



WAYFARER JANUARY 2022

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

January 2022

Page	Article
3	Editorial/Club Sec News
4-6	Scutineering Bay
7-11	Mull Rally report
12-20	R.A.C. Rally report
Inside Back Cover	Committee & Wayfarer Article Submissions

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

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

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

Editor: Chris Deal

Compiler: Chris Deal

Contact the Editor for advertisement details and rates. Member's adverts free, subject to conditions

Web Site <http://www.greenbeltmc.org.uk>

A Members Only section may be accessed from the Index page by entering a User Name and Password. (e-mail Ed Davies for activation of your Name & Password)

Front cover: Club President being recovered on the RAC Rally by Tiger Recovery,
photo by Chris Deal

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

Editorial/Club Sec News

It's the start of another year, hopefully it will be a better year!

It was an up and down year for the Club with membership up; with events with good entries, but no socialising. We hope be able to rectify that this year, starting with the Annual Awards Dinner on Saturday 19th March at the Crews Hill Golf Club – more details to follow, once I've got the awards back and finalised the championship points over the last two year. This will be the last chance to claim any championship points – I've going through the results of rallies and sprints I can find.

Event wise there's the Brands Hatch Stages this Saturday (15th January) then there's the Snetterton Stages on Saturday 19th February (entries opened on Thursday, 13th January, still with entries available). Richard Warne and John Davie are sector commanders, so if you are going to marshal make sure you marshal on their sectors. There are a few Sporting Trials, Autotests/AutoSolos being run by club of AMSC which always need marshals or entries, have a look at the AEMC event calendar. Boundless by CSMA are still running 12 car rallies through the winter/Spring with their next one on 4th February.

In our area we seem to be short of venues, maybe we have been relying on MOD land, but the MOD have been closing down their sites, either due to COVID or selling the sites. So, it is time to be have a look for suitable venues for AutoSolos or Targas and even a Sprint. A few years ago many clubs were hoping to run events on closed roads, but the Herts Stages as proved its not a easy route to go that way – partly due to COVID. As any closed road event needs the approval from the County Council, this means Hertfordshire won't expect/approve any events for sometime.

We are still waiting for news on whether we can can a Sprint at North Weald again. The planning application for the market to operation on both Saturday and Sunday plus any bank holiday, ending events on the area we use for motorsport. At the some time the are consulting on their long term plans for the non-operational side for the Airfield, the part we use!!

I need to end on a sad note – a former member, Chris Donne, died on the 13th December in a car accident in Lincolnshire whilst working away from home (Worcester now, he used be from Ware in the 1980's when he was a member). It seems he avoided a stranded vehicle, but went off the road and hit a tree and died of his injuries.

Chris Deal

SCRUTINEERING BAY JANUARY 2022

With a very respectable entry, as mentioned in Robert Taylor's excellent report in the club's last magazine, the club were able to organise its two day autocross on a stubble field, courtesy of farmer and good friend of the club Anthony Ashwell, on a very wet August weekend. As mentioned in Robert's report, one entry of note was former F1 driver, now Sky TV F1 pundit and commentator, Karun Chandhok. He was entered to drive a very quick buggy.

During the extended lunch break due to the inclement weather, a few of us had a most pleasant chat over a coffee with Karun about motorsport in India, his brief career in F1, driving some of the most iconic F1 Williams cars from the past, his thoughts on "that incident" at Silverstone with Lewis Hamilton and Max Verstappen, some amusing incidents while filming with Jason Plato and Tiff Needell for Fifth Gear, and his recent appointment to the MSUK board. He said that he didn't want to just attend the occasional board meeting and disappear afterwards; he wanted to get a taste of all the different motorsport disciplines around the country so that he knew what he was talking about...very refreshing to hear. When was the last time we had anybody senior from the MSA/MSUK at any of our events?

Karun spoke at great length about why the MSUK had taken on the running and promotion of Formula 4, mainly to help make it more accessible and cost effective for new drivers, especially young drivers coming up through the ranks from karting. He also had great sympathy for Jonathon Palmer losing the prestigious F3 label for his MSV group organised BRDC F3 race championship, now rebranded GB3, and saw no threat from JP's new GB4 race championship taking potential drivers away from the MSUK F4 championship.

As the rain intensified and the track deteriorated, Karun decided he wouldn't improve on his earlier run, he left for home. I enjoyed our brief time with Karun, he had none of the usual attitudes I find with some "star" drivers I meet at race meetings, and he was very complimentary of our event and expressed an interest about doing our sprint too.

As Chief Scrutineer for events, I get to see the competitor's completed self-declaration forms from the entries secretary before the event. I've been both amused and frustrated by some of the declarations entered! Despite expiry dates being required for seats, harness belts and service dates for fire extinguishers, "N/A", "Not my car", "Don't know!", "Ask the other driver", and people not understanding that the FIA homologation date is NOT the expiry date, being the more common entries on the self-dec forms! Not helpful!!! Please read the forms carefully, if you have entered any

of the above, and even professional drivers get it wrong too, that's why you've been pulled in for a closer inspection!

Since July last year most of the Covid restrictions have been relaxed, the MSUK have allowed us to scrutineer cars and drivers kit more closely, and we've seen some right howlers!!! Overalls that were split or faulty zippers, gloves and boots with holes or worn out, and more frightening, out of date crash helmets!

We have seen lately quite a few fake race overalls, crash helmets, seats and harness belts etc. last year. A fake race suit I saw recently had a nylon zipper, it should have been metal, and the FIA homologation label was badly embroidered! If you are replacing any of your safety kit please avoid purchasing from on-line sites, unless you know the supplier is genuine. If you can, go to a reputable race shop/retailer. Remember, if it's cheap, it's cheap for a reason!

We are still seeing further examples of harness shoulder straps wrapped around ROPS harness bars in an incorrect manner. Some, as illustrated in the photograph in last month's Wayfarer, the shoulder strap with the 3-bar adjuster have been set significantly some distance away from the harness bar and the strap itself has not been passed back through the adjuster for the third time. When installing harness shoulder straps on ROPS harness bars with a 3-bar adjuster, ensure that it is placed as close as possible to the harness bar, and the strap passes back through for the important third time, leaving at least 100mm of free length.

Why are we looking more closely at scrutineering? After an incident, on inspection of the car, we have seen belts that have stretched and pulled through where the strap had not passed through the 3-bar adjuster for a third time! Also, when viewing the in-car video footage during an incident, seeing a driver/co-driver moving about in their seat violently, or even thrown out of their seat, is very frightening!

While we're on the subject of harness belts, we are still seeing belts with the FIA homologation foil label on the right shoulder! Please note, for the belts to be homologated, the FIA foil label must be on the left shoulder; it's in the new 2022 MSUK Blue Book, K.2.1.7, page 172.

We are seeing more cars with electronic electric cut-outs fitted, when testing them at scrutineering; we've noticed that, especially with Cartek branded cut-outs, when you press the external cut-out switch, pressing it again resets the electrics. K.8.1.1 page 178, "push button circuit breakers must only isolate the electric circuits, any reset must be operated by a separate button or switch".

Fire extinguishers regulations are changing from 1st January 2022, K.3.1 onwards, page 174. Depending on the competition discipline, the fire extinguisher must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8856-2015. The system must be used in accordance with the manufacturer's installation instructions and from the FIA Technical Lists no's 16 or 52. In rallies, the minimum plumbed-in must be 3kg. The fire extinguisher bottle must be installed with a minimum of 2 screw-locking metallic straps to the chassis/floor of the car and metal pipes for plumbed-in systems are mandatory, the triggering is the same, and must be armed at all times for practice or competing and, often forgotten, during parc-ferme post scrutineering conditions. Failure to comply, we've been instructed to report the matter with the Clerk of the Course.

The minimum capacities for hand held fire extinguishers depends on the type of extinguishant used, AFFF foam, Zero 2000, 2.4lt, Gas including Zero 360, 2.0kg and powder, 2.0kg, as listed in K.3.2.3, page 176. All fire extinguishers must be serviced in accordance to the manufacturer's instructions, no more than two years from when purchased or within two years from its last service.

Another new regulation that will be mandatory for 2022 will concern stage rallies. Both the driver and co-driver must wear a flame resistant balaclava to FIA 8856-2000 or FIA 8856-2018, R.25.3.2 page 326 of the new 2022 MSUK Blue Book. I would like to see this new regulation applied to circuit racing too!

Flame resistant suits remain as FIA 8856-2000, FIA 8856-2018 or FIA 1986 Standard for stage rallies, but it is strongly recommended that flame resistant gloves, socks, underwear and (mandatory for circuit racing) race boots are worn, avoiding plastic shoes such as trainers.

May I wish you all a happy and safe new year. If you have any scrutineering questions, my contact details can be found on the MSUK website. Stay safe.

Loyd Gerken MSUK National Scrutineer

MULL RALLY OCTOBER 8th-10th 2021

After the 2020 Mull Rally had to be cancelled because of the Covid virus lockdown restrictions in the UK, the Mull Car Club announced that they would be again planning to run the Mull Rally in 2021 on the closed roads of the Isle of Mull in the Inner Hebrides of Scotland.

Although the rally was not a part of any Scottish rally championships, due to the Covid restrictions the British Rally Championship (BRC) had lost events earlier in the year and they had nominated the Mull Rally as a reserve event on their calendar. Disappointingly, only two BRC1 and six Junior BRC had entered the replacement round, we were expecting the full BRC entry to enter. So it was left to local Mull crews and crews from England, Ireland, Scotland and Wales to make up the entry of 150 cars. We heard that the rally entry was full within thirty minutes of entries being opened, with twenty plus reserves!

This year a much smaller team of Stort Valley AC “old codgers”, consisting of Graham Frary, Peter Thorn and myself, made the long trek up to Scotland. Graham was to be our stage commander with Peter and me, both doing radio duties.

Graham had arrived on the island on the Monday before the rally so that he could enjoy some time walking in the hills and forests with his new companion Sandy, the golden retriever. After an early o'clock start and a reasonably traffic-free journey from Stevenage via Loch Lomond, Peter and I arrived at Oban Wednesday mid-afternoon. We had time to refuel the hire car at the town's Tesco store (there was plenty of fuel in Scotland unlike back home!) and we made our way to the ferry terminal. We were lucky to find there was space for us to be put onto an earlier ferry, and we arrived at our rented cottage in Tobermory in day light.

After a good night's sleep following our long trip up to Scotland, looking out of the kitchen window we were greeted with rain! Great! After a late breakfast, we went down into town to have a walk around the harbour, get some supplies from the town's Co-op, and as the town was filling up with rally folk, we went in search of a restaurant that had space for us for lunch. We returned to the cottage to meet Graham for a chat, and to plan how we were to prepare our stages, taping up junctions and spectator areas the following day.

We woke Friday morning to more rain lashing against the windows! Yes, this is typical weather for Mull, and it looked like it was to be with us all weekend! Although we had electronically signed-on before the rally, we still had to go to the Garmony Rugby Club, just outside Craignure, to collect any equipment needed for our duties, and our goodie bags too. As usual, it was a bit disorganised!

Our first stage was to be the first stage of the rally; the start was situated on the edge of a housing estate on the outskirts of Tobermory, and the finish was just before entering Devaig. Graham had started taping off the gates and junctions from the start and after Pete and I collected our stuff from Garmony and a quick coffee at Salen, we drove via Dervaig to put up the finish and tape off gates and junctions along the way, and hopefully we'd meet in the middle. Although we had some help from a couple of marshals who were to help us on our stage, it seemed to take an age to complete the work. We eventually finished taping off and returned to the cottage soaking wet!

After a change into dry clothes, we sorted out the car installing Peter's radio, and made our way to the stage start. After dropping me off at the stage start, Peter made his way to his location three miles into the stage while I set up my radio in Graham's car, and despite erecting the 5 metre radio antennae mast, kindly loaned by John Davie, radio comms to rally control were very poor, not helped because of the weather and a few granite hills in the way!

The timekeeper arrived with the timing kit followed by the road closer car and an assortment of official's cars entering the stage soon after 6pm; it was now starting to get dark. 000 and 00 cars went in and the zero car, a Ford Anglia "WRC", was ready to go in to the stage on his due time. They were followed ten minutes later by the first car, car 1, a Ford Fiesta Rally2, driven by the 2019 winner and local resident Paul MacKinnon, followed by a further 149 cars into the stage at one minute intervals.

Incredibly, car 105 driven by Alistair Dalgliesh in his Mitsubishi Lancer Evo 9 stopped the clocks taking a time of 5.25.0! The next fastest car, car 3 driven by another past Mull Rally winner and local driver John MacCrone in his Ford Fiesta Rally2, finished with a time of 7.03.7...surly there must have been some mistake? No, by the time Dalgliesh had started the stage the rain had stopped; when MacCrone had started it was torrential rain...or could it have been a faulty clock?!

Only two cars failed to finish our stage due to mechanical issues, but BRC points leader Matt Edwards was very lucky to finish the stage as he had clouted a bank a mile into our stage inflicting damage to the rear suspension on his VW Polo R5, and losing eight minutes and dropping 100 places to the leaders.

After the last car had exited the stage, the road opener car arrived and we were able to open the road to the public early. Peter soon arrived at the start while I finished dismantling the radio mast, and we returned to the cottage for a hot drink and to bed before midnight, we were not going to see our beds again until early Sunday morning!

Saturday morning arrived with; you guessed it, more rain! I'm sure I saw animals lining up 2by2 on the harbour side waiting for Noah to load them up! After a well-deserved breakfast, Pete and I tidied up the car, made some sandwiches and flasks of coffee, and returned to the stage start, a repeat of our Friday evening stage, this time they were to be stages 8 and 11 and to be run in daylight. Peter went into the stage, this time to a different location from the previous night, at the Glengorm crossroads a short way into the stage which was also a spectator area.

I relocated the radio mast in a bid to try to improve the radio comms, but it proved to be no better, again having to rely on a link radio to rally control. After the timekeeper had dropped off the clocks etc., the road closer soon arrived closely followed by a BMW police car! In past years police cars were employed to do the road closing but after a police car was written off in an accident, for the last few years a civilian car has been used! This year the police were supporting the road closer in daylight hours. They both entered the stage to close the roads and we had the usual convoy of course cars arrive at the start line and into the stage!

The Anglia "WRC" zero car soon arrived and was allowed to go in followed ten minutes later by the first car, overnight leader car 2, Danial Harper in his Mini JCW WRC. During the previous night stages we had lost a few cars due to retirements, we were now running 30 second start intervals and the remaining 126 cars were quickly despatched into the stage, and with no retirements on our stage, the zero car soon arrived to start our next stage, stage 11.

As soon as we heard that the last car on our previous stage 8 had finished, the zero car went in to start our new stage. Following the re-group in Tobermory, new leader car 3, John MacCrone, was on the start line. The cars were again sent in at 30 second intervals. Between our two stages, we had lost a further 14 cars so we were only expecting 112 cars to start stage 11. Again we had no retirements on our stage but we later learnt that we had lost the rally leader John MacCrone, and Paul MacKinnon too, with mechanical issues on the road section to the next stage.

The last car went in and shortly after 5pm we had the road opener car to reopen the roads. Peter battled his way back to the start dodging all the numerous cars and vans going to Devaig and by the time he had arrived the radio mast was dismantled and we made our way back to Tobermory for a hot meal ready for the late night start for the rally's last stage of the event.

Thankfully, by now the rain had stopped as we arrived at the new start of our stage, stage 17, on the Glen Aros road to Dervaig. This stage was to be the reverse of our earlier stages, but would be longer at 15.3 miles. The stage would start about two miles from the Glen Aros/Tobermory road junction, then going via Dervaig to the

finish where our start had been for our previous three stages. The rally's final time control and rally finish was to be in Tobermory's main harbour carpark.

After Peter dropped me off at the stage start he made his way to his junction, again the Glengorm crossroads. I erected the radio mast and deep joy, I had radio comms...but with the wrong control!!! Our comms plan had said we would be using MSUK channel 2 for the first three stages and Channel 1 for the last stage! There was a tap at the window from rally rescue, "Rally control is trying to get you, what channel you on?" "Channel 1" I replied, "No, according to our comms plan we're on channel 2!" We soon discovered there were two different comms/safety plans in circulation! I swapped channels on my radio and contacted rally control for a radio check, I could hear most of the radios on our stage, but we couldn't get Peter; he also was on channel 1 as instructed in the comms plan. I tried ringing him but had no phone signal! I told control and by chance Peter was listening on his handheld radio and soon realised we were back on channel 2!

After the road closer and the various course and safety cars went into the stage we waited for the Anglia "WRC" zero car to be sent in. Unfortunately our start was delayed because the marshal at the finish had a health issue so another marshal had to be brought in to replace them. We were soon instructed to send the zero car in, then the rally leader Danial Harper followed 10 minutes later.

Three quarters through the stage running I had a radio message, this time from rally HQ, could I send, in batches of ten, the car numbers and their start times for our stage! Luckily Graham was able to take photos of the start line marshals check sheet on his phone and called them in. Thanks Graham, it gets a bit busy when you're working on your own doing radio, keeping incident logs and a check sheet going, and in the dark too. I later found out the clocks had stopped talking to rally HQ and they didn't know the order or times the cars had entered our stage!

The last of the remaining 101 cars went in to the stage and were soon followed by the road opener car along with a long queue of cars and vans trying to get back to Devaig. After dismantling the radio mast, said our goodbyes to the marshals and rally rescue teams, Graham transported me and the radio kit to Devaig for Peter to collect me, thanks Graham, and we returned to the cottage tired and exhausted.

Looking at the overall results, after 19 years of the rally being won by a Mull resident, this year's rally was won by a crew from mainland England.

1st O/A Car 2 Daniel Harper/Chris Campbell Mini JCW WRC...2h16m40.3s

2nd O/A 1st BRC Car 5 Osian Pryce/Noel O'Sullivan VW Polo R5...2h21m17.6s
4min 37.3s behind car 2

3rd O/A Car 8 David Bogie/John Rowan Ford Escort Mk2...2h24m16.9s

4th O/A Car 37 Fergus and Craig Barlow Subaru Impreza...2h28m38.3s

5th O/A 2nd BRC Car 4 Matt Edwards/Darren Carrod VW Polo R5...2h28m38.3s

The first Mull resident crew were Fergus and Craig Barlow, finishing in fourth place, and it was good to see David Bogie's "Old-Skool" Ford Escort Mk2 was able to mix it with more modern machinery finishing third! After the Mull Rally, Osian Pryce now leads the BRC Championship 16 points ahead of Matt Edwards.

Sunday was spent recovering and watching the BTCC knocking each other off the Donington circuit, and because we couldn't get a ferry until Tuesday, Monday was spent going down to the town for a look around and popped in to see our old friend Chris Walden who lives on the island. Tuesday morning we got the very early o'clock ferry for the return journey home, stopping off in Penrith for an excellent lunch and arrived in Stevenage at a respectable time.

Was this a good rally? Apart from the usual Mull rain, not really! We were expecting a good BRC entry, but we were very disappointed that most of the main championship contenders had decided to make this rally as one of their "dropped-scores"! I know it can be expensive and time consuming to do the Mull rally, I did hear a competitor had paid over £30,000 to compete, but spectators and marshals had travelled from across the country, at great expense to themselves, hoping to see the cream of Britain's top rally drivers on the rally, and to only see two BRC1 cars was very disappointing!

Also, the rally organisation needs to be tightened up. We weren't the only ones to have confusion as to what radio channels we were to be on, having two different safety plan/comms manuals in circulation is not good! And there were problems with the clocks and timing errors too! During the rally, I had a phone call from John Davie enquiring why he was getting rally related phone calls! When I had a look at Graham's copy of the safety plan, JD was down as our Safety Officer, he wasn't with us on the rally this year! To save time in planning the rally the organisers had "cut-and-paste" the 2019 safety plan, not checking some people were not attending the 2021 rally! As you can imagine JD was not impressed!

Perhaps with all of these problems sorted for 2022, the Mull Rally could then rightfully call itself "The Best Rally in the World"! Why not join us next year?

Loyd Gerken

RAC Rally 2021 Richard Warne/Chris Deal

1978 Ford Escort Mk 11 2000cc Car 67

While the 'original' RAC had morphed into Rally GB and was a Welsh-based round of the WRC, the Roger Albert Clark is a celebration of rallying's bygone era. Limited in one part to 'Historic' cars, those over 35 years old, and 2WD vehicles in the 'Open' section,

Based in the city of Carlisle, the 2021 RAC would see action in Scotland, England and Wales, with some of the most legendary gravel stages – Kielder, Kershope, Ae, Dyfant and Walters Arena – amongst a 31-stage route plan would test team and machine.

Running since 2004, and a bi-annual affair since 2017, the Roger Albert Clark (itself a celebration of the legendary driver who claimed RAC success in 1972 and 1976) has grown into a monster event, with an oversubscribed entry filling within days of registration. Come the rally start, 139 cars lined up.

For the Car Spares Escort, it all started with the entry going in on the 30th April 2021, unfortunately at the time we were a lowly 17th reserve, but were positive we would get a run. After the Woodpecker stages in September the planning begun with the installation of a new Gp4 back axle courtesy of Rix Engineering of Harleston. Over the years the Gp4 back axle has always let me down, so the weakest link had to be taken out of the equation. With the rest of the car being checked over all was now good. September came and were contacted to say our entry had now been accepted.

For the RAC new LED spot lights and bulbs were acquired as the last time I did any sort of night stages was the RAC over 10 years ago. As in the open class LED lights are aloud, if your one of the historic classes unfortunately they are not! On setting up the lights what a difference its day light, well worth the investment.

Our service crew come chase car team was lined up as Martyn Andrews / Steve Greenhill, unfortunately two days before the off Martyn had to pull out so Mike Seller ex Green Belt club member and long-term friend of Chris stepped up to the challenge.

One most important factor with a 5-day event is the catering for everybody and Hilary spent many an hour planning when how and when we were eating, the plan was perfect, we were spoilt.

With all the accommodation, and fuel for the event all booked, Chris' Volvo was loaded with spares as was the Motorhome and trailer. Wednesday morning came and we headed north to Carlisle. After 6 plus hours we arrived at the service area and found a spot to set up camp in the cattle market car park.

Carlisle Service Area



Dale Glover / Sean Ward, Dale was a Green Belt member many years ago and was entered in a Alfasud Ti but after many months in building this car it wasn't working so good so the trusty Nova 1400 was dusted down for the event.

We lined up for the noise check and Scrutineering and sailed through with no problems.

Our start time for the Thursday evening start was 5.40pm for the 30 mile road section up to Newcastleton. We finished Stage one with no problems, then the clutch did not feel good and it would not go into first gear without a big crunch, the clutch plate was dragging!! We got through stage two 12.8 miles of Kershopp with relief, the clutch still not good. Just on the road section through a built up area where I saw some flashing blue lights in my mirror and had to pull over.

Evening officer "can I help", and the policeman explained they had complaints from residents re excessive noise, and can we be quiet, of course I said no problem, and on we went, back to service.

Back in the service area at Carlisle further inspection of the clutch revealed the auxiliary clutch plate between the two paddle centre plates was stuck on the lugs and not releasing. Time was ticking on it was now 7.30pm, do we complete the next 2 stages and be back at 11.30pm, then change the clutch or change it now, it was decided to chance the clutch now. So with, myself, Mike and Steve, gearbox out new complete clutch installed gearbox back in, all good, the time now was 11.30pm good decision otherwise it would have been a long night under the car.

Known as Killer Kielder, the thick banks and unforgiving lanes have claimed many rallying victims over the years. An onslaught of mud, ditches, ruts, trees and all manner of weather, the area holds almost mythical status in the rally world.

First on the road each day was the sub-1600cc class, a real oddball mix of classics. Think everything from Peugeot 205s to Lancia Fulvias, an Opel Corsa S1600 to a Rover 400 BRM and pretty much everything in between. Keeping cars running for such a long and challenging event is a huge logistical task. Like the old days, pop-up remote service parks were a daily occurrence, while the end of every stage was lined for miles by chase and management crews. Some opted for full service-like ground sheets, while others made do with grassy roadside banks.

Friday morning started slowly in Clintburn & Chirdonhead totalling 28 miles of action into service for a quick check over.

Kielder Service B



Next was Stage 7 Falstone 1 a 7 miler, 4 miles in pulling away from a 90 left the steering went heavy, first thought was a puncture, then the steering was not responsive, it was more serious, pulled over and got, out the o/s wheel was at a precarious angle, further inspection the stub axle had sheered !!!! It was not long before the closing car appeared, they took our details and said help would be on its way.



End of a tow rope again!

Sure enough the recovery arrived, it was now around 3.30pm, by the time we were towed 3 miles to the stage finish then a further 5 miles to the road we arrived at Kielder Service A an hour later where we met Mike & Steve. We stripped off the offending stub axle then to see if we could find a replacement as I did not have a spare, unfortunately we weren't lucky many thanks to Arran Rix for his help who was servicing for Ben Friend in the Allglass Escort. Plan B was now for the 40 plus miles back to Carlisle to pick the Trailer up. Steve stayed with the Rally Car, and I went with Chris. By the time we got back to Kielder the lashing snow and rain reduced visibility almost down to zero, the 70-mph wind and Horizontal snow I won't forget. Steve had a little hyperthermia and warmed up in the Volvo, while Mike and myself set about getting the 3 wheeled Escort back on the trailer. With conditions getting worse we set off back to Carlisle, which took another 2 hours, due to trees blocking the road, and violent winds it was 11pm, by the time we got back, what a journey!!

The special stage 12, Bewshaugh 2, was eventually cancelled. Safety was the priority, and it was getting pretty clear the weather wasn't great. The teams still waiting on the start line – roughly 20 of them – though the cancellation would be the end of their night, but it turned out to be the beginning of another challenge.

Completely blocked roads meant many teams, rally officials and spectators had resigned themselves to sleeping in their vehicles. A small reprieve came when a local pub opened its doors to provide shelter for some. It was near midday on Saturday when some crews returned to Carlisle, but by then a call had been made to abandon the day's rallying in Scotland.

Out front, despite pressure from Barrett in particular, Pritchard was in control and carried a 37-second lead into Saturday's proposed Scottish leg despite some truly dreadful conditions that Rhys Yates – a former WRC2 pilot who's competed on events like Monte Carlo before – described it as "the most difficult I have ever driven in".

Behind, the chasing pack was led by the hard-charging Osian Pryce and Noel O'Sullivan, themselves bouncing back from BRC heartbreak in their VW Polo R5 the week before, and the more experienced combination of Paul Barrett and Gordon Noble.

Someone not having such an easy ride of things was Chris Harris *Top Gear* presenter, his RAC had been eventful. Harris slid off the road and got stuck in a ditch on the opening night and ended up as one of the Storm Arwen-stricken crews the next. By the time the event hit Wales, Chris had had quite a ride, but credit where it's due because he got to the end. Not even a dashboard fire could stop him.

Three wheeled Escort



The Car Spares Team packed up on Saturday and drove to the overnight accommodation as all the Scottish stages were cancelled. It was good to see Alan Yates in the Carlisle service Park all the way from Belgium looking after the Belgium Rally team.

To get us back in the event a new stub axle & hub was required. After speaking to Ian Rix @ Rix Engineering, he put together a box of parts to repair the stricken escort. After a little persuasion Mark Goddard drove to Harleston (Norfolk) on Saturday picked up the parts and were due to meet us in Welshpool at 9.am Sunday morning, what a star.

We left Carlisle at 5am Sunday morning and arrived in Welshpool on time, then got to the task in fitting the parts on the escort, with a little fettling as nothing is straight forward, we were now back in the event.

Leaving Welshpool after Repairs



Smiles again back in the event



Stage 21 was 11.7 miles of Dyfnant which was a great stage having tackled it many times, with Gartheiniog cancelled it was into 13 miles of Dovey which being high up was a little white in places. Into service at Dolgellau for a 20 minute service, then back out for a return of Dyfnant and Dovey. At the start of the Dfyant stage it was good to see Geoff Taylor doing his marshalling bit, it is always good to see a friendly face.

Due to all the issues, we were running at the back end of the field so it was a late finish back to the cottage.

The bitterly cold final morning began in South Wales. Just outside Neath, Walters Arena is another name carved into rally lore. The arena has become a go-to location for rally car testing and off-road pursuits, so it was a perfect place to finish the final service area of the event.

Stage 27, 7 miles of Walters Arena was one of those perfect stages best of the whole event, then into a short blast at Glasynydd then 10 miles through Crychan then repeated again less the Glasfynydd stage.

Service at Walters Arena



Good to see some of the Cambridge Car Club team at the end of Crychan stage



Now just the 45 miles to the finish in Camarthen and over the finish in the town



Noticeable results from our area Ben Friend/Cliff Simmons won the Historic Category 3 award and a creditable 4th overall; Dale Glover/Sean Ward had a faultless event and won the J2 Class in the open category and 4th overall in that rapid 1400 Nova.

The Car Spares Escort made it to the finish unfortunately missed several stages and finished 9th in class J4 and 20th overall. When you're preparing a car for a mammoth event check and check again should I have changed the clutch that had only done 2 events or that unbreakable sub axle, yes in hindsight I probably should have changed them.

Overall, it was an enjoyable event even with the mishaps, and the freezing weather conditions, big thanks to Chris Deal on the notes/maps who got the car in the right places at the right times. Big thanks to the service crew of Steve Greenhill and Mike Seller for keeping the car going in some of those terrible conditions. One problem we did have was storage space for all the tyres and spares, Dale Glover came to the rescue, and we stored all the tyres in his Trailer Shuttle, what a star.

Of course, the most important person "Hilary" in charge of the food and kept the team fed for 6 days, the food was brilliant.

With all the main winning contenders falling by the wayside which left Ryan Champion and Craig Thorley in a Tuthill Porsche to cruise home to victory in their Porsche 911 and claimed British rallying's ultimate crown, in doing so breaking a 15-year Ford Escort stranglehold on the Roger Albert Clark Rally title. Not bad for a 'steady, middle of the road' drive, but such is the epic nature of the RAC that it proved fruitful.

APROSDOKIANS are figures of speech in which the latter part of a sentence is unexpected; Winston Churchill loved them:

1. Where there's a will, I want to be in it.
2. Since light travels faster than sound, some people appear bright until you hear them speak.
3. If I agreed with you, we'd both be wrong.
4. War does not determine who is right - only who is left.
5. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
6. They begin the evening news with 'Good Evening,' then proceed to tell you why it isn't.
7. To steal ideas from someone is plagiarism. To steal from many is called research.
8. In filling in an application, where it says, 'In case of emergency', notify: I put 'DOCTOR.'
9. I didn't say it was your fault, I said I was blaming you.
10. Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they look sexy.
11. Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.
12. A clear conscience is the sign of a bad memory.
13. I used to be indecisive. Now I'm not so sure.
14. Nostalgia isn't what it used to be. Nor is there any future in it.
15. Change is inevitable, except from a vending machine.
16. Going to church doesn't make you a Christian any more than standing in your garage makes you a car.
17. Finally: I'm supposed to respect my elders, but it's getting harder and harder for me to find one now.
18. I am not arguing with you, I am explaining why you are wrong.

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

Gavin Pink

Training courses @ the paint shop

NOVOL



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

- 01992 289004 (Landline)
- 07799 852813 (Mobile)

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

GREEN BELT MOTOR CLUB

part of the Anglia Motor Sport Club Ltd
Members of the ACSMC, AEMC, ASWMC and WAMC
Motorsport UK Recognised Club

Committee Members 2021

President – Richard Warne

Vice Presidents – Dan Chalk and Geoff Jackson

Chairman

Malcolm Wise
16 Bycullah Road
Enfield
EN2 8EW
020-8351-4953

Membership Secretary

David Hughes
10 Danesbury Park Road
Welwyn
AL6 9SE
01438-718965
membership@greenbeltmc.org.uk

Treasurer/Website

Ed Davies
11 Herons Close
Stubbington
Hampshire
PO14 2HA
07711-691029
ed.davies@greenbeltmc.org.uk

Club Sec/Association delegate

Chris Deal
6 Waterside, Priory Marina
Barkers Lane
Bedford
MK41 9EX
07920-840689
secretary@greenbeltmc.org.uk

Press Officer

Robert Taylor
52 Hillfield Park
Winchmore Hill
London
N21 3QL
020-8886-6428
Roberttaylor893@btinternet.com

Social Secretary

Melanie Camp
Wendycot, Chelmsford Road
Hatfield Heath
Essex
CM22 7BH
07748-952005
turkeystile@hotmail.com

Competition Sec & Marshalling co-ordinator

John Davie
18 Hazelwood Lane
Ampthill
Beds
MK45 2HA
01525-405521
Jc.davie@btinternet.com

Magazine Production

Chris Deal

Social Media co-ordinator

Mark Goddard

ARTICLES FOR PUBLICATION

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

The copy date for the next issue is **29th January 2022**.

CarSpares.co.uk

**Suppliers of OE quality car
components and accessories**

Wide range of tools in stock

Automotive Paints made to order

**Delamare Road
Cheshunt
EN8 9AP**

01992 639844

Mon -Fri : 8am-5.30pm

Sat : 8.30am - 2.30pm

Sun : 10.00am - 1pm

**779-781 Hertford Rd
Enfield
EN3 6SE**

01992 639844

Mon -Fri : 8am-5.30pm

Sat : 8.30am - 1pm

Sun : Closed

Click 'n' Collect

Available at both branches