



WAYFARER JULY/AUGUST 2017

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
July/August 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.

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

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, 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
Sun 13 th Aug 2017	Rally	Navigation	Clubmans	AMSC	AMSC	12 Car Regularity Run
Sun 20 th Aug 2017	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	ECMC SCCoN	2017 AutoSOLO Challenge
Sat 2 nd Sep 2017	Rally	Targa	Clubmans	AMSC	WSMC WAC	2017 Targa Challenge
Sun 17 th Sep 2017	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	CCC	2017 AutoSOLO Challenge
Sun 24 th Sep 2017	Rally	Targa	Clubmans	AMSC	CMC	
Sun 1 st Oct 2017	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	WSMC	2017 AutoSOLO Challenge
Sun 8 th Oct 2017	Rally	Targa	Clubmans	AMSC	SCCoN	2017 Targa Challenge
Sun 15 th Oct 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge
Sun 22 nd Oct 2017	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	WSMC	2017 AutoSOLO Challenge
Sun 5 th Nov 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge
Sun 5 th Nov 2017	Rally	Targa	Clubmans	AMSC	CMC	2017 Targa Challenge

Competition Calendar

Date	Events	Club	Venue/Start	Format
6 th August	Hethel Sprint	B19	Hethel	Sprint
12 th August	John Clarke	BARC	Curborough	Sprint
13 th August	Haymaker Autotest	Boundless	Standbridgeford	Grass Autotest
20 th August	Dukeries Rally	Dukeries MC	Donington Park	SV Rally
20 th August	Juniper Autotest	Boundless	Rockingham	Tarmac Autotest
28 th August	Wethersfield Stages	CMC	Wethersfield	SV Rally
2 nd Sept	Debden Targa	AMSC	Debden	Targa
2 nd Sept	Woodpecker Stages		Ludlow	MV Rally
10 th Sept	TT Sprint	HCC	North Weald	Sprint

Show Calendar

London's Motorsport at the Palace

Get your motor running for London's Motorsport at the Palace, a two-day event celebrating all eras of motoring, on **Sunday 27th and Monday 28th August 2017**. Held at Crystal Palace, one of the oldest venues used for racing in the world and the first place from which live televised motor-racing was ever broadcast, the event attracts motorsport fans, classic car and bike enthusiasts and thousands of visitors looking for a fun family day out over the bank holiday weekend.

At the heart of the event is the motorsport. Using parts of the iconic racing circuit that still runs throughout the park the two day sprint will showcase racing cars from all eras ranging from pre-war leviathans to modern day supercars. Get up close and personal to a heady mix of metal in the shows paddock area before watching the cars tear off down the strip in the hope of beating the lap record as the likes of Sir Stirling Moss and James Hunt have done before them.

The show field will house hundreds of classic cars and bikes as more than forty clubs and their members display their pride and joys. Live music, trade stands, fun fair rides, children's entertainers, stunt performers and food stalls complete the mix.

Motorsport at the Palace will be held on Sunday 27th to Monday 28th August 2017 over the Bank Holiday weekend. Tickets are now on sale, with adults passes from £12 when booked in advance. NEW FOR 2017 Children under 15 go free when accompanied by a paying adult. Car parking is available on-site and is free to visitors. For more information visit www.motorsportatthepalace.co.uk or use the train.

RallyDay – Saturday 23rd September – Castle Coombe

Europe's premier rally car show

Enjoy one of the country's most loved rallying events where star drivers and epic cars entertain thousands of fans both in the paddocks and out on track. With plenty of the Group B giants last seen competitively over 30 years ago as well as their more modern counterparts, you'll struggle to know where to look first! Tickets £18 in advance, £25 on the day.

Motor Museums

Bicester Heritage, Bicester, Oxon

Brooklands, Weybridge Surrey

Cotswold Motor Museum, Bourton on the Water, Gloucester

Coventry Transport Museum, Coventry, Warks

David Sutton Rally Car Museum, Daventry, Northants

Heritage Motor Centre, Gaydon, Warks

Haynes International Motor Museum, Sparkford, Somerset

Ipswich Transport Museum, Ipswich, Suffolk

London Motor Museum, Hayes, W London

National Motor Heritage, Beauleu, Hants

Whitewebbs Museum of Transport, Enfield

TREASURE HUNT

DATE - Sunday 8th October 2017

START VENUE - The White Hart, St Albans Road (B556), South Mimms, Hertfordshire, EN6 3PJ (MR 166 /½)

START TIME - Assemble from 1.00pm for a 2.00 pm start

EVENT LENGTH - Approx 30 miles

FINISH - Tea at a Hertfordshire village (approx 4.30pm - 5.00pm)

MAP – OS map 166

FURTHER INFORMATION - Robert Taylor roberttaylor893@btinternet.com

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OR Doug Williams - Tel 020 8888 4539 or 07734 510159

Comp Sec News

Six months into the year and after spending most of my spare time working on events and it is time to compete. Richard and I had entered the Flying Fortress stages on Sunday 25th June, at Grafton Underwood near Kettering. Which turned out to be one of the hottest day of the year. Richard went to the site a day early to scrutineer the car and bag a good spot to service. I left home at 05.30 and collected Karl, who was servicing for us. I won't mention I missed the turning to the A14 at Huntingdon, anyway we arrived in time. We were seeded 15 out of 60 starters. Richard had chance to check the stage and it was totally dry, even in the forest parts, so he opted for tarmac tyres. After a steady run through stage 1 we were 22 overall, and by the end of stage 4 we were up to 16th. There were no major problems, apart for the heat. Stage 5 was the reverse layout and we had a minor off and thankfully we missed some of the hidden low walls in the undergrowth. At the end of stage 6 we finished the stage and Richard announced that we had no brakes. Karl and Richard had around an hour to fix the problem. Try as hard they could they couldn't in the time allowed, so he retired.

Four weeks later we were at Twyford Woods, south of Grantham by the A1. Another former airfield which have become a wood. The surface is mostly concrete with around 10% loose, which was ok when the stages run at minute intervals. On the stage when they tried 30 seconds starts it was a problem for marshals, ask John Davie. We saw seeded car 7, so we had no problem. We had a trouble free run, apart a couple overshoots and we finished 7th overall and second in class. Karl did another great job keeping the car serviced.

The Club Championship points are published in this issue and will be updated each month and regularly via the link on the website. I am sure I don't have all the results, so let me have any results.

The MSA have announced the licensing of Comp Secs. I'm not sure why.

Wales Rally GB – there has been some changes. First to the routing due to some tree disease in Myherin meaning a shorter stage and changes to other stages to keep the mileage overall. Plus one less stage on the Sunday. Also the National rally will be only over the Saturday and Sunday rather the three days. However due to a recent FIA rule change the MSA is allowing non homologated cars to take part on the whole rally, including Ford Escort Mk2 type cars.

2WD rallies – Some organisers are going to run separate events for 2WD cars and 4WD cars in the forests with the 2WD events first so the 4WD don't cut up the surface for the smaller engined cars and historic cars. I say yes to this.

Chris Deal

CHAMPIONSHIP POINTS - 2017

Trent Park Trophy

									Total
Rob Choules	290	251	275	350					1166
John Start	200	350	200	149	251				1150
Steve Greenhill	179	209	242						630
Richard Warne	251	50	323						624
Mick Davies	200	251							451
Chris Deal	50	323							373
Adi Andrei	251	119							370
Grant Shand	350								350
Anna Greenhill	305								305
Paul Phillips	275								275
Chris Jones	251								251
Martyn Andrews	209								209
Rob Cook	143	50							193
Glenn Pickett	149								149
Malcolm Wise	149								149
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 (322), 2nd John Start (300), 3rd Mick Davis (117), Adi Andrei (90), Paul Phillips (75), Chris Jones and Richard Jones (67), Glenn Pickett, Malcolm Wise and Martin Preston (33).

Single Venue Rally – Driver

1st Grant Shand (100), 2nd Richard Warne (96), 3rd Mark Blackmore (5).

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 Martyn Andrews (53)

Multi Venue Rally – Co-Driver

1st Steve Greenhill (53)

REGIONAL ASSOCIATIONS

The governing body for all motor sports competition in the U.K., namely the RAC Motor Sports Association (MSA) set up, or arranged for the set up, of thirteen regional associations for the purpose of co-ordinating motor sport affairs in their area and to act as a link between motor clubs and the MSA.

One of the principal benefits of belonging to one or more of these regional associations is that they facilitate invitations to motor sport competitions being organised by one club to members of other clubs in the association. This is certainly the reason that GBMC belongs to various regional associations – for your benefit. Your competition secretary does a lot of work, applying for membership of these associations, attending their meetings and keeping in touch with them. Four meetings a year is typical although we don't necessarily aim to attend every meeting.

You will be aware that Green Belt Motor Club is, and has been for many years, affiliated to the Association of Eastern Motor Clubs (AEMC, covering East Anglia. Meetings held Dunmow, Essex) and the Association of South Eastern Motor Clubs (ASEMC, covering Kent and East Sussex. Meetings held East Farleigh, near Maidstone). Since last autumn Green Belt has been a member of the Anglia Motor Sports Club (AMSC, strictly speaking a club of clubs and not an area association for technical reasons, although the effects and benefits are much the same from the competitor's viewpoint). An announcement explaining the benefits has appeared in Wayfarer more than once but worth repeating that your membership of GBMC automatically enrolls you as a member of the AMSC at no additional charge to you. This umbrella club was formed to encourage grass roots motor sport in East Anglia by combining the interests and expertise of several well established local clubs including Green Belt Motor Club.

Late last year Green Belt applied to the Welsh Association of Motor Clubs (WAMC – covering all of Wales. Meetings held at Llandrindod Wells) and the Association of Central Southern Motor Clubs (ASCMC – covering central southern England including West Sussex, Hampshire, Dorset and Wiltshire).

We are pleased to inform you that our applications to join these area associations have both been accepted. As you see both of them cover large catchment areas and have a large number of member clubs. We hope therefore that some of our competing members will take advantage of these affiliations (we pay annual membership fees to belong so please do!) and seek to enter events being run by other clubs in these associations from time to time. Both run a wide variety of championships so there are

plenty of events to choose from.

We encourage you to take advantage of the opportunities presented by our membership of these area associations for your own benefit – taking part in events in other parts of the country – as well as justifying the effort and expense of your club being affiliated.

Please have a look at their websites, in particular their yearbooks, to see what they have to offer.

<https://aemc.org.uk/> , <http://asemc.co.uk/> , <https://www.ams.org.uk/> , <https://www.wamc.org.uk> and finally <https://acsmc.wordpress.com/>

We feel sure that you will find something of interest and get you thinking about competing on other club's events – come on show them what you can do!

Should you want clarification on any of the above please email wayfarer@greenbeltmc.org.uk or secretary@greenbeltmc.org.uk or both.

Enjoy your motor sport further afield now.

David Hughes, Club Secretary, Green Belt Motor Club

ROBERT'S RACING ROUND UP

There was a two month long gap between the seventh and eighth rounds of the Quaife Modified Saloon Car Championship (QMSCC) in which Club Chairman Malcolm Wise races his turbocharged Ford Escort Cosworth.

Unfortunately some quite serious problems with the engine of Malcolm's other racing saloon – his Ford Sapphire Cosworth – are very likely to take several months to resolve. Consequently he will not be competing in any of this season's 14 Blue Oval Saloon Series events in which he had planned to race that car.

This combination of circumstances explains the lack of a RRRU article in the July edition of The Wayfarer.

However, right at the end of last month Malcolm competed in no less than four races in one weekend. Unsurprisingly all of these events were run on the Brands Hatch Indy Circuit.

In addition to a pair of QMSCC events he was also able to compete in two races in the Hammerite Classic Thunder Saloon Car Championship.

To find out how he got on – read on.

After the gearbox of Malcolm's Escort Cosworth more or less expired at its last outing at Brands Hatch it needed a complete rebuild before he could return there to compete in rounds eight and nine of the QMSCC.

At this BRSCC South East Centre organised race meeting he thrashed around the well known Kentish circuit for 14 practice laps. On his 11th circulation he recorded his best time of 52.0 sec (83.5 mph). This was second fastest, but it was 3.5 sec slower than Rod Birley's Ford Escort WRC which, as is almost always the case, occupied pole position.

Malcolm took the rolling start of the first QMSCC race from the front row of the 16 car grid with Birley's Escort WRC beside him.

He was immediately attacked by Tony Skelton in his ultra rapid Renault Clio as they rounded the first corner, Paddock Hill Bend. Skelton discovered what many racing drivers have found out – i.e. that trying to overtake another car on the outside at this swooping right hander often does not work. In fact this was exactly what happened on this occasion and he had to take to the asphalt run-off area.

So our man found himself in a pretty much unchallenged second place, whilst Rod Birley's leading Ford Escort WRC steadily drew away from him. That continued to happen until the last of the 17 laps which most of the field managed to complete in the 15 minutes allotted for this race.

Birley then caught up with a big gaggle of back markers and decided to take the chequered flag behind them – thus allowing second placed Malcolm to close up to an artificially close 0.35 sec behind him.

The second QMSCC race was a somewhat fraught affair for all 16 competitors because it started to rain just before the start. With everyone on "slick" dry weather tyres, which do not have a grooved tread pattern, things were very tricky for everyone who was trying to drive quickly around the 1.2 mile long circuit.

This was particularly true for Malcolm whose car's rear tyres were made of a soft rubber compound which does not work at all well when it is cold. This resulted in Malcolm have a huge tail-out slide at Clearways and him losing second place to Andy Banham in his Subaru Impreza.

Then the safety car came out and led the field around at a much reduced speed because a car had crashed heavily into the concrete wall which separates the Brabham Straight from the pit road. Soon after that the race was red flagged with only eight laps having been completed.

The practice session for the first Classic Thunder Saloon Car Championship race was held immediately before the first QMSCC event. Malcolm therefore did just seven practice laps and, on the penultimate one, recorded a time of 53.7 sec (80.9 mph) which was eighth fastest. He then drove straight to the assembly area for the first QMSCC race.

He was quite pleased with this placing. This was because he was competing with some very quick cars whose engines' power output was not constrained by an air restrictor, as his Escort has a 50mm diameter restrictor in order to comply with the QMSCC rules.

Malcolm improved on his grid position from the rolling start for the first Thunder Saloon race and circulated in seventh place until lap nine.

Then he managed to get past both the BMW M3 of Ian Craig and the Honda Integra driven by Robert Burkenshaw. The latter car was one of a half dozen competitors in the Toyo Tires Honda VTEC Challenge whose race was combined with the Thunder Saloons event.

The leading quartet of cars was sometime QMSCC competitor Dale Gent (Subaru Impreza), Dave Cockell in his 2.2 litre Fort Escort which is said to produce 700bhp, Ilsa Cox in her works standard Seat Leon Cupra Cup and Mike Hibbert's BMW M3.

All of them were rather out of Malcolm's league in terms of engine power and, although just less than eight seconds covered this group at the finish, Malcolm's Escort Cosworth took the chequered flag almost 20 seconds behind them.

Malcolm's fifth position in the first race earned him a place on the inside of the third row of the 23 car grid for the second Classic Thunder race.

From the rolling start to this event he soon lost fifth spot when he was overtaken by Ian Craig's BMW M3 during the first lap. However he regained that position on lap four and managed to resist several attempts to by the BMW driver to pass him during the ensuing 14 laps.

ROBERT TAYLOR

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

Annual BBQ and Councours d'Elegance

Apologies for the lack of article from me of late. Borrowing some words from Lemony Snicket, there have been a series of unfortunate events which have kept me preoccupied.

On Wednesday 21st June, we held the annual BBQ and Councours d'Elegance at the Old Owens.

The menu was the same high quality as last year with a mix of sausages, burgers, chicken and salads followed by melon slices. The vegetarian option was veggie burgers, prawns and salmon.

26 members, friends and guests of the club sampled the excellent food and enjoyed a very warm evening. 10 cars were also entered in to the Concours. Please see the results below.

The entries were:-

Under 4 years

Chris Deal - Volvo XC60 – 2016

Andrew Actman – Lotus Evora – 2014

John Start – BMW335D - 2014

Under 20 years

Robert Taylor - Audi TT - 2010

Nick Cook – Lotus Elise Type 72 – 2002

Phil Riggotti – Jaguar XKR – 2003

Peter Thorn – Honda S2000 - 2003

Over 20 years

Keith Warner – MG Midget – 1970

Dan Chalk – Morgan Plus 4 – 1994

Pete Dunstan – Ford Anglia - 1958

The winners were as follows:-

Best in show – Keith Warner

Over 20 years - Dan Chalk

Under 20 years - Phil Riggotti

Under 4 years - Andrew Actman (MSA RDO)

Thanks to the judges – John Davie and Richard Warne

Melanie Camp, Social Secretary

CHIEF MARSHALS MUTTERINGS

John Davie

Following on from Chris's editorial last time, I can understand and concur with his concerns and feelings.

When we ran the North Weald Sprint back in April, an event where (fortunately) the entire course can be seen from the start area we were struggling to find enough marshals to man the requisite five marshals posts. We were desperately short of manpower to assist, and those few who do assist are not getting any younger: you may think that a traffic cone is not very heavy but carrying and moving stacks of the 200-ish cones used and loading, unloading and loading them into the trailer along with the other equipment on a hot day is not easy as you get older – I know, it takes me at least a day or two to recover after the exertion. We really need younger and fitter people to assist in the organisation of these events if they are to continue.

The Woodbridge Stages was another event where Green Belt members were noticeable by their absence with only a handful coming out to assist on what should be the club's major motorsport event of the year. Even though this event is co-promoted with Wickford and Middlesex AC's the major burden fell on the shoulders of very few and I'm unsure how long this situation will continue.

Many of you may know by now that the Debden Sprint, which we co-promote with Wickford AC has been cancelled due to a lack of entries. Here again we were also struggling for organisers and marshals: other than Stuart Kingham from Wickford, Chris Deal and myself from GBMC I had potentially two marshals from GBMC, none from Wickford and 3 or 4 from other clubs. At a course where much of it cannot be seen from adjacent marshals' posts this is totally inadequate, and we could only hope that some addition might turn up, or arms could be twisted at the last minute – not the way to help the organisers run an event.

Due to issues with the use of Woodbridge, the sprint scheduled to run there in August has had to be cancelled as well so. I guess, at least that means we won't be struggling for people to run that!

We know that many motor clubs are struggling these days which is why we have a close relationship with Wickford to run events, as clubs in a similar position combining resources seemed to be the way forward to enable the running of events. From what I see, there is only a very small core of people in both GBMC and WAC who are involved in the running of competitive motorsport events and when they are involved in every event with little help it is beginning to show the stress. I am very appreciative of those

who do come out to assist with organisation or marshalling.

I'm also not sure that GBMC needs a 'Chief Marshal' post anymore as 'Chief' infers that there are 'Marshals' but that hardly seems to be the case anymore!

How about club members writing into the magazine with their opinions and views as I'm sure the committee will be carefully considering these issues over the next few months.

John

SCRUTINEERING BAY

I was saddened to receive the email from the organisers of the clubs forthcoming sprint at Debden that the sprint had to be cancelled due to a lack of entries. It seems that a lot of clubs, both motorsports and non-motorsports, are experiencing a steady decline of members. I recently drove past a nearby village green cricket ground advertising for players, and we are into July! Let's hope we can get a better entry for the clubs next sprint at North Weald in September.

At some race meetings I've attended so far this year, I've seen some race entries being very low, some races having between five and nine cars racing! Then we had the opposite at the MGLive race meeting at Silverstone in June, we had a massive entry of 84 cars for one race, and all the other races had entries of more than 30 cars each! Perhaps the lure of racing on the GP circuit brought more entries?

Did you read in the motorsport comics recently that from now on, at any MSV owned race circuit, any person riding/driving any kind of motor (electric or petrol) driven vehicle/bike/quad bike must be in possession of a driving licence, and the vehicle must be insured? Earlier this year there was a very nasty accident at an MSV race circuit involving a child riding a small motor cycle in the paddock and he collided with a car!

Whilst at a race meeting at Rockingham, a Porsche Cayenne SUV car was seen speeding around the paddock! Inevitably the Porsche collided with a BMW race car going slowly to the assembly area for its qualifying session. Needless to say both the Porsche and the BMW suffered considerable damage, sufficient to trigger all the airbags in the Porsche to inflate! Fortunately no one was hurt in this incident, but it's a timely reminder that there is a speed limit in the paddocks/service parks for a reason! Remember, you as a competitor are responsible for all the actions of your team members, friends and family too, while at a competition meeting!

We're half way through the season, and we are still seeing silly scrutineering issues with competition cars! At a recent race meeting at Snetterton, out of an entry of over 300 cars, we had to "bounce" nearly 60 cars for stupid silly things, seized pull-cords for the fire extinguisher or electric kill-switch, loose seats, out of date seat belts or wrongly installed! A little bit of time spent in the workshop/garage checking the car over before the next event would be a good idea, reducing the grief and stress at pre-event safety scrutineering!

We all thought we'd seen everything, when a competitor presented his car for pre-event safety scrutineering at a recent race meeting! I was asked by my colleague to have a look at the passenger compartment fire extinguisher nozzles installation inside a saloon race car. On inspection, the competitor had brought a pipe up from the extinguisher bottle, carefully tie-wrapped to the roll cage, and directing **five** nozzles down from the cars roof to the driver's seat, like a "halo"! Luckily, one of my team members is a serving fireman, and with a gentle explanation that his installation would not work satisfactorily in the event of a fire, the competitor returned to the 'bay with his car, now with a fire extinguisher nozzle pointing to under the cars dash to the wiring loom – where most common sites of car fires start!

We've noticed this year, now that HANS, or more correctly Frontal Head Restraints (FHR's), have been mandatory in stage rallies, most racing cars and some sprint cars, the tether retaining brackets screws on the back of the FHR have worked loose, or were missing! And I kid you not; one competitor thought it a good idea to replace a missing screw with a wood screw!!! The back of the crash helmet was therefore damaged by the wood screw tip poking through the FHR, so both the FHR and crash helmet were impounded! If the competitor had contacted the FHR's manufacturer, they would have supplied replacement screws. A very expensive lesson learnt by the competitor!

Similarly, gloves and boots are now starting to show their age! Gloves with worn finger tips, split seams, and boots that have holes, soles flapping (I'm not joking!!!), and so old they were worn out! Let's put it this way, you would not be allowed onto a building site if your PPE equipment was showing similar signs of wear!

May I make a suggestion regarding the fire extinguishers pull-cords please? Where the inner cable passes through the fire bottles trigger handle, if you've got enough length of cable, mount the securing nipple at least 15-20mm away from the trigger handle. It allows the cable to move adequately to show that the cable has not seized, and allows our friends in orange to have some momentum when they have to activate the fire extinguisher in the event of a vehicle fire.

While we are on the subject of fire extinguisher pull-cords, and electric kill-switches, the correct labels must be displayed next to their correct cable T-pieces. We are seeing cars with the labels missing, wrongly positioned or using the incorrect size label! To remind you of the correct label sizes, K.3.2.2 says the fire extinguisher pull-cord “must be marked by a letter “E” in red inside a white circle of at least 10cm (4”) diameter with a red edge”. Furthermore, the electric kill-switch pull-cord should have a blue triangle with a red zig-zag and a red border, of a similar size to the “E” label, pointing at the correct T-piece.

When installing your new seat harnesses, ensure they are mounted correctly, following the manufacturers installation instructions, lap strap adjustment buckles not fouling on the seat sides, and please remember, the foil “FIA” label stitched into one of the shoulder straps should be on the left shoulder. Installed correctly, it will help facilitate the correct operation of the buckle. If you’ve fitted the “FIA” foil label on the right shoulder, you will be asked to swap it over before you can go out to compete.

When it comes to replacing your safety equipment, crash helmet, seats, seat belts etc., purchase them from a reputable retailer, avoid buying second hand, and if you see something cheap on a certain auction web-site, there’s likely a reason why! Beware; there are a lot of cheap imports that are coming into the UK which are copies of genuine items. They are usually of substandard quality, poorly made, and have proven to be very dangerous in incidents! I have seen photos of “copy” seat belts following an incident, the straps have ripped under tension, and more frightening, the metal brackets that hook into the eye bolts breaking!

If you have any scrutineering questions, please contact me. My details are in the Blue Book.

See you all for the club’s sprint at North Weald in September. If you’re not competing, how about helping out with marshalling?

Loyd Gerken

MSA National Scrutineer

NUREMBERG and the NORISRING

Robert Taylor and I have been going motor racing together since 1986 and we've visited every major British circuit with the exception of Oulton Park, though that's on my bucket list. I believe too that Robert hasn't sampled Cadwell park whereas I have. We've also visited most of the major European circuits; Le Mans, Spa, Hockenheim, Nurburgring, Estoril, Jerez and Zandvoort. Most of these were for grand prix or world sports cars, the Dutch trip was for the F3 masters.

This year's trip was a little bit different as it was less for the racing and more for the circuit as this one is only used once a year and is like no other anywhere. The Norisring, a street circuit just under a mile and a half long and which has seen racing since 1947. Back in the eighties this was a world sports car round but now it's the premier round of the DTM, the Deutsche Tourenwagen Masters, the German touring car championship. However neither of us follows this championship that closely, the reason for our visit was the circuit itself and the city.

We flew in from Heathrow via Charles de Gaulle airport and we were hit by history as soon as we arrived at Albrecht Durer airport, named after the great fifteenth century painter. We passed through the Gustavus Adolphus Strasser station on the city's smart new underground system, he was the Swedish king who championed the protestant cause during the 30 years war which took place when Germany was the holy Roman empire. It was known as that until 1808 despite being none of those three things. In the square where our hotel was situated I saw a sign for Bayreuth, home of Wagner and the misery of his weeklong operas.

We had two days of sightseeing before going racing and I've never been in any which just oozes history and that includes Rome, London, York and even my beloved Durham. Highlights of the, by now, traditional, first morning bus tour, were the prison and courthouse from 1945, the opera house, a look at various Lutheran churches with the information that the city became Protestant in 1525, thus sowing the seeds of the religious war which lasted from 1618 to 1648. We also got our first look at the park where the motor racing would be held.

The city is very proud of its railway network and of its first train which ran in 1835, "Johnny come latelies", I call them, ours ran a decade earlier, but there's was hauled by a Stephenson loco, the Adler, "eagle", driven by a Scot, one mister Wilson. The engine resides in their very good railway museum which we visited in the afternoon. Except it doesn't. I work with the real McCoy, "locomotion number 1" of 1825, their "Adler" is a copy, the original having been destructed in the war. The DB, German railways, doesn't shirk its history, the museum has good collection of locos, though they are difficult to photograph. I loved mad king Ludwigs state coach which has a crown on the roof and which later, inevitably, was used by the Nazis. But as you look round you are suddenly confronted by that classic photo; snowy night, steam engine stands outside concentration camp as DB says "yes ok this was our contribution to the holocaust.

I went deeper into this the following day, leaving Robert photographing the old town I got a train out to the Nazi Documentation Centre. This is situated in Hitler's never finished copy of the Coliseum which he'd visited when meeting Mussolini. Now it houses the story of the rise of Nazism and of the Nuremberg rallies, it's to be hoped that while it does that they will never be repeated.

It is eerie to be in those original brick walls, I've taught the rise of Hitler as a secondary school teacher and the history is well enough known but I learned a lot about the rallies themselves, what actually went on and the actual design of the rally grounds, an absolutely fascinating place to visit.

Yet more history followed as we visited the castle which overlooks the city and we were back to the Holy Roman Empire as this was one of the places in which the emperor held court, marked by the symbol of the double eagle on one of the ceilings. He visited less after 1525 as he was Catholic whereas the city was protestant, and we know where that lead don't we?

Up to this point the weather was very hot however Saturday dawned with rain in the air. We did something we'd done last year at Zandvoort but cannot be done in this country, went motor racing by train, even more excitingly, well for me if no one else, is that our train was loco hauled. a bo bo electric providing the power rather than the usual multiple unit. Even the station cannot hideouts history as the Frankenstadium station still has the massively long platforms from the 1930s. The efficiency of German underground and suburban trains meant that we got to the circuit in just half an hour.

The circuit is so called because the Nurburgring already existed and its centrepiece is the 360 metre long Steintribune, Hitler's grandstand, a monstrous concrete edifice to which those in the know take their own seats. We obviously didn't and thus spent an uncomfortable two days. But it was worth it, not just to be able to see the pits and the cars blasting down the main straight into the hairpin then bounce off the concrete wall then come back towards you before disappearing behind the Tribune through a chicane then back round. On a light fuel load on fresh rubber DTM cars do this in just over 48 seconds and the two races last 55 minutes including a pit stop.

There are smaller temporary grandstands but the Steintribune stands as a silent witness to the vile madness of those days and as with any historical artefact the thought is "if only it could talk" .If any readers ever go and scramble up to the top of the Steintribune, something that surely wouldn't be allowed in our nanny state, think who might have sat there before you and what might they have witnessed?



As for the racing , it was highly satisfying and excellent value for money. The DTM is a manufacturers series with cars from Audi (RS5) BMW (M4) and Mercedes (C63), six cars from each with no privateers. The cars are built to regulations which give no manufacturer an advantage and are very difficult to tell apart. There are no particular star drivers though BMW pilot Timo Glock was recently in F1. The structure of race weekend is a little like F1 down to the pilots doing practice starts after free practice. We liked the innovation of the cars position being indicated on a digital panel on the side of the car, we also liked the free programme. However we did not like waiting until 525 on Sunday for the final race, especially in that uncomfortable grandstand.

The support card wasn't bad, Euro formula three, Audi TT, the inevitability of Porsche and some classic touring cars was a good mix especially with cars frequently hitting that unforgiving concrete wall, indeed the second and final touring car race was red flagged after a huge accident at the hairpin.

I went home with so many memories as well as a chest infection after getting soaked on Saturday. I bought DTM cap, umbrella and rain poncho after that - and we had no more rain. I also left with an even stronger aversion to wurst, food at motor racing is normally bad but that at the Norisring was REALLY disgusting - though Robert disagrees!!

But what a bbbb place to watch motor racing

Chris Payne

2017 Formula 1 World Championship

26-Mar	Australian GP	Melbourne	Vettel, Ferrari
09-Apr	Chinese GP	Shanghai	Hamilton, Mercedes
16-Apr	Bahrain GP	Bahrain	Vettel, Ferrari
30-Apr	Russia GP	Sochi	Bottas, Mercedes
14-May	Spanish GP	Barcelona	Hamilton, Mercedes
28-May	Monaco GP	Monte Carlo	Vettel, Ferrari
11-Jun	Canadian GP	Montreal	Hamilton, Mercedes
25-Jun	Azerbaijan GP	Baku	Riccardo, Red Bull
09-Jul	Austria GP	Spielberg	Bottas, Mercedes
16-Jul	British GP	Silverstone	Hamilton, Mercedes
30-Jul	Hungarian GP	Budapest	Vettel, Ferrari
27-Aug	Belgium GP	Spa-Francorchamps	
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/J. Ingrassia	Ford
09-12 Feb	Swedish Rally	J. Latvala/M. Anttila	Toyota
09-12 Mar	Rally of Mexico	K. Meeke/P. Nagle	Citroen
06-09 Apr	Rally of Corsica	T. Neuville/N. Gilsoul	Hyundai
27-30 Apr	Rally of Argentina	T. Neuville/N. Gilsoul	Hyundai
18-21 May	Rally de Portugal	S. Ogier/J. Ingrassia	Ford
08-11 Jun	Rally of Italy	O. Tanak/M. Jareoja	Ford
29 Jun-2 Jul	Rally of Poland	T. Neuville/N. Gilsoul	Hyundai
27-30 Jul	Rally of Finland	E. Lappi/J. Ferm	Toyota
17-20 Aug	Rally of Germany		
05-08 Oct	Rally of Spain		
26-29 Oct	Wales Rally GB		
16-19 Nov	Rally of Australia		

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), ~~Front Runner~~ (Freeview ch91 has stopped).

2017 BTCC CALENDAR

April 1-2	Brands Hatch (Indy) R1 T. Ingram, R2 G. Shedden, R3 A. Jordan
April 15-16	Donington Park R1 A. Moffat, R2 T. Ingram, R3 C. Turkington
May 6-7	Thruxton R1 M. Neal, R2 R. Collard, R3 C. Turkington
May 20-21	Oulton Park R1 A. Jordan, R2 A. Sutton, R3 G. Shedden
June 10-11	Croft R1 A. Sutton, R2 C. Turkington, R3 M. Jackson
July 29-30	Snetterton R1 A. Sutton, R2 A. Sutton, R3 G. Shedden
August 12-13	Knockhill
August 26-27	Rockingham
Sept 16-17	Silverstone
Sept 30-Oct 1	Brands Hatch (Grand Prix)

SELECTED EVENTS IN 2017

27/28 August – Crystal Palace, Motorsport at the Palace

28 August - Lydden Hill, World Rallycross Championship

2 September – Brighton, Speed Trials

8-10 September – Goodwood circuit, Revival Meeting


5 Nov – London to Brighton, Veteran Car Run

Harrow CC - North Weald Sprint **Sunday 10th September 2017**

Regulations are on the website, Entry fee £75 for GBMC members

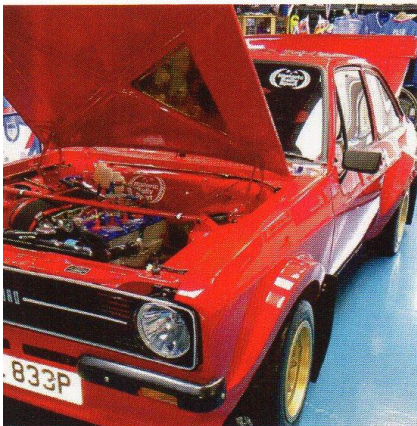
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