stages Co-Driver**

**1<sup>st</sup> – Chris Deal**

**2<sup>nd</sup> – Steve Greenhill**

**3<sup>rd</sup> – Rob Cook**

#### **Thatcher Trophy (Autocross)**

**1<sup>st</sup> – John Rigden**

**2<sup>nd</sup> – John O’Sullivan**

#### **Chalk Trophy (Sprint)**

**1<sup>st</sup> – John Start**

**2<sup>nd</sup> – Chris Jones**

**3<sup>rd</sup> – Mick Davis**

#### **Bowyer Trophy Driver**

Not awarded

#### **Bowyer Trophy Navigator**

Not awarded

#### **Clubwomans Trophy**

Not awarded

#### **Clubmans Trophy**

**1<sup>st</sup> – John Rigden**

**2<sup>nd</sup> – Chris Deal**

**2<sup>nd</sup> – Richard Warne**

#### **Warner Celnik Memorial Trophy & Greta Taylor Memorial Trophy**

**1<sup>st</sup> – Brian Aldridge**

**1<sup>st</sup> – Chris Deal**

**1<sup>st</sup> – Gerry Thurlow**

Ross McNeil Trophy

Enthusiast Trophy

Jackson Trophy

Marshals Trophy

Bangham Trophy

Smee Trophy

Winners of the above will be announced on the night, so it could be you!

#### **Glover Trophy (GBMC events)**

**1<sup>st</sup> – John Start**

**2<sup>nd</sup> – Frank Trueman**

**3<sup>rd</sup> – Chris Jones**

## **AWARDS DINNER MENU**

### **STARTERS**

**Home-made tomato and basil soup or Home-made broccoli and stilton soup**  
Served with cheese straws

**Tomato & Mozzarella Salad with Chive Dressing**

**Chicken Liver Pate**

Served with caramelized red onion chutney and Melba toast

**Prawn Cocktail**

Served on a bed of mixed leaves with Marie-rose sauce.

### **MAINS**

**Marinated oven baked chicken with Roasted Shallots & Peppers**

Served with seasonal vegetables and new potatoes

**Herb Coated Medallions of Pork with Wild Mushroom, Dijon Mustard & Cider Sauce**

Served with seasonal vegetables and new potatoes

**Braised Lamb Shank**

Served with seasonal vegetables, Spring onion mash and rich mint gravy.

**Traditional Roast Turkey**

With Sage & onion stuffing, pigs in blankets, seasonal vegetables & roast potatoes.

**Salmon Supreme**

A lightly roasted salmon fillet

Served with seasonal vegetables, new potatoes and a light lemon butter sauce.

**Baked Stuffed Aubergine**

Aubergine stuffed with Mediterranean couscous with a rich tomato and basil sauce.

### **DESSERTS**

**Belgium Waffles**

Topped with vanilla ice cream and finished with chocolate sauce.

**Raspberry Pavlova**

Served with Chantilly Cream

**Bailey's Cream Profiteroles**

Served with warm chocolate sauce

**Vanilla Crème Brûlée**

Served with shortbread biscuit

### **TO FOLLOW**

Freshly brewed coffee and chocolate mints

## CHIEF MARSHALS MUTTERINGS

A new year is upon us, I hope you all had a pleasant festive season. A number of us are already involved in the planning of events for the 2017 season, the first of which will be getting underway soon, and we hope to see more of you out there either competing or assisting in the forthcoming year.

Coming soon I shall be going to assist at the Stage Rallies at Brands Hatch on January 21<sup>st</sup> and Goodwood on February 11<sup>th</sup> and there is also the Marshals training day in Cambridge on February 4<sup>th</sup> and then there is the Snetterton Stages on February 19<sup>th</sup> where Green Belt is one of the co-promoting clubs under the Anglian Motor Sport Club banner.

So far, there seems to have been a good response for marshals for Snetterton, but there can never be too many and none will be turned away, details for this event can be found at: <http://www.snettertonstagerally.co.uk/>.

Remember that for 2017 all rally marshals will need to be registered with the MSA and have completed the short online training module to get their 2017 registration card. If you wish to register as a new marshal, or update your existing registration then go to the MSA website marshals' login/enrolment page at <https://members.msauk.org/imissite/login/default.asp>. It is still possible to marshal without being registered, but only by being 'buddied' with an existing experienced marshal and working with them, although not all events will allow this so, if you want to get out close to the action then the simple registration process is the best course of action.

If you need more information, then just get in touch – I go to numerous events of different types during the year (around 30 in 2016) and can put you in touch with who to contact. Most events now have details on the web where you can contact the organisers, and a calendar of upcoming local, and not so local, events is contained within Wayfarer.

On the wider front, the World Rally Championship will soon commence with the Monte Carlo Rally and a new evolution of faster, wider and more aerodynamic WRC cars. The word being that these far exceed the performance of the old spectacular Group B days although they produce 'only' 380 bhp compared to some of the group B's reputed 500+, the advancement in technology makes them probably the fastest rally cars ever seen.

I have mixed loyalties for the new season, having been a Ford 'person' since the sixties and British, I really want to see Ford, built in Cumbria by M-Sport and Malcolm Wilson, back at the front even with a French driver (Sebastian Ogier). But also want to see a British driver, Kris Meeke, up there albeit it in a French Team (Citroen) and there is also Elfyn Evans in a Ford and Craig Breen in another Citroen.

So what would my New Year wish be? Well I guess it would be for both Meeke and Ogier to be winning events and for Evans and Breen to be getting podiums and maybe a win. Then at the end of the year for Kris Meeke to become WRC champion and M-Sport to get the manufacturers prize. Wishful thinking? We'll see..... I haven't forgotten the other drivers that may be in contention or Hyundai who I expect to be strong and Toyota who I don't think will be quite there at the beginning - but who knows, I do suspect it will be more competitive and open than it has been for the last few years.

John Davie

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### **Dayinsure Wales Rally GB**

The 3 day National event with around 85 competitors supports the International Rally with around 65 entrants. The National gives the club competitors a chance to compare themselves against the best in the world. Richard has taken part several times, myself I have gone it three times in 2012 starting in Cardiff, 2015 and 2016 starting from Deeside.

2015 Richard nearly left it too late to enter, he entered around 17.00 on the first day and we only got a confirmed run the week before the event. This time the entry when in within the first 20 minutes. This gave Richard roughly 8 weeks to prepare the car after the Woodpecker Stages. Bolts were checked rechecked and tighten, the paintwork was touched up or re-sprayed. As the event was running a week or two earlier than usual and at the end the half term the cost of cottages for a short term rent had gone up, so we went back to B&B and had our evening meals in the motorhome in the service park.

With a week to go Richard says the car is ready. Now I have a week of watching through the route notes and highlight the notes I need to make sure I tell Richard. The International event has 22 stages (332.03km) whereas the National event has 12 stages covering 107.32 miles (172.71km).

There are 148 pages of notes to cover those 12 stages ranging from 1.12 to 21.83 miles. There were two DVDs to watch as well. By the time we were ready depart from Hertford on the Thursday I had watched every stage twice, highlighted the notes, changed some notes and copied the notes and divided the book so I only had the notes I needed.

We arrived in the service park on Deeside around 14.00 set up in our allotted space. The service park was quiet due to the shake down stage and the ceremonial start, this gave us more room to sort ourselves. Our service crew, Karl and Scott Adamson were to join us later. I went off to the Rally Office to get the numbers and stickers etc. With the car ready we went off to Scrutineering via our B&B to introduce ourselves as we could be late when we arrive properly. Scrutineering was done in around 5 minutes, so back to the service park to sign on.

Friday was clear and warm, when we left Deeside at 08.52 for the 83 miles to the first stages in Myherin. The closer we got to the stage the cloud came down and the drizzle started and by the time we got to the start we were in the cloud. The stage was 19.88 miles and got us in 25mins 17 secs. When I had a chance to look up it was a waste of time as I couldn't see anything and Richard was relying on the notes. There was a short road section to Sweet Lamb with its jumps for the spectators, fortunately the cloud cleared as we went through this stage. Again a short road section to Hafren where we make cross our first queue, this stage was cancelled when we were about to start last year. Stories soon had it is way along the queue that there was a car fire. No long later the stage was cancelled and we drove through most the stage. That meant we lost approx 20% of the event mileage. Without a stage start time we did have a due time to the next stage arrival and a re-fuelling point on the way and other cars got diverted a different way, fortunately no penalties were applied. Dyfnant went all without any incident. Before going back to service park we had a diversion into England to Chester where they had closed the main road to parade the cars. Traffic on the A5 held up us, some car drivers overtake some the traffic a bit like the old days.

Back in service Karl and Scott set to check the car and found a bolt missing and soon replaced. After a our meal we wandered around to international section and had a free coffee in the Rally Office to check the results and the re-start time for Saturday before retiring to the B&B.

Chris Deal

To continued ....



**[www.snettertonstagerally.co.uk](http://www.snettertonstagerally.co.uk)**

**[www.amsc.org.uk](http://www.amsc.org.uk)**

## **Marshals**

**Welcome to the 2017 SNETTERTON STAGE RALLY 19th February 2017**

**Supported by G.& B. Finch Ltd, Hylton Gott and Rix Engineering.**

We are delighted to confirm that this will be the 5th round of the prestigious Motor Sport News Circuit Rally Championship as well as other regional association championships.

The 2107 event follows the successful events run at the Snetterton Circuit in previous years but in 2017 in the hands of a different club, Anglia Motor Sport Club (AMSC).

Although AMSC may be a new name to many it is a club with an excellent pedigree being a combination of most of the active motor clubs in East Anglia. This brings together the skills, resources, experience, and expertise from all those clubs providing a very strong organising team which we are confident will deliver a challenging but enjoyable event. The overall format will be like previous events maximising the opportunities available at the venue by utilising a mixture of on and off circuit roads within the route.

We need help from over 100 Marshals and Radio Crews to run a successful event. We ask you to come along to help us run the event and enjoy a good day's motorsport.

The organisers would like to thank G.& B. Finch Ltd, Hylton Gott and Rix engineering for their sponsorship which is very much appreciated and to recognise the support of MSV and the management and staff at Snetterton. Without these contributions, the event would not be possible.

The Organising Team



## **GREEN BELT MOTOR CLUB**

Affiliated to the RAC Motor Sports Association  
Members of the ACSMC, AEMC and ASEMC  
part of the Anglia Motor Sport Club Ltd

### **Committee Members 2016/17**

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Vice Presidents – Dan Chalk, Geoff Jackson, Tony Strong

Ambassador Richard Warne

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David Hughes

### **ARTICLES FOR PUBLICATION**

Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.  
Please continue to send in your stories and reports to [wayfarer@greenbeltmc.org.uk](mailto:wayfarer@greenbeltmc.org.uk)

The copy date for the next issue is **15<sup>h</sup> February 2017**.

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