



WAYFARER JANUARY/FEBRUARY 2021

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

January/February 2021

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Front cover: Mark and Matt Blackmore on the Rainworth Škoda Dukeries Stages Rally

Editorial/Club Sec News

I started to prepare this issue the week before Christmas and things were looking brighter, the vaccine was going into arms and we were allowed to bubble up with friends and family over Christmas, then came the variants and Lockdown 3.0. Every time I went to finish the magazine it got worse, with the end date going further to the right, even our events in the summer could be affected. Now Boris says we should have a roadmap to the end of February, hopefully there aren't too many dead ends or diversions. It reminds of trips to country pubs when it takes two hours to get there and about 30 mins to get home, because you forget how to get there.

We should had the Brands Hatch stages and we should be prepared for the Snetterton Stages on 20th February, however despite a full entry of 100 entries and 30 plus reserves its not going the happen. But it could happen sometime in May, squeezed between track days and race days, probably.

We should also had a plea for help on the Herts Stages, by Graham Frary, stage commander for the Braughing stage, however, Herts County Council have said they can't support the event, as you can see elsewhere in the magazine. The Chelmsford MC Clacton & Tendering Stages have also been pulled.

So, the Club could be in a similar position to be last year where our TAMS Packaging North Weald Summer Sprint and the Summer Autocross could be some of the events to happen. So, we have started planning for both events and keeping an eye of the covid rules.

As our AGM last year was postponed and we aren't sure whether we can have one face to face we are now planning to run this one on zoom on Wednesday 28th April starting at 20.00. Invite, rules and paperwork will be sent out nearly the time.

Of course we should be advertising our Awards Dinner, but with no championship in 2020 were would be no awards to be presented, plus the current situation its not possible. Hopefully we will be back in 2022.

For now, take care and get your jab when called.

Chris Deal

Club Diary

28 April – Annual General Meeting by zoom

TBA – BBQ and Concours D'Elegance

25 July - TAMS Packaging Summer North Weald Sprint

21/21 August – Summer Autocross

Event dates

There's no point listing local events at the moment, until we have an end date to the lockdown. However, the elite sport does seem to be able to go on, so here's some dates for the Formula 1, the World Rally Championship, BTCC etc.

F1 dates - 2021

28 March - Bahrain (Sakhir)	5 September - Netherlands (Zandvoort)
18 April - Italy (Imola)	12 September - Italy (Monza)
2 May – TBC	26 September - Russia (Sochi)
9 May - Spain (Barcelona)	3 October - Singapore (Singapore)
23 May - Monaco (Monaco)	10 October - Japan (Suzuka)
6 June - Azerbaijan (Baku)	24 October - USA (Austin)
13 June - Canada (Montreal)	31 October - Mexico (Mexico City)
27 June - France (Le Castellet)	7 November - Brazil (Sao Paulo)
4 July - Austria (Spielberg)	21 November - Australia (Melbourne)
18 July - Great Britain (Silverstone)	5 December - Saudi Arabia (Jeddah)
1 August - Hungary (Budapest)	12 December - Abu Dhabi (Yas Island)
29 August - Belgium (Spa)	

WRC 2021

26 th -28 th Feb.	Finland	Rovaniemi
22 nd -25 th Apr.	Croatia	Zagreb
20 th -23 rd May	Portugal	Porto
3 rd -6 th Jun.	Italy	Alghero
24 th -27 th Jun.	Kenya	Nairobi
15 th -18 th Jul.	Estonia	Tartu
29 th Jul.- 1 st Aug.	Finland	Jyväskylä
13 th -15 th Aug.	Belgium	Ypres
9 th -12 th Sep.	Chile	Biobío
14 th -17 th Oct.	Spain	Catalonia
11 th -14 th Nov.	Japan	Nagoya

8/9 May	Thruxton
15/16 May	Snetterton (300)
12/13 June	Brands Hatch (Indy)
31 July/1 August	Oulton Park (Island)
14/15 August	Knockhill
28/29 August	Thruxton
18/19 September	Croft
25/26 September	Silverstone (National)
9/10 October	Donington Park (National)
23/24 October	Brands Hatch (Grand Prix)

SCRUTINEERING BAY

I must start with the sad news that, following a long period of illness, John White sadly passed away recently. I would like to send my sincere condolences to John's family, especially to his devoted granddaughter Mel, at this most difficult time. I first met John back in the 90's at a Green Belt MC autocross, he was the CoC and I was a marshal. In later years we would work together on many events, John as the MSA/MSUK Steward and me as a scrutineer, and for many years on the AEMC committee. Until he was confined to a wheelchair, if he wasn't officiating, John would be found helping Mel with her Citroen AX sprint car, or in the family motorhome making a brew! At events or AEMC committee meetings John always generously offered his extensive knowledge and expertise to anyone who needed it, a true Gentleman who will be sadly missed everywhere.

2020 has been a very strange and difficult year for everyone with this nasty indiscriminate virus! Following the lifting of the UK government's lockdown restrictions in early July, we've managed to compress 12 months of motorsport into five months!

With stage rallying not allowed to return until the latter part of the year, we had a massive entry of stage rally cars on our club sprint at North Weald in July, and again for the Harrow CC's sprint, co-promoted with GBMC help, in September too.

This year, I managed to attend the two sprints at North Weald, and 13 race meetings at Snetterton, Silverstone and Brands Hatch, for British GT's, BRDC F3, BMW's and Formula Ford's etc., and a new event held on the full grand prix circuit at Silverstone and using the F1 pits, organised by the Historic Motor Racing Legends team and incredibly it had taken them just five weeks to organise the event, with marshals and race officials from MSVR!

It was a one day race meeting on a very chilly Saturday in late October, and with only three races it was to be an excellent day of racing with some rare and priceless cars entered. The first race was for sports cars from the 1950's and '60's period including Jaguar XK120, XK140, C-types and D-types, together with an assortment of Coopers, Lotus 11 and 17's, a Maserati 250 and some Austin Healeys. After an hour of close racing, Chris Milner and Nigel Greensall won the race in their Lister- Chevrolet Costin.

The next race was for 1960's to present day historic touring cars with entries from the under 2 litre race series, comprising of Ford Capri's, Escort's, Cortina Lotus and Sierra Cosworth's, Rover SD1 3500's, Mini Cooper's, Triumph Dolomite's, Alfasud Sprint's and a rare ex-works Jaguar Broadspeed XJ12 coupe. Again, after another hour's racing, David Tomlin in his Sierra RS500 Cosworth won the race.

The final race of the day was to be a 3hour endurance race with survivors from race two, and including an eclectic collection of more rare and expensive racing sports cars, from AC Cobra's, Ford Mustang's and Falcon's, Jaguar E-types, Corvette Sting Rays, MGB's, to an assortment of Lotus's and a very rare Aston Martin DP214 (valued at several million pounds!). With some top professional and celebrity drivers entered (Tiff Needell, Andrew Jordan etc.) racing was going to be hard! We had the inevitable safety car periods to clear up some break-downs and cars in the kitty-litter; the race was won by Julian Thomas and Callum Lockie in their Shelby Cobra Daytona Coupe.

My last race meeting of the year was at Brands Hatch for the EnduroKA's. This was to be eight and a half hours of endurance racing into darkness with Ford's little city car, the KA. The race series, in its second year, have now a number of professional teams entered with some immaculately prepared cars, and bringing along some professional and celebrity drivers. Unfortunately, because of the mixture of professional and amateur drivers, the driving standards were going to be compromised by the differing driver's experience, especially with night driving too, and inevitably there were some nasty incidents during the weekend!

Qualifying on Saturday started off with two cars exiting the pit lane together and both crashing at Paddock Bend, within the first minute of qualifying, one car on top of the other! We had a further six red flags stopping the qualifying session to recover crashed or stranded cars from the kitty litter!

Despite the series coordinator reading the riot act to the drivers in their briefing before the race on Sunday, the driving standards didn't improve! Within ten minutes we had our first safety car, two cars had decided to come together requiring one driver needing medical attention! After further safety car interventions, the parc-ferme behind the scrutineering bay resembled like a scrap yard littered with crashed and badly damaged cars; we were kept busy writing up damage report forms! I'm not joking when I say that every car in the race had body damage, behind the garages there were donor cars with various bits missing!

Eventually, as the race approached darkness, it was brought to an early halt with a red flag following another bad crash; a car had been pushed into the Armco close to the pit lane entrance with the driver needing medical attention! After various driver judicial penalties had been applied, Adam and Martyn Smith with Baz Ward were declared the winners. A sad and frustrating end to a very different and difficult year!

BLUE BOOK

At the time of writing, we're all in another lockdown before Christmas! The latest Motorsport UK Blue Book has arrived on my doormat. There are a few new and amended regulations but the major new regulation concerns electrified vehicles, J5.22.1 onwards, pages 156-161. With more EV's and hybrids on the road, it looks like we can now allow them to enter into motorsport events in 2021.

We are reminded about battery earth leads must be identified by a yellow marking, J.5.14.5 page 149, and wet (lead acid) batteries must, if located inside the driver/passenger compartment, be contained in a leak proof container J.5.14.1 – 3 page 149, and K.14.1.1 (a) page 182. For push button circuit breakers, any re-set must be operated by a separate button or switch, K.8.1.1 page 176. Crash helmets to FIA 8860-2004 standard are no longer valid for MSUK events after 31/12/2020, K.10.3.1 (a) page 178.

New for sprints, towing point(s) of adequate strength and size front and rear are now mandatory, S.10.2.15 page 354, last year they were strongly recommended. If I see anything else new to report I will let you know.

It looks like the electronic self-declaration of driver and competition vehicle details on entry forms will be with us into 2021, and possibly into the future. As part of my duties as a Chief Scrutineer, I've provided the self-declaration forms by the events secretary. It is amazing how many entrants/drivers have not read the forms properly and missed entering very important details on the forms! For example, no date of expiry for seats and belts, no service date for fire extinguishers and missing standards for race suit, crash helmet and HANS (FHR) device! Next year, you'll find that some event secretaries will have a new style of self-declaration form that consists of drop boxes for the relevant items, if you don't enter anything in the drop-box you will not be allowed to continue with the form until the correct information is entered!

Because of the restrictions brought in by MSUK to allow motorsport to restart, some of my scrutineering colleagues are unhappy they are not allowed to do "hands-on" (or as another colleague said "touchy-feely"!) pre-event scrutineering checks; we can only conduct visual safety checks. My scrutineering team conduct their visual checks while the cars are in the queue for noise testing, if we find anything that needs attention we can send them back to the paddock for rectification, it seems to work OK. This process looks like it will continue into the future! At least if we need a closer look we can conduct random checks during the meeting, socially distancing of course!

Hopefully, 2021 will return to some normality. My calendar is filling up very quickly, I've got the usual race meetings at Snetterton, Silverstone, Donington and Brands Hatch, and hopefully the return of FormulaE (tbc), DTM (tbc) and International GT's, some sprints and the Herts Closed Road Stage Rally (CD – now this year), and the return of the Mull Rally in Scotland too.

Lastly, I must congratulate fellow Stevenagite, Lewis Hamilton, for scoring his record equalling seventh Formula 1 world championship and also winning 95 (and counting at the time of writing) F1 races, beating or equalling both records set by Michael Schumacher, and for getting the 2020 BBC Sports Personality of the Year. (CD - and now Knighthood).

Loyd Gerken, MSUK National Scrutineer



Black and silver number plates

We have today received information directly from DVLA concerning information on black and silver number plates which will take effect from 1 January 2021.

DVLA kindly requested we share this information with you....

This note is to tell you about important changes being introduced on 1 January 2021 that affect the ability of vehicles registered in the historic tax class to display the old style pre-1973 black and silver number plates.

Following the change in definition of a historic vehicle for vehicle tax exemption purposes in 2015, an issue was identified in the regulatory requirements for the valid display of a black and silver number plate. This resulted in an unintended consequence where any vehicle over 40 years old and registered in the historic tax class would be permitted to display an old style black and silver number plate. This was despite the law previously requiring all vehicles first registered after 1 January 1973 to only display the yellow and white number plates with black characters.

As this was never the intention, we have sought to rectify this through a legal correction which will shortly be implemented. The change seeks to prevent any vehicle constructed after 1 January 1980 from the ability to display the black and silver number plate despite being recorded in the DVLA's historic tax class. Those vehicles with a construction date prior to 1 January 1980 will continue to be able to legally display black and silver number plates to avoid any undue costs of replacement.

Your members may also wish to note that from 1 January it will no longer be permissible to fix a new number plate displaying a Euro symbol. Number plates already fixed to vehicles are unaffected. We will also be introducing a new British Standard for number plates produced from 1 September 2021 which will mean all current style number plates that are first fixed to a vehicle from that date must meet the technical requirements contained in that standard.

From the Federation of British Historic Vehicle Clubs magazine, thanks to Loyd Gerken bringing it to our attention.

CHIEF MARSHALS MUTTERINGS

Hallo, there hasn't been any competitive motorsport in the UK since early December so there is not anything to catch up with. It is also apparent that there will not be anything in the near future with it looking like nothing is currently being allowed before April at the earliest, although I'm yet to be convinced that any events will be allowed to take place as early as that.

All this means that the Motorsport News Circuit Rally Championship events that were due to take place in February at Oulton Park, Cadwell and Snetterton along with the Goodwood Stages will not take place on their original dates. The organisers of most of these events are looking for new dates but with so many events being 'postponed' and looking for dates later in the year along with the events already scheduled for the latter half it is not guaranteed which events will be able to find a new date so it's a case of monitoring their websites and 'watch this space'.

In addition to those mentioned above, the Corbeau Rally Tendring and Clacton Rally has been cancelled for 2020. This is the closed road event organised by Chelmsford MC that was due to run in April as part of the British Rally Championship. The impact that a closed road event would have on the local communities was felt to be not in the best interest of the community in the current circumstances, even if restrictions were eased, as it would inevitably bring into the area a lot of people from all over the country. It is also thought that trying to rearrange it would also be a difficult, if not impossible, task so it has been cancelled for 2021 with the intention to run the event in April 2022.

All the other East Anglian events from Trials, Targas to Autosolos are currently on hold waiting to see how the Covid situation progresses. I have also seen that many events around the country that were due to take place in April and May have now also been postponed or cancelled.

The Hertfordshire Stages, which is the closed road event based out of Hertford is now also cancelled for 2021. Hertfordshire Council have pulled the plug, saying that they will not be permitting any events on the highway for the rest of 2021 as they cannot commit any resources required whilst those resources are required elsewhere to deal with the COVID situation. This means that the backup date in September will also not be possible so it is now scheduled to sun in 2022. It isn't a totally unexpected situation, but at least it has now been confirmed.

On another topic, Brexit reminds me of what we had to do a long while ago to compete in Europe. It will now be necessary to have a Carnet to take out and bring back all your spares and equipment. For those who don't know, a Carnet is a customs document required to export and then re-import goods across borders without having to pay the taxes and duties. I'm old enough to have needed these in the past when we rallied in Belgium and remember something of the hassle that could be involved. The Carnet document had to list every single item you took, meaning the spares list was several pages and everything you took out you had to bring back – even damaged items like destroyed tyres. It was a large document because you required multiple copies of all the pages as these had to be stamped and retained at each border so, for example, going to Belgium need 8 copies; leaving the UK entering France, exiting France, entering Belgium and the same for the reverse journey. All these were included in a single book which we had to first get authorised and stamped at Dover before we left.

Although at that time the UK was part of the EEC, there were duties and Tariffs on exported goods so we needed the Carnet and it made life a lot easier when the UK became more integrated and the need for the Carnet was removed.

All this created extra work and time and often delays in crossing the borders. At each border you had to park up and seek out the customs officials in order to get the stamps in the book, and sometimes they would want to search through all the equipment. A perennial problem we had was at the France/Belgium border – at that time there was free travel between the two countries so that there was an open border which you didn't normally have to stop at. However, we needed to get the Carnet stamped so we had to stop and try and seek out the customs officials. The major road crossing usually had a manned customs office hidden away, but it wasn't always manned, and the smaller road crossings never had anyone there, in some cases there was no real indication of where the border was.

I recollect one occasion when we got all our paperwork authorised at Dover and again at Calais but we couldn't find any customs people when we crossed to/from Belgium. Therefore when we returned to Calais we didn't have all the necessary stamps to match our journey. We tried explaining the lack of stamps and the sheets which should have been removed at customs but in a typical French manner the official refused to understand and just threw their arms in the air and said 'no in stamp so no out stamp!' and refused to record the fact that we were in fact re-exporting from France everything that we had brought in.

We duly returned to Dover to face the customs there and again explained the facts that the Belgian/France border had been unmanned and that Calais had refused to register us leaving so we had incomplete documentation. At least we could communicate with British customs and they said this was not unusual and verified the return of all our goods to the UK.

We were now back home and forgot all about it until after a number of months a letter dropped through the door, having been forwarded by UK Customs from the French Customs with a demand for a lot of money for all the equipment saying we had taken it into France and not brought it back so duty and tax was due! After some investigations, I contacted the UK Customs and explained everything and they were able to provide the proof that everything was returned to the UK and, in fact, the UK Customs then handled the issue with the French Customs for us, so I fortunately heard no more about it.

When we did it I don't remember there being any cost involved in getting the Carnets but now it looks like it's around £300 (CD – see next page). I just hope it is easier now to get through the processes, at least there is internet access now so some things may be easier – we had to do it all by pen and paper, but it no doubt will still need effort and bureaucracy and will cost time and money and border delays.

Stay Safe.

John

FIA 8856-2018 Overalls Standard

The latest standard for FIA approved overalls – FIA 8856-2018 – had missed print in some sections of the 2021 Motorsport UK Yearbook, these being specifically (K)9.1 and also (R)25.3.2. The Yearbook is now a live document and can be viewed on the website in the Resource Centre, where the new standard is now included. This also serves as a reminder, if you save a digital copy of the Yearbook to a PC/Tablet/Phone to frequently overwrite your local copy to ensure you have the latest version to hand.

From Motorsport UK, Srutineers Bulletin 182

Movement of Motorsport Vehicles Post-Brexit

Monday 11 January 2021

On 31 December 2020, the temporary transition arrangements in place between the EU and the UK expired, affecting the movement of motorsport vehicles and equipment to the EU.

Following advice, Motorsport UK understands that an ATA Carnet will be required to temporarily move motorsport vehicles and equipment across the border.

An ATA Carnet is an international Customs document that operates like a passport for your goods. It allows the temporary importation of goods into countries that are part of the ATA Carnet system (the EU and 40+ additional countries) and avoids you having to pay unnecessary taxes or duties.

ATA Carnets cover all goods that are leaving the UK and returning within a 12-month period. They do not cover disposable goods (oil, fluids) that will be used while out of the country or items that will not be returning to the UK.

The ATA Carnet simplifies the customs procedure into a single document and makes the importation process much quicker and easier to handle. To avoid unnecessary border delays and customs checks the carnet should be acquired in advance of travel.

There are two parts to the carnet:

1. The processing/arrangement fee of the paperwork (VATable)
2. The premium (non-VATable)

Motorsport UK has secured a special deal with the Greater Birmingham Chambers of Commerce (GBCC) for Motorsport UK members of a fixed price processing/arrangement fee of £240+VAT. This is discounted from the standard fee of £330+VAT that non-members of the GBCC would pay.

Greater Birmingham Chambers of Commerce is appointed as part of a network of Chambers around the country to issue ATA Carnets.

The second part of the fee is the Premium. This can either be a refundable deposit of 40% of the vehicle's value or a non-refundable insurance premium to cover the 40% proportion of the premium.

As an example, if selecting the latter, the insurance premium pricing for £100k of a classic car cover would be a calculation based on 40% of the value and the duration of the carnet.

- 2 months – £288
- 6 months – £484
- 12 months – £624

The vehicle can be transported back and forth regularly throughout the duration of that one carnet.

The calculations behind the premium are based on 40% of the vehicle value, however it is not a sliding scale and is not as simple that a £50,000 carnet would cost half that of a £100k carnet nor that a £200k carnet would be twice the amount.

Applying for ATA Carnets:

Carnets are applied for through an electronic portal called ‘E-cert’ and processed and posted out next day delivery or made ready for same day collection.

A walkthrough of the process for Motorsport UK members is available from www.greaterbirminghamchambers.com/international-business-hub/export-documentation/ata-carnets.

Greater Birmingham Chambers of Commerce Carnet Specialist, Jonathan Crosbie, can be contacted by Motorsport UK members on 0121 274 3217.

GBCC also offer an express ATA Carnet service for Motorsport UK members for a £35+VAT premium (normally £75+VAT), and if all the information is available and correct an express Carnet can be turned around in as little as one hour (Monday-Friday 0800-1600).

To access the Motorsport UK ATA Carnet discount with Greater Birmingham Chambers of Commerce, please reference your 2021 Motorsport UK competition or entrants licence number and the name in which it is registered when applying.

From Motorsport UK

HERO-ERA Virtual Table Top Rally Championship

While many motorsport competitors turned to Esports and gaming as a way to keep racing during the first lockdown last year, other options for competing from the safety of home were developed, including the HEROERA Virtual Table Top Rally Championship. The opportunity for drivers and navigators to keep their map reading and problem-solving skills sharp has proved a popular distraction, the winning team of sisters Elise and Seren Whyte charged with compiling the virtual tests. “We really enjoy the challenge of putting together these routes for you to explore the UK from the comfort of your own home,” says Seren. “We are on hand for help and advice throughout so give it a go!” For more details visit: <https://heroevents.eu>

Green Belt Motor Club's Malcolm Wise happy with consistent and successful season



Malcolm Wise of Green Belt Motor Club in his yellow and white Ford Escort Cosworth.

RAFAL BINIZEWSKI MOTORSPORT PHOTOGRAPHY

The chairman of the Potters Bar-based Green Belt Motor Club has finished a successful season.

Malcolm Wise has been racing his Ford Escort Cosworth in the Modified Ford Series, open to 10-year-old Ford saloon cars and consisting of eight events held at three circuits, Cadwell Park in Lincolnshire, Snetterton near Norwich and Brands Hatch in Kent.

And in his white and yellow Chandu Tailor & Son sponsored car, which has over 500 horsepower, Wise notched up two wins and three third places in the fiercely contested class for cars with turbocharged engines.

Consistency was the key to his success. He scored points in all eight races whereas his arch rival Dave Cockell, in a similar but slightly more powerful Escort, finished ahead of him in only half of the races, failing to score in the others.

Apart from being a super-fast racing driver Wise, does most of his own car preparation including putting together its ultra-powerful turbocharged engine.

For more information about the Green Belt Motor Club, go to www.gbmc.org.uk

BLACKMORES' DUKERIES RALLY SUCCESS

by Robert Taylor

Last month stalwart GBMC members, Mark and Matthew Blackmore, won a class award on the ultra-competitive Rainworth Škoda Dukeries Stages Rally.

This event, which was the first round of the prestigious Motorsport News Circuit Rally Championship, was run at Donington Park.

The well subscribed entry tackled six special stages, totaling 49.3 miles, which were run on parts of the 2.5 mile long race track, as well as some sinuous infield sections.

The Blackmores' self-prepared 1400c Vauxhall Corsa, which is sponsored by Johnson Technical, had been fitted with a new sequential gearbox for this event. The yellow and green car's 1400cc engine had also had a tune up, so that it churned out a remarkable 165 bhp.

This meant that the GBMC crew were able to have an excellent run in their fiercely contested class. However, they were certainly not in contention for overall victory, which was fought over by some much more powerful WRC spec cars.

Nevertheless, they were untroubled by the cold and wet conditions which resulted in the retirement of one in ten of the 90 cars that started this event.

So the Blackmore brothers enjoyed a faultless run and, once all the stages had been completed, this pair of Green Belters were delighted to learn that they had been placed second in the up to 1600cc class.



Hertfordshire Stages Rally - Postponed until 2022

This afternoon we received an email from Hertfordshire Highways postponing the event until next year.

“Due to Covid-19 and the infection rate within the County, HCC cannot support the proposed rally that is due to take place on 27th June 2021 nor the backup date in September 2021 as it is considered that the pandemic is unlikely to be resolved this year. We believe that even aiming at a date in September is a risk. The Authority cannot dedicate the resources required to give this event justice whilst that same resource is required to assist with addressing the pandemic. We would be happy to consider running the event in 2022 if you wish to move the date.

The county council is not facilitating any event on the highway at the moment but hopes to continue to promote events on the highway as soon as this virus allows.”

As you may know, we were optimistic in our bulletin just a few days ago that we would be continuing our planning work to run the event in June 21 with a reserve date in September 21.

The organisers would like to express their appreciation for the effort put in by council members and officers for this exciting and ground-breaking event which has also attracted unprecedented support from local businesses, residents, potential competitors, sponsors and enthusiasts. We are continuing to refine our plans and fully expect the event to be worth waiting for.

Middlesex County Automobile Club has made a significant investment in the event with considerable support from Herts County Auto and Aero Club and other clubs and individuals.

I am personally very committed to running the event in June 2022 and will be meeting with the MCAC Club Council and the Hertfordshire Stages Rally organising team to discuss the postponement. We are looking at a new date of Sunday 26th June 2022 subject to confirmation with a reserve date of Sunday 18th September 2022.

Please stay safe,

Mike Hurst.

Chairman, Middlesex County Automobile Club.

A look back on 2020

1. The dumbest thing I bought this year was a 2020 planner
2. 2019 Stay away from negative people. 2020 Stay away from positive people (might roll this on into next year 😊)
3. The world has turned upside down. Old people are sneaking out of the house and their kids are yelling at them to stay indoors.
4. This morning I saw a neighbour talking to her cat. It was obvious she thought her cat understood her.
I came to my house and told the dog.....we had a good laugh
5. Every few days try your jeans on just to make sure they fit. Pyjamas will have you believe all is well in the kingdom.
6. Does anyone know if we can take showers yet or should we just keep washing our hands?
7. I never thought the comment "I wouldn't touch them with a 6-foot barge pole" would become a national policy but here we are!
8. I really need to practice social distancing..... from the fridge
9. I hope the weather is good tomorrow for my trip to the garden. I am tired of the living room
10. Never in a million years could I have imagined I would go up to a bank clerk with a mask on and ask for money.

I thought these words of wisdom were very appropriate for this time of year.

With the holidays upon us I would like to share a personal experience with my friends about drinking and driving. As you may know some of us have been known to have brushes with the authorities from time to time on the way home after a "social session" out with friends.

Well, two days ago I was out for an evening with friends and had several cocktails followed by some rather nice red wine. Feeling jolly, I still had the sense to know that I may be slightly over the limit. That's when I did something that I've never done before-- I took a cab home.

Sure enough on the way home there was a police road block, but since it was a cab they waved it past. I arrived home safely without incident.

This was a real surprise as I had never driven a cab before. I don't know where I got it, and now that it's in my garage, I don't know what to do with it.

Gavin Pink

Training courses @ the paint shop

NOVOL

Farécla

SATA

DEVILBISS



The courses will be a one-day basecoat and clearcoat application course with no more than 4 people at a time. They will be practical based with a hands-on approach. This will allow all participants to spend their time hands on with the guidance of Gavin and his team.

The courses will be supported by Novol, Farecla, SATA and Devilbiss therefore participants will have the opportunity to use high quality products and the chance to use the best equipment. We are also going to be offering other courses, please contact us for more details.



Whether you have never picked up a spray gun in your life or you just want to better your skills then there is a course suited for you. For more course information please contact us via telephone or PM

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For more detailed information please visit our website www.atthepaintshop.com

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part of the Anglia Motor Sport Club Ltd
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Motorsport UK Recognised Club

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

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