



WAYFARER JULY 2019

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
July 2019

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The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

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

For convenience, membership records are maintained on a personal computer. Any Member who does not wish their details to be held in this way should advise the Membership Secretary.

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Front cover: The Stewarts at the Goodwood Festival of Speed 50th (Chris Deal)

Editorial/Club Sec News

Most of time at the moment is spent worrying about the TAMS Packaging Summer North Weald Sprint on Sunday 28th July. At the moment, 10th July, we have 28 paid entries and 3/4 more promised, but the worrying thing is that we have only around 5 helpers to run the event on the day, which isn't enough to run the event safely, I'm sure we will get more entries, but I'm not sure about the helpers. Just in case I will carry on regardless.

The Club printer is still in front room, so no one wants it. We did have some interest, but both interested parties said no due to the size etc. Once the house redecorating gets to the front room it will be time to go. If you receive this by post we have other ways to print the magazine, even if it is a bit more expensive. More than more magazines etc are sent out electronically to be read on your laptop, Ipad etc (what do you mean you can't have one!). This does mean the issues are more current and changes can be sent out without waiting for the next issue.

Talking about electronic news letters etc the Anglia Motor Sport Club is now sending out a monthly E-Newsletter detailing upcoming events run by AMSC clubs, which now includes Harrow CC.

Motorsport UK continues its re-shaping; they have done away with the RDO, Regional Development Officer and now they are trying to recruit all club members who aren't licence holders, see what they say.

"A lot has changed over the past year as Motorsport UK transitions from a traditional governance-led association to a modern membership organisation. We want to grow our membership as part of our vision of a sustainable future for motorsport and that is why we need your help.

The more people join us as members, the bigger the Motorsport UK community becomes and the louder our voice gets as we speak up on the issues that matter to our sport."

Some sports mean you have to join the national body first, I wonder whether this the first stage. When what happens to the club?

I went to Goodwood Festival of Speed with Robert as Chris Payne couldn't make the trip (Chris - get well soon) for the second time. It was another warm day and busy, you need to days to see everything.

Now back to the Sprint.

Chris Deal

Motor Museums

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

Club Diary

28 July – TAMS Packaging North Weald Summer Sprint

10 September – visit to Gaydon, the British Motor Museum

Gaydon is near Banbury just off Junction 12 of the M40, about 90 min from Potters Bar. Post code is CV35 0BJ. Admission costs £14-50, concessions £12-50.

If YOU are interested please contact Ian Davies by phone on 020 8882 4889 or text to mobile 07836 517451.

Event dates

Key

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

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

July

19-21 Rally Rome (ERC)

20 Down Rally (Motorsport UK Asphalt Rally Championship)

20-21 Autocross at Sugworthy, run by North Devon MC

21 Twyford Wood Stages

24 Harrow CC Concours at Ace Café from 16.00

26-28 Silverstone Classic

28 German GP, Hockenheim

28 Harry Flatters Rally (MSA British Historic Rally Championship)

28 TAMS Packaging North Weald Summer Sprint, run by GBMC

TAMS Packaging NORTH WEALD SUMMER SPRINT SUNDAY 28th JULY 2019

REGS available on the website

Having procured a summer date again we need helpers to make it happen and hopefully with better weather this year. If you can help give me a call or email me or we will have to cancel the event!

Rally cars don't need to enter Sports Libre class, but enter Modified classes.

Chris Deal 07920-840689, chris.deal@greenbeltmc.org.uk

August

- 1-4 Rally Finland (WRC)
- 3 Goodwood Sprint, run by Brighton & Hove MC (AEMC)
- 3-4 World RX, Trois-Rivieres, Canada
- 3-4 Snetterton 300 BTCC race
- 3-4 Ipswich Wheels Festival**
- 3-4 Autocross at Meonstoke, run by Southsea MC
- 4 Hungarian GP, Budapest
- 4 Tyneside Stages
- 4 Hethel Sprint, run by Borough 19MC (AEMC)
- 10-11 BTRDA RX at Pembrey
- 16-18 Rally Zin (ERC)
- 17 Ulster Rally (BRC)/(MSA British Historic Rally Championship)
- 17-18 Thruxton BTCC race
- 18 Tewin Classic Car and Craft Show**
- 22-25 Rally Germany (WRC)
- 24-25 Autocross at Bucknell, run by Witney MC
- 25 Mewla Rally (Motorsport UK Asphalt Rally Championship)
- 26 British RX at Lydden
- 31 Woodpecker Stages (BTRDA)/(2WD)
- 31-1 World RX, Hoheac, France

September

- 1 Belgian GP, Spa
- 1 Debden Targa run by Wickford AC (AMSC)
- 7 Galloway Hills Rally (BRC)
- 7 Brighton Speed Trials
- 7-8 Autocross at Kingsbridge, run by South Hams MC
- 8 Italian GP, Monza
- 8 Stirling Moss North Weald Sprint run by Harrow CC/GBMC (AEMC)**

- 8 Stage Rally at Wethersfield run by ASMC (AEMC)
- 12-15 Rally Turkey (WRC)
- 13-15 Revival Meeting at Goodwood
- 14-15 Knockhill BTCC race
- 14-15 Watergate Bay Speed Hillclimb, on the B3276 between Padstow and Newquay
- 14-15 World RX, Riga, Latvia
- 15 AutoSolo at Wethersfield run by Cambridge CC (ASMC)
- 21 Rally Day at Castle Combe**
- 21 Curborough Sprint, run by BARC (Mids) (AEMC)
- 21-22 British RX at Pembrey
- 22 Singapore GP, Marina Bay
- 22 Cheviot Stages Rally (Motorsport UK Asphalt Rally Championship)
- 27-29 Cyprus Rally (ERC)
- 27-28 Trackrod Rally (MSA British Historic Rally Championship/BTDRA)
- 28 BTRDA RX at Lydden
- 28-29 Silverstone (National) BTCC race
- 28-29 Autocross at Whimble, run by Torbay MC
- 29 Russian GP, Sochi

October

- 3-6 Rally GB (WRC)
- 6 Debden Sprint run by Herts County (AEMC)
- 6 AutoSolo at Stanta run by SCCon (AMSC)
- 6 Eelmoor Sprint, run by Farnborough & DMC
- 12-13 Brands Hatch (Grand Prix) BTCC race
- 13 Japanese GP, Suzuka
- 13 Dukeries Rally run by Dukeries MC (AEMC)
- 13 Trial at Ivinghoe run by Falcon MC (AMSC)
- 20 Autosolo at Debden, run by West Suffolk MC (AMSC)
- 20 BTRDA RX at Knockhill
- 24-27 Rally Spain (WRC)
- 26-27 British RX at Croft
- 27 Mexican GP, Mexico City

Free MOTORSPORT on TV

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

Abingdon Carnival report

The Car Spares Escort Had its first outing on the Farnborough & District Carnival Stages based at Dalton Barracks Abingdon with Chris Sailing with Ed & Bernie down in the deepest west Country this year roped in Sam Fordham to sit in the left hand seat Sam had regular outings with Ashley Davies on BTRDA evets and recently just come back from the Barbados Rally with Steve Finch. Back to the Rally with Scrutineering and documentation only on the Saturday afternoon had a leisurely drive to the venue. Other GBMC crews joined us this year at car 58 Andy / Archie Wishart in a similar mk2 Escort and Gavin Pink/ Stuart Parrish car 61 in their 2wd 2.9 V6 Ford Sierra.

With 100 starters and over 30 competitors in our class competition was going to be fierce. With stages on average at 10 miles, tyre wear over the 75 miles may be an issue.

Sunday morning came with bright skies which was a relief after all the rain we have recently had. The first two stages were of 12 miles each which were great, however not sure of the pace I was second and half a mile slower than where we should have been and we were down in 41st spot with Andy /Archie up to 25th overall and Gavin / Stuart at 38th.

Stage 2 was not kind to the Ford Sierra parked up on the side of the track with Gavin giving us a wave the crew was ok not sure about the car?

Back in the service area it was revealed the blue Sierra had no drive, on dismantling the rear diff cover the CWP was ok but the LSD plates were not what they should be. How many miles had that Diff done 20 a call to customer service I think is in order.



The GBMC Team at Abingdon

On Stage 5 the Car Spares Escort jumped over a curb thinking the worst two flat tyres limped back on the track fortunately the tyres held up and still clocked 29th quickest.

Coming towards the stage finish car 56 Andy & Archie was on the end of a tow rope. Back in the service area the red Escort was smelling of Petrol with quantities of petrol inside the car it didn't look good, turning on the petrol pumps petrol was spraying everywhere with little time to repair retirement was inevitable.



Richard, Gavin Stuart & Sam (Sam's behind the car having a puff)

Stage 7 the final stage Car Spares Escort had no incidents and finished 34th quickest, overall Richard/Sam finished 31st overall and 10th in class from 32 competitors in the class, must try harder.

This venue at Dalton Barracks had a good mixture of slow and fast bits however the chicanes were little on the tight side in places, but they were there for a reason.

Thanks to Carl & Callum Adamson for keeping the car in one piece during the day and of course Sam on the maps. Of all the tarmac stage events I have competed in over the years I would definitely go back and do the event again next year.



Wales Rally GB – Richard Warne

The Car Spares Mk2 Escort has had a bumpy start to the year as Chris detailed in last month's Wayfarer; a brilliant run on the BTRDA Rallynuts Stages was one of those perfect events where everything went as planned and most enjoyable, which I think is the main importance.

However the Plains Rally based in Oswestry was a mile away from being perfect this year, the pre event organisation was very disjointed during my 40 years in competing on Stage events it was one of the roughest resulting in a damper failure, as a consequence it was like driving a go kart, we still managed to finish.

I know its four months to go before the big event of the year, yes **Wales Rally GB** in October, the Car Spares Escort with Chris Deal on the maps (pace notes) is planning another attack on this event in the National section of this UK round of the international WRC event. Now is the time to consider competing on this event, it would be great if other Green Belt crews could join us on this event. I have now entered 7 Wales Rally GB events and I can honestly say the atmosphere is absolutely brilliant, this year in Llandudno I would imagine it will be just as good. One area of the event which I am not looking forward to is the Slate Mountain Stage on Saturday, last year the track was ????? rough and as you can imagine the route was round a mountain of slate, the good news is we are only planned to do the stage once and they say the track has been regraded, we will wait and see.



Richard & Rob Cook Wales Rally GB National 2014

This year, Wales Rally GB has a new home at Venue Cymru, right in the heart of

Llandudno, on the coast of north Wales. For 2020 the event may move from Wales
Watch this space ?The event format for this year is:-

Following a final pre-event Shakedown in Gwydir Forest, Snowdonia, on **Thursday** morning, all the competing teams will make their way over the border to Liverpool for the Ceremonial Start. Teams will then got off to Oulton Park race circuit, where a full evening of entertainment is planned, with appearances from WRC legends and iconic vehicles, live music and DJs, historic rally displays and an autograph session which will be open to all spectators. Oulton Park's easily accessible location and great spectating facilities are certain to attract a huge crowd.

Friday is based in the forests of the Snowdonia National Park. The day opens with classic stages in the forests of Elsi and Penmachno before moving towards Welshpool for timed tests in the Dyfnant and Aberhinant forests. All four stages are repeated in the afternoon after a lunchtime service in Llandudno with the second run through Aberhirnant taking place well after sunset and in total darkness. Friday afternoon will also see the rally return to Slate Mountain.

'**Super Saturday**' is back for 2019 with three special stages, all set in the mountains to the east of Aberystwyth, with the addition of the new street stage on the seafront at Colwyn Bay. Dyfi, Myherin and Hafren, incorporating the Sweet Lamb complex, this will push crews to their limits as they tackle all three stages twice. A lunchtime regroup will be hosted on the streets of central Newtown. The rally returns to the Service Park in Llandudno via an all-new Saturday evening stage on the promenade in Colwyn Bay.

Sunday's action will take place at Llyn Brenig Reservoir, with both Alwen and Brenig tests running twice either side of a timed section around the iconic Great Orme peninsula. The second visit to Brenig is the event's concluding Wolf Power Stage.

To conclude the event, Wales Rally GB's Ceremonial Finish will be on the picturesque Llandudno Promenade.

Entries for Wales Rally GB will open in July and for WRGB and for the National crews in August.

The proposed stages are:-

Thursday 3 October:

Shakedown: Gwydir

Ceremonial Start: Liverpool

SS1: Oulton Park

Overnight: Llandudno

Friday 4 October:

SS2: Elsi 1

SS3: Penmachno 1

SS4: Dyfnant 1

SS5: Aberhirnant 1

Service: Llandudno

SS6: Elsi 2

SS7: Penmachno 2

SS8: Slate Mountain

SS9: Dyfnant 2

SS10: Aberhirnant 2

Service and overnight: Llandudno

Saturday 6 October:

SS11: Dyfi 1

SS12: Myherin 1

SS13: Sweet Lamb Hafren 1

Regroup: Newtown

SS14: Myherin 2

SS15: Sweet Lamb Hafren 2

SS16: Dyfi 2

SS17: Colwyn Bay

Service and overnight: Llandudno

Sunday 6 October:

SS18: Alwen 1

SS19: Brenig 1

SS20: Great Orme

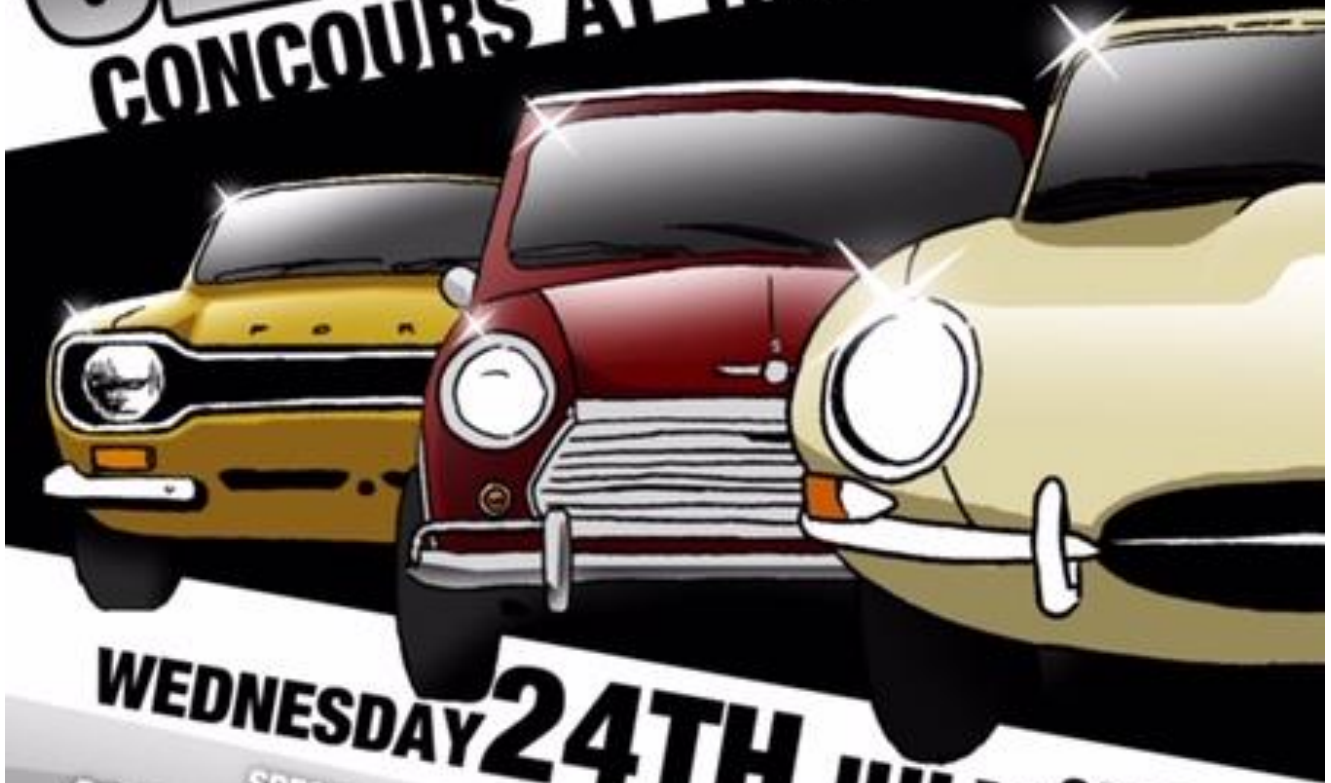
SS21: Alwen 2

SS22: Brenig 2 (Wolf Power Stage)

Ceremonial Finish: The Promenade, Llandudno



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SCRUTINEERING BAY JUNE/JULY 2019

Following the club's recent AGM, may I pass on my congratulations to our new Club President Richard Warne, a well-deserved position in recognition of all the hard work he's done for the club for many years, knew you couldn't stay away too long from the club committee Richard! Richard's got some big shoes to fill following the sad passing of our much missed and loved former Club Chairman Gerry Thurlow, and I know everyone will give Richard all the help and support he'll need. Also, many thanks to the committee, past and present, who have left or taken on new positions.

It's been a while since I last wrote a piece for the club's magazine, so what have I been up to so far this year! My first event, in late March, was a race meeting for MG Car Club at a rather chilly Silverstone, followed by Classic Sports Car Club at a cold and very wet Snetterton; of course, old airfield race circuits being mostly flat and open will always be cold! Then just before Easter, 7Oaks and Borough 19 MC's had their sprint at another old airfield, North Weald in Essex! I was to help my old buddy Mike Madden with scrutineering, while David Barnes was on the noise meter.

Late April saw me at Brands Hatch for another race meeting, again for MGCC, where our club's Chairman Malcolm Wise was competing with his very rapid Ford Escort RS Cosworth in the recently re-vamped BARC race series for modified saloons; I believe our club's Press Officer Robert Taylor will be doing a report on Malcolm's results soon.

May Bank Holiday weekend I was asked to be Chief Scrutineer again for the MSVR organised Donington Historic Festival! With over 400 cars and 600 driver's kit to check, we were kept very busy scrutineering Thursday afternoon and Friday morning. This year I asked for ALL cars to come to the Scrutineering Bay. Last year we were checking the cars in the team's awnings spread out in the vast Donington paddock, and with no paddock plan we were finding some teams set up in the public car park, not ideal! So for this year I insisted they all came to the 'bay! There were a few grumbles from some teams with more than one car, but it seemed to work quite well.

We had an excellent eclectic mixed entry of some superb historic, and very rare and valuable, race cars from front and rear engined Formula Junior cars (Coopers, Lotus, Brabham's, Lola's) to Historic Grand Prix cars (Talbot's, Alfa Romeo's, Frazer Nash, ERA's) and pre-war sports cars (Bentley's, Aston Martin Ulster's, Bugatti's and Maserati's), a good selection of classic saloon and sports cars including some rare Jaguar C, D and E-Types, a Ferrari GTO (said to be worth several million pounds!), an assortment of AC Cobras and Lotus Cortina's, and some rather obscure makes of cars too! Because the Mini was celebrating its 60th anniversary, there were loads of 'em racing, some driven by a couple of old mates, Jonathon Lewis and Bill Sollis! There were some excellent races with no major issues; apart from race control constantly asking us to check cars for leaking fluids...old cars always leak fluids, if they didn't they'd probably be empty and likely to go bang!!!

One notable race entry was a Bentley 3/4½ litre pre-war car; it was driven to Donington from its home in Somerset, and without a support vehicle, all the spare wheels, fuel cans and tools were carried on the back seat, it finished the race and drove home afterwards! That's how racing was done in the old days, wouldn't it be nice if we could do it today!

The following weekend I was back to Silverstone, this time for the Blancpain GT Endurance Series, a three hour enduro race with GT3 cars from some major manufacturers - McLaren, BMW, Aston Martin with their new Vantage, Lamborghini, Ferrari's, Audi R8's and some Mercedes AMG's too.

For this race meeting, I was tasked with leading a small team of scruts checking the driver's kit at signing-on! During Friday morning, the drivers had been out testing their cars and quite a few drivers' kits were a bit sweaty and stinky, especially the crash helmets!!! I was lucky to talk to quite a few past and not so past, F1, GT and celebrity (Sir Chris Hoy, etc.) drivers during the kit inspection, but one funny incident involved Chris Harris! When asked to present his flame retardant underwear from under his race suit, the *Top Gear* presenter offered his motorcycle thermal underwear! He was most embarrassed! Chris was quickly despatched back to the team truck by his team manager to retrieve his correct race underwear!

When our scrutineering duties were finished, we donned our flame retardant overalls and crash helmets (ever wondered where impounded kit that's not reclaimed goes to, now you know!), we had to go into the pit lane and use the bar-code scanners to check the tyres as they went on, or off, the GT cars during qualifying and the race! I enjoyed this race meeting; we were kept very busy all weekend, and working closely with the technical scrutineering team from Belgium with the eligibility checks.

Then we were back to Snetterton, this time for the British GT and BRDC F3 race meeting, again I was to be Chief Scrut! Scrutineering of the GT cars was completed Friday afternoon...some of the race teams having recognised us from the previous weekend! It left Saturday to scrutineer the rest of the cars for the BRDC F3, Ginetta's, JCW Mini's and VW Cup races. There were some good racing but we had a few incidents during the races, the most frightening involved two VW Golf's crashing at the pit lane entrance, with one car ending up on top of the safety barrier close to the spectator's enclosure! The two drivers were sent to the local hospital for X-rays etc. and returned to the circuit a bit battered and bruised, but thankfully no serious injuries!

The next weekend saw me back to Brands, this time for the Masters F1 race meeting. We had a selection of historic F1 cars from Williams, Lotus, Ensign and Tyrrells, including some very rare cars from Frank Lyons' collection of race cars for him, his wife Judy and his son Michael to drive. Frank and Michael were in Williams FW07B's while Judy was in her Surtees TS9.

Unfortunately, the first F1 race on Saturday was red-flagged; Michael had crashed his Williams while trying to pass the leader at Paddock Bend writing it off, where upon Frank said "Can we get our spare car from the workshops for tomorrow's race?"! I have no idea how many cars Frank has in his private collection but he returned Sunday morning with an ex-James Hunt Hesketh 308B! Unfortunately Michael didn't have much luck with this car on Sunday either, blowing up the car's DFV engine comprehensively!

The Masters F1 weekend included races for Historic F2's, historic saloon and sports cars – some I had seen at the Donington Historic Festival – and cars from a Dutch championship together with some invited British cars. I was amazed how poor the Dutch cars were prepared for racing! Unprotected hot pipes running through the car, dubious roll-cages, seats and belts and no plumbed-in fire extinguishers, just a small hand-held, and most failed the very strict Brands Hatch noise levels! Anyone who has raced or rallied in Europe will know how strict the scrutineers can be on everything being to FIA's standards!!! Eventually, with some compromising and adjustments, all the cars were allowed to race!

The following weekend I was back again to Brands, this time for the American Speedfest. This race meeting was for the European version of the American NASCAR race cars, and take it from me; they are big!!! With massive chassis and roll cages, huge V8 engines, plastic bodies covering the largest wheels I've ever seen, and noisy too!!! And racing on the tight Indy circuit meant a few, shall we say, collisions!

One of the entries included the 1997 F1 World Champion Jacques Villeneuve. I'm sorry to say I found him very stand-offish, especially with the spectators and marshals during the pit lane and grid walks! The team manager was not impressed with Mr Villeneuve's attitude especially towards the team sponsor's guests!

Because this race meeting had an American theme, we had baseball players and pom-pom girls, accompanied by some military personnel from one of the nearby American air bases, and a very dodgy looking Elvis Presley lookalike singing the American national anthem on the start line before the Euro NASCAR race on Sunday!

Included on the race programme we had Historic F5000's. It was a very disappointing grid of only six cars but at least we had three cars from Frank Lyons' vast collection of race cars competing. Frank and his wife Judy were in Gurney Eagle FA74's, and son Michael in his Lola T400 winning all three races, and lapping his mother three times in each race!

We also had some of the Dutch cars staying over from the previous weekend at Brands, this time they were entered into the Bernie's V8's races, and as they were now racing this weekend under a Motorsport UK race permit, they all had to conform to the strict noise levels! I was told during the week the circuit's on-site race

equipment supplies shop did some good business selling plumbed-in fire extinguishers to the Dutch teams!

After the American Speedfest, I was back to Silverstone, again for the British GT and BRDC F3 race meeting but for this weekend I was to be the Environment Scrutineer! And it rained...all weekend! Noise testing in the rain is not my idea of fun! Keeping the noise meter dry was difficult but everyone passed the noise tests! Did you know, Silverstone, the Home of British Motor Racing, have a noise curfew at 10:55am Sunday morning for "Church Bells" for 30 minutes, this even applies for the British Grand Prix weekend! Race circuits now increasingly have to adhere to strict local council planning regulations to help reduce complaints from the local residents!

Having dried out from the previous weekend, I was back to Snetterton, to once again be Chief Scrut, for the 12 Heures du Norfolk, Snetterton's own version of the Le Mans race, but only for 12 hours, for the diminutive Ford KA! The new for 2019 race series is for standard production Mk1 Ford KA's with very limited modifications allowed, except for safety equipment, to help keep costs down. The races are of three, four, six or twelve hours duration and teams can be made up of three or more drivers sharing the driving duties, and race costs!

Saturday was for the various MSVR races including Zcars (BMW Z3 and Z4), Trackday Trophies and for Allcomers; the KA's were to have their own qualifying session on Saturday afternoon ready for their epic endurance race on Sunday. I have to say, it was impressive watching from the start line 25 Ford KA's jostling for position on their rolling start at 09:10am Sunday morning!

The only major incident happened early into the race when a car rolled! The driver, after being checked over and released from the circuit's medical centre, fortunately with no injuries, except to his pride, together with his team surveyed the car to see if it could be repaired to continue racing! Minus the front and rear screens, new doors and bonnet fitted, the car was re-scrutineered and returned back to the race track with much applause from the teams and marshals in the pit lane. I was told that if I had needed a part for a Ford KA, there were no KA's left in the local scrap yards, all stocks of cars and parts having been bought up the week before!

Despite the cars being standard, only three cars retired due to mechanical problems! But during the race, as we were on the 200 circuit with mostly right hand bends, there were some issues with left front steel wheels breaking; we soon discovered some teams were torqueing the wheel nuts wrong on the standard steel wheels, stressing the wheel centres, which had seen long service on the road, being kerbed, driven into pot holes and many years of salt after many winters use! The problem was resolved by allowing alloy wheels to be used on the front axles and steels on the rear!

The race was very close, the leading three cars were on the same lap, only swapping places when they pitted for fuel and driver changes. After 12 hours and 381 laps around the 200 circuit, at the finish, the winning car was separated from second by 12 seconds and third a further 16 seconds behind! The fastest lap was 1min 44.246 seconds, at a speed of 68.51mph! Not bad for a car that has only about 69bhp! But to compare, the fastest time from the previous day's Trackday Trophy race (Lotus Elise) was 1min25.304 seconds, at a speed of 83.73mph!

At the end of the race prize-giving, it was good to see the drivers and team members showing their appreciation and giving the loudest applause to the marshal's prize draw winners on the winner's podium.

I was pleased to see many Anglia Motor Sports Club members, either as race officials or taking part in the race itself, including Ian Barnard and Ashley Davis driving, and Barry Thorn and Ashley's dad Tudor helping out in the garages. And it was good to see Rob Cook and Claire Rix in the time keeper's office, while Brian Hemmingway was our Motorsport UK Steward, and of course, yours truly as Chief Scrutineer!

Well, that's it for the first half of the year; the second half will be just as busy with more International and British GT's, Deutsche and Mini festival races at Silverstone, Brands Hatch and Snetterton, and I'm looking forward to doing the DTM weekend at Brands in August. Also, we've got two sprints at North Weald to be jointly run by our club and our friends from Harrow CC, and following the Scottish government passing similar laws to England and Wales allowing for closed-roads for motorsport, our annual trip to Scotland for the Mull Rally.

That's it, enough from me, I have nothing to report regarding new motorsport regulations, but I'm still seeing cars presented to scrutineering with the safety harnesses installed incorrectly, even some professional teams too! Remember, to be homologated, the shoulder strap with the foil FIA hologram goes on the left shoulder, not the right! I've even seen some belts with "Left" and "Right" marked on the buckles fitted the wrong way round too!

Don't forget your fire extinguishers; they have to be "in-date" within two years of either the manufacturers or service dates! I had one this year, a professionally prepared Porsche 911, the service date on the fire extinguisher ran out in 2009! When I told the driver he couldn't race with an out-of-date fire extinguisher, he asked me if I would allow any discretion, I said "Yes, if a month or two, but not ten years old!!!" He was allowed to race when he represented the car with a new system correctly installed!

Until next time, any scrutineering questions, my details are on the Motorsport UK website.

Loyd Gerken, Motorsport UK National Scrutineer



Peter Solberg at Goodwood Festival of Speed



Malcolm Wise in action

ROBERT'S RACING ROUND UP

The BARC Modified Saloon Car Championship, which was the main racing championship in which our Chairman Malcolm Wise has competed for several years, no longer exists. It has been replaced by the Classic and Modern Motorsport Club (CMMC) Southern Super Saloon Series. It is in this new series that MW is now doing most of his racing in his turbocharged Ford Escort Cosworth.

He missed the first pair of races in this championship because his car was not ready (as usual) but competed in the next four races, in which he notched up finishes in second, third (twice) and fourth in class.

Malcolm is also racing this seventeen years old car in the Ford Saloon Car Challenge, which is also run by CMMC. He has only taken part in two races in this series, and he finished third in both of them.

The first two Southern Super Saloon Series races in which Malcolm competed in his Escort Cosworth were held on the all too familiar (to him) 1.2 mile long Brands Hatch Indy circuit in Kent.

During the practice session for his first race Malcolm was quite pleased with his car's performance. He finished it with a best lap time of 52.2 sec (83.3 mph), which made his Escort Cosworth third fastest in the 18 car field.

He was 0.6 sec slower than pole position man Rod Birley, in his World Rally Championship specification Ford Escort Cosworth, and just 0.1sec behind the second placed Holden Commodore of Alex Sidwell.

The 15 minute race followed a very similar pattern. Malcolm was unchallenged whilst he followed race winner Birley around the kidney shaped undulating Kent track for 16 hectic laps - and he finished 11.7 sec behind him. Rather more satisfying was the small gap (just 1.4 sec) between his car and Sidwell's rumbling V8 630bhp Aussie supercar, which occupied a secure second place.

Also satisfying to Malcolm was fact that the next finisher (Nial Bradley's BMW M3) was a massive 27 sec (over half a lap) behind him.

The second race looked very much like it was going produce an almost identical result at the head of the field. However, this radically changed when, with two laps to go, Malcolm spun his car off the track on the outside of at Paddock Hill Bend.

This mishap cost him a secure third place. By the time that he had managed to drive his car, painfully slowly, out of the Chesil Beach sized gravel trap most of the rest of the 17 car field had whizzed past him.

So, he re-joined the track to take the chequered flag, not as podium finisher, but in a lowly 14th place overall – but he was still placed third in his poorly supported class.

The next outing in this series for Malcolm's Escort Cosworth was at Snetterton at a BRSCC organised race meeting.

Having blown up the car's gearbox whilst practising for a Ford Saloon Car Series race at Lydden Hill, he had fitted it with a spare (but not as good) gearbox.

Bearing this in mind, he turned down the turbocharger boost on the car's 2000cc Cosworth engine, to put less strain on the gearbox. The inevitable consequence of this was that the Escort was definitely not as fast as usual. So, he had to be satisfied with a best lap time of 2min 10.7 sec (81.7 mph) which was only ninth fastest and fourth in class.

"I decided that I was not there to just make up the numbers, so I turned the turbo boost back up to its normal level and decided to go for it during the race." Malcolm later told me.

And this gamble paid off. From his starting position on the fifth row of the huge 31 car grid he carved his way up the field overtaking Gavin Gunn's BMW M3 and Mick Robertson's VW Corrado. He also benefitted from the retirement of Paul Nevill's Ford Escort on the first lap. The net result of this was that took the chequered flag in sixth place and fourth in his class.

Malcolm had a much better starting position, on the right hand side of third row of the grid, for the rolling start of the second race. When the starting lights turned to green, he was able to make use of the pit lane exit during the sprint to Riches, the first right hand corner, to overtake both second row cars and move into second place overall - right behind Rod Birley's WRC spec Ford Escort.

He spent the rest of the 15 minute race holding off a series of challenges from Edward Leigh in his BMW M3 GT4. Despite having a problem with his car's gearbox, he managed to do this successfully and, after eight laps of the 2.9 mile former airfield circuit, finished the race in second spot only - 5.5 second behind Rod Birley.

Having blown up his Ford Escort Cosworth's the car's gearbox whilst practising for a CMMC Ford Saloon Car Challenge race at Lydden Hill, Malcolm's only pair of races in this series were held on Snetterton's 300 Circuit.

These two races were combined with events that formed part of the Dunlop TVR Challenge.

As he was using a spare (and less sturdy) gearbox Malcom decided to reduce the turbocharger boost in order to lessen the strain on it. The result of this was that he was only able to record a best practice lap time of 2min 10.1 sec (82.1 mph).

This rather mediocre lap time made him the sixth fastest Ford Saloon competitor and third in the class for four wheel drive Fords with turbocharged engines.

Having returned the turbo boost to its normal setting Malcolm made very satisfactory start to the 15 minute race. At the end of the first 2.9 mile lap he was in fourth position and he gained another place, due to a retirement, on the next lap to claim third place.

That was where stayed for the rest of the race - a full 18.3 sec adrift of race winner Dave Cockell, in his 700 bhp Escort Cosworth, but only two seconds behind second placed Rod Birley in his WRC spec Ford Escort.

Furthermore, on the eighth and last lap, he recorded a time that was 2.2 sec quicker than his best practice lap time.

During the Southern Super Saloon race, that was held between the two Ford Saloon Car Challenge races, Malcolm suffered damage to his Escort Cosworth's gearbox.

Despite this handicap, which meant that he could not use third gear, he still managed to run in third place for most of the second Ford Car Saloon Challenge race.

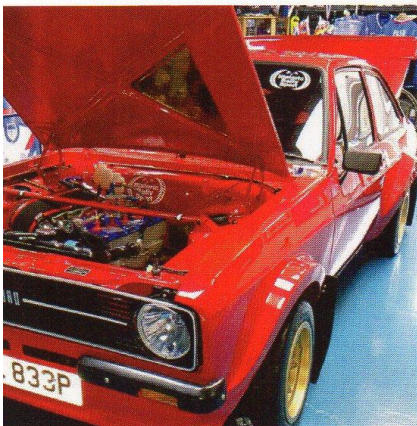
But on lap six he spun at Williams, the long right hand bend at the beginning of the Bentley Straight, and dropped back by four places. During the last couple of laps, he regained three of these places and he also benefited from the retirement of front runner Rod Birley. He thus found himself back in third place when the chequered flag was shown after 15 minutes of hectic racing.

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