



WAYFARER MARCH 2017

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
March 2017

Page	Article
3	Editorial
4	GBMC Events
5	Anglia Motor Sport Club
6	Competition Calendar/Show Calendar
8	Simon Hudswell
9	Comp Sec news
10	AEMC 2017 Sprint Championship
12	AGM notice
13	Jelf Motorsport.com Stage Rally Championship 2017
14	F1 dates/WRC dates
15	BTCC dates/Award winners photos
16	2016 Awards Winners
17	Green Laning
20	Chief Marshals Mutterings
21	Dayinsure Wales Rally GB
Inside Back Cover	2016/17 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

Printing: Chris Deal

Classified Ads - You tell us, we'll put it in.

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

Web Site <http://www.gbmc.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:

2017 Snetterton Stage Rally overall Chris West / Steven Cox - Peugeot 306 Maxi

Editorial

Is the romance of driving disappearing?

This was the heading of an article in the CILT (Chartered Institute of Logistics and Transport magazine called Focus. Here are a couple excerpts –

This is the most exciting time in transport technology since the invention of the jet engine. Electric power is replacing fossil fuel in cars and they are increasingly connected. Developments in autonomous technology are racing ahead and will soon shape road use and freight distribution in ways that are hard to predict – except that we know that things will be very different perhaps sooner than we can imagine. The romance of driving will probably disappear almost everywhere. We may not own cars, let alone cherish them. Vehicles might only be when they are needed and often shared with strangers; or we might all want more and different kinds of vehicles with which we engage differently.

What will be the impact for Motorsport? I guess we are starting to see the future in Formula E and there was a story of a racing car which has been designed and built without any room for a Driver. Now that virtual reality (VR) has been believable why not cut out the car as well. If are seeing on line races and championships, at least did doesn't cost much when you crash just reset and start again. The committee have discussed whether the club should set up an on line motorsport challenge to see whether we can get younger members to cross from the darkside.

Another impact on Motorsport will be that some people won't have a car which they can call theirs, just rent one when they need one. There will be a increase in Historic events until the petrol runs out or costs too much.

Back to present day, we have our AGM on the 29th March, 21.00 at The Old Owens. This gives you a chance to question the committee and put forward your ideas. Don't forget we have space for new members on the committee as well.

Chris Deal

New Members – welcome to GBMC and in some cases, welcome back – Sally-Ann McLachlan, Martin Preston, Adi Andrei, Anna Greenhill, Darren Simpson and Ian Cronshaw.

GBMC Events 2017

Wednesday 29th March - AGM

Sunday 23rd April – North Weald Sprint (with Harrow CC)

Sunday 7th May – Woodbridge Targa (with Wickford AC)

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

Wednesday 21st June – BBQ and Concours at Old Owens

Sunday 25th June – Debden Sprint (with Wickford AC)

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

Saturday 2nd September – Debden Targa (with AMSC)

Sunday 10th September – North Weald Sprint (we assist Harrow CC)

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

North Weald Sprint

Sunday 23rd April 2017

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

A different course

Marshals wanted – contact John Davie

allglass MiddleWick Stages

Sunday 21st May 2017

Regulations coming soon, keep checking the website

Setup crews needed – contact Chris Deal

Marshals wanted – contact John Davie

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events fun by member clubs which only need a membership card. The purpose in forming the group was to combat the decline of grass roots motor sport in East Anglia. All of the clubs involved were to a greater or lesser extent suffering from lack of competitors, organisers, and marshals for the events that they were running, and needed to pool resources in order to keep the events viable. At the time, the MSA had quite restrictive rules governing who could or could not be invited to club level events, and the idea of an umbrella club was formed as a survival mechanism that would allow us to remain compliant with the rules of the MSA.

Member Clubs are Cambridge CC, Chelmsford MC, Eastern Counties MC, Falcon MC, GBMC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

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

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sun 5 th Mar 2017	Trial	Classic	National B	FMC	FMC	Classic Trial
Sun 19 th Mar 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Fri 24 th Mar 2017	Rally	12 Car	Clubmans	SCCoN	SCCoN	2016 / 2017 Club Championship
Sun 26 th Mar 2017	Rally	Targa	Clubmans	AMSC	CMC	2017 Targa Challenge
Sun 26 th Mar 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2016 / 2017 Trials Challenge
Sun 23 rd Apr 2017	Autotest	Autosolo Autotest	Clubmans	AMSC	SCCoN	2017 AutoSOLO Challenge

Competition Calendar

Date	Events	Club	Venue/Start	Format
26 th March	Rockingham Sprint	BARC	Rockingham	Sprint
31 st March	12 Car	Boundless NL	Tonwell	Road
2 nd April	Hethel	B19	Hethel	Sprint
8 th April	Somerset Stages	Minehead MC	Minehead	Multi venue
9 th April	Abingdon	Sutton & Cheam	Abingdon	Sprint

Show Calendar

Goodwood Festival of Speed 29th June to 2nd July

Sometime between June 29th and July 2nd you'll need to be at the [2017 Goodwood Festival of Speed](#), motoring and motorsport's world-renowned garden party, to ogle an assortment of precious metal that falls under the newly announced theme 'Peaks of Performance – Motorsport's Game-Changers'.

Yes, for the 25th running of this unique event that every year attracts the finest race and rally – and two-wheeled – kit that ever turned a wheel, we're inviting those cars and bikes that were so good the rules were tweaked or rewritten to give rivals a chance.



Among the assortment of classics from the past century or more of endeavour will be 1,000bhp turbocharged Grand Prix cars of the 1980s, unlimited Group 7 sportscars from the glory days of Can-Am, the 750kg-formula European Championship leviathans of the mid-1930s and the bewinged beasts of rallying's Group B era. Bike-racing fans

will be able to marvel at many of the iconic 500cc Grand Prix bikes with their light-switch throttles and two-stroke powerbands, as well as 200bhp-plus MotoGP missiles and Isle of Man TT and World Superbike winners.

Get those dates inked in now, for the event is guaranteed to once again offer an incredible assault on the senses for petrol-veined enthusiasts of all ages and persuasions.

Red Bull Soapbox Race 2017, Sunday 9th July at Alexandra Palace

More details next month.

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 prewar 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

RallyDay – Saturday 23rd September – Castle Coombe

More details to come

SIMON HUDSWELL



It is with deep regret that I heard this week that Simon Hudswell had passed away.

Simon was a Green Belt member and known to many of you and I knew him as a Stort Valley Auto Club friend and colleague going back many, many years. In the SVAC days Simon was one of those reliable people who turned up to assist and do anything asked of him without quibbling at every event that the Club ran.

This was also the time of the 'proper' RAC Rallies, the days of Lombard and Network Q, when for year after year a convoy of cars from SVAC travelled the country (England Wales and Scotland) for 5 days marshalling at many stages on the event and Simon was always to be found in this group as he was in the teams that went up to marshal on the Mull Rally.

When I was competing in rallies back then Simon was always around in the support and service crews we had for the Stort Valley teams, particularly when we had a contingent going over to Belgium where it was always a social as well as competitive weekend.

I more recent times I had encountered Simon still turning out to marshal on events and he was often seen at classic car shows so the love of anything automotive was still there.

Simon was a very quiet and private person and I am very sad that we have lost a really decent bloke.

John Davie.

Comp Sec News

Recently we have had the Snetterton Stages and the 2016 awards dinner.

Snetterton Stages was a success from an organisation point of view plus good weather for the time of the year. We had one full crew and three co-drivers. Mark and Matt Blackmore were leading class A in their Corsa until the diff gave up after stage 6. Rob Cook guided Clare Rix to 61st; Steve Greenhill with Ian Rix to 33rd and Anna Greenhill (Steve daughter) with Aaron Rix to 47th and 3rd in class. Unfortunately Anna fell in the service area after the last stage and needed to be checked by the Doctor. 83 crews started and 69 made the finish. I was in the warm helping with the signing on and sorting and queries. It was good practice for our allglass MiddleWick Stages on the Sunday 21st May at Woodbridge.

It has been another busy month getting ready for the coming season admin wise, applying for permit, booking officials etc. Now for the hard part convincing members to come out marshalling and competing.

With two events done I need to set up the championship points on the website soon. Remember to claim your points by letting me have a copy of your results showing where you finished in class and the number of people that started.

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

Sunday 23rd April – North Weald Sprint (with Harrow CC)

Sunday 7th May – Woodbridge Targa (with Wickford AC)

Sunday 21st May – Middlewick Stages at Woodbridge (with Wickford AC)

Sunday 25th June – Debden Sprint (with Wickford AC)

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

Saturday 2nd September – Debden Targa (with AMSC)

Sunday 10th September – North Weald Sprint (we assist Harrow CC)

Until next month.

Chris Deal

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

ARE YOU INTERESTED IN SPRINTING IN 2017?

THEN THIS IS FOR YOU!

THE 2017 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

Classes for all types of cars.

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

Category A: Road Going Series/Specialist Production Cars

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

Category B: Modified Series/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

Calendar

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

The best 10 scores will count towards the championship.

Event Supplementary regs will be sent to each registered competitor,

So, no need to chase around for regs.

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

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

Essex Extreme

www.essexextremebodyworks.co.uk

ESSEX EXTREME AEMC Sprint Championship – 2017 dates

Sunday 26 th March	Rockingham	BARC (Mids)
Sunday 2 nd April	Hethel	Borough 19MC
Saturday 9 th April	Abingdon	Sutton & Cheam MC
Sunday 23 rd April	North Weald	Green Belt MC/Harrow CC
Sunday 7 th May	Debden	Herts County
Saturday 13 th May	Snetterton	Borough19 MC
Sunday 14 th May	Snetterton	Borough19 MC
Saturday 10 th June	Abingdon	Sutton & Cheam MC
Sunday 25 th June	Debden	Wickford AC/Green Belt MC
Sunday 9 th July	Woodbridge	WECC/Wickford AC
Sunday 6 th August	Hethel	Borough 19 MC
Saturday 12 th August	Curborough	BARC (Mids)
Sunday 10 th September	North Weald	Harrow CC/Green Belt MC
Saturday 23 rd September	Goodwood	TWMC/Sevenoaks & DMC
Saturday 30 th September	Curborough	BARC (Mids)
Sunday 1 st October	Debden	Herts County
Sunday 22 nd October	Rockingham	BARC (Mids)



Frank Trueman at North Weald (Photo – Nick Cook)

GREEN BELT MOTOR CLUB
AGM
Wednesday 29th March 2017
21.00 at Old Owens

AGENDA

1. Apologies
2. Minutes of the previous meeting.
3. Matters arising.
4. Secretary's report. David Hughes
5. Treasurer's report. Ed Davies
6. Question Time.
7. Election of Officers/Committee for 2017/18
8. Any other business.
9. Date of next meeting.

David Hughes, Club Secretary
February 2017

Jelf Motorsport.com Stage Rally Championship 2017

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

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

For 2017 we have ten rounds in the championship, with seven to count, placing a premium on consistency throughout the year but giving more flexibility for crews based across the wider geography of the championship. Many of the rounds will be familiar to competitors in the previous championships but we also have some new events, notably Snetterton and Cadwell Park - all promise to be challenging and fun.

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

Paul Barrett

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

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

2017 Formula 1 World Championship

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

2017 World Rally Championship

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

2017 BTCC CALENDAR

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



2016 Award Winners
Trent Park Trophy
1st – Malcolm Wise
2nd – John Start
3rd – Chris Deal/Richard Warne

Single Venue Stages Driver

1st – Mark Blackmore
2nd – Niall Moroney
3rd – Richard Warne

Multi Venue Stages Driver

1st – Richard Warne
2nd – Ian Barnard
3rd – Martyn Andrews

Thatcher Trophy (Autocross)

1st – John Rigden
2nd – John O’Sullivan

Bowyer Trophy Driver

Not awarded

Clubwomans Trophy

Not awarded

Warner Celnik Memorial Trophy

1st – Brian Aldridge
1st – Chris Deal
1st – Gerry Thurlow

Glover Trophy (GBMC events)

1st – John Start
2nd – Frank Trueman
3rd – Chris Jones

Single Venue Stages Co-Driver

1st – Rob Cook
2nd – Matt Blackmore
3rd – Chris Deal

Multi Venue Stages Co-Driver

1st – Chris Deal
2nd – Steve Greenhill
3rd – Rob Cook

Chalk Trophy (Sprint)

1st – John Start
2nd – Chris Jones
3rd – Mick Davis

Bowyer Trophy Navigator

Not awarded

Clubmans Trophy

1st – John Rigden
2nd – Chris Deal
2nd – Richard Warne

Enthusiast Trophy

John White

Jackson Trophy

Malcolm Wise

Marshals Trophy

Peter Thorn

Smee Trophy

Chris Payne

Ross McNeil Trophy

Bangham Trophy

Not awarded

Those that didn’t collect their awards at the Dinner on the 25th February, another chance will be at the AGM on Wednesday 29th March at Old Owens.

GREEN LANING

Of course I realise that Green Belt Motor Club exists primarily to organise and run various types of motor sport competitions for its members and members of other clubs invited to take part in them, plus a number of social activities each year.

However, as very few of our competing members offer articles for The Wayfarer about their successes or otherwise in the various competitions they take part in and I don't participate in speed events of any sort (far too old / decrepit 😊) this month I am going to write about a motoring activity that isn't either static (car show) or competitive (speed or navigational event).

I am referring to the activity of green laning. Back in 2014, shortly after I retired, a friend of mine who then owned a Land Rover Discovery 4 decided that he had owned that car for a few years but had never had or sought the opportunity to take it off road in order to explore its off-road capabilities. He decided to go to Wales and see where we could find to test his car a bit and invited me to accompany him. I got the locations of three or four lanes that might suit his purpose from a friend who lives in Aberystwyth. We booked rooms for ourselves in Mid Wales and set off, arriving early one evening. (I'll skip the bit about the curry consumed that evening with dodgy rice and dire consequences). Next day (fortunately both recovered) we set about exploring the lanes we been told about and while it was a bit of fun to be frank they weren't at all challenging, except one rocky climb on loose stone that was a little bit tricky.

At this point I should perhaps explain that green laning and off roading are definitely not the same activity. Green lanes are public rights of way legally open to vehicular traffic (BOATs – byways open to all traffic and/ or UCRs – unclassified roads) but are generally unsurfaced, sometimes tracking across fields but more usually beside them and often very rough and rutted. Whereas off-roading takes place off the public highway (or byway), on private land and usually on a single site, often landscaped with steep hills, drop-offs and standing water, very large puddles etc., to provide a challenging but fun driving experience (providing you enjoy getting wet and muddy that is) and testing the limits of your vehicle.

I should also make clear that green laning (and/or off-roading) is only suitable for four wheel drive vehicles and preferably those with good ground clearance and suitable, all terrain tyres.

However my curiosity was aroused and while it was clear my friend wasn't going to put his rather precious (fairly valuable) car in harm's way I wondered what it would be like to go on a professionally led tour along the unsurfaced byways that can be found if you look hard enough. So a few months later I joined one of these tours in my Range Rover Sport at Llanwrtyd Wells not knowing exactly what to expect and with a considerable degree of trepidation. Foolishly I had thought it would be rather like the lanes I had done with my friend, in open country and not too challenging. I asked the

tour leader beforehand if his tour would be scratchy (proximity of hedges). He said no. He lied. And not only that, at one point my car was in a narrow lane tilted to the offside about 30 degrees and leaning on the bank, which wasn't grass covered but was bare earth with small, sharp stones protruding. Thank goodness for the side steps fitted to my car which successfully held the tender door panels off that bank otherwise thousands of pounds worth of damage might have resulted!



But, apart from getting the car rather badly scratched and the alloy wheels damaged (but repairable) I thoroughly enjoyed the challenge, the difficult or unusual driving conditions and scenery most car drivers never get to see. And that was in spite of the fact that my car was fitted with road tyres (winter specification) and did not have lifted suspension, although its air suspension does provide for a limited amount of body raising while driving off road.

In due course I signed up for another tour, this time on Salisbury Plain. The lanes were said to be wide open and not scratchy. Well that was true with one notable exception which, had we been told about in time, could easily have been avoided but annoyingly no one said anything until we suddenly turned off a fairly busy road and dived into the sticks, literally, in a convoy with cars in front and behind - no chance of chickening/reversing out. Scratchy doesn't even come close. I was well un'appy, in the contemporary jargon.

So I promptly decided that I wouldn't do anymore of these events in my RR Sport. My dear wife jumped on eBay and found a nice old Land Rover Defender with the ideal engine (300 Tdi - no electronic ecus so it will run under water, unlike more modern Land Rovers) and automatic gearbox. Just the ticket. I made the seller an offer that he accepted and my above mentioned friend and I went up to Appleby in Westmoreland in April 2015 to fetch it - there and back in the same day - 550 miles round trip towing a trailer all the way.

Although this car had quite a respectable paint job when I bought it I'm afraid I bought it with the specific intention of pursuing my newfound hobby of green laning and it (the paintwork) has taken a terrible hammering since.

It's first outing in my ownership was a trip to southern Snowdonia, starting at Llangollen and ending that day at Dolgellau. Next day was across Mid/West Wales, around Nantymoch Reservoir and ending at Llangurig. A great day out.



Since then we have been to Salisbury Plain (again), the South Wales Valleys, The Lake District and Yorkshire Dales (coming up again in a few days time). Mid Wales again, Dorset and East Devon (twice) including Chesil Beach, Exe Valley and Dartmoor, The Welsh Marches (border country between Wales and Herefordshire). I would have been doing this tour again but the date clashes with our Annual Dinner and Awards Presentation and you know where my loyalties lie - 😊.



Well, congratulations, if you're still reading this you deserve an award at the aforementioned dinner! I am sorry if you're bored to tears by the whole thing but, if on the other hand, this article has piqued your interest I will be more than happy to discuss green laning with you or answer any questions you may have, if I can.

Happy motoring - whether competitive or not!

David Hughes, February 2017

CHIEF MARSHALS MUTTERINGS

As I write this the Snetterton Stages is less than a week away. I must say that based on the 'normal' response for marshals at events I am amazed at the response there has been for Snetterton. The marshals list has now had to be closed with more than 200 registering to come along so as opposed to struggling to find enough to cover an event, this time the opposite is true so nobody should be lonely! With a full or virtually full entry list likely to run, this looks like a promising return to Snetterton.

Having attended the recent Marshals training day in Cambridge and the current emphasis on 'Health and Safety' and 'liability' I was prompted to think back on how we used to compete on and organise events when I started back in the late 60's and in the 70's.

Single venue Stage Rallies didn't exist, events were multi-venue using farm tracks, edges of fields, private roads, forest tracks and, yes, we also did use some race circuits utilising the track itself and access roads and spectator areas including loose and grass areas. We never thought of events as 'tarmac' or 'loose' as most events were both with many stages also being a combination of sealed; tarmac and concrete, and loose; gravel, dirt and grass, surfaces.

Crew safety was covered by wearing crash helmets, but there was no control of these – as long as they looked a bit like a crash helmet that was fine! That, along with the ubiquitous tee-shirt and jeans and a woolly pullover when it got cold and maybe a fire extinguisher and half – rollcage was generally all you had.

Organisation was somewhat different to today – There was a road book to direct you between stages but the stage routes were 'secret', you had no stage diagrams, just the start and finish location to find your way in and know where you were supposed to be when you came out. You followed the arrows that defined the route in the stage, and if the co-driver was able to follow the tracks on an OS map to know what might be coming up then that was a bonus.

On the stages we just started sending the cars in and hoped they popped out the end with timing by a clock at the start and finish synchronised to BBC time. There was no communication between start, finish or anywhere else, no radios and mobile phones didn't exist. If any problems occurred it had to be communicated by word of mouth. CB radios started to appear and we did begin to use these, although they were uncontrolled, open to anyone and notoriously unreliable for their reception and coverage over any sort of distance.

How things have changed over the last 50 years!

The club's annual stage rally at Woodbridge is scheduled for May 21st and the planning and organisation is underway. We will soon be looking for marshals and helpers to assist us with the event so if you are able, please come out and help the club. Before then there is a Sprint at North Weald on April 23rd and a Targa rally at Woodbridge on May 7th.

John Davie

Dayinsure Wales Rally GB - continued

Day Two

Saturday dawned bright and warm in the service area at Deeside for a leisurely start time of 10.48. The first stage of the five of the day was the spectator stage at Cholmondeley and the only stage to be in England. Also we were allowed to tackle the stage before the International crews. The stage is in the grounds of the castle on tarmac with one hairpin and a doughnut around a cone to reduce the speed and keep the spectators amused. Our stage time was 1 min 28 secs for the 1.12 mile stage. When it was back across the border into Wales. The timings and routing went well we were having our run through the stages after the Internationals had their second runs, so we expecting the stages to be rougher than usual. Pantperthog had been shortened to allow access to a resident and usual after a long road section was bit of shuffling to get the crews in order. No problems of the stage, 8mins 12 sec for the 6 miles.

Next was re-fuelling at Ceinws, where Richard had changed a prop shaft a few years ago. Dyfi was the longest stage of the day at 13.12 miles, with plenty hairpins and Richard had mastered them with hand brake – in the past uphill hairpins have been Achilles heel not today and we finished in 16 mins 38 secs. We had no time to rest before we were straight into Gartheniog, a short 7 miler. Again no problem, 9 mins 40 secs. The last stage of the day was Aberhimant, a stage had been a problem for Richard in the past. In the video I couldn't see the problem area from previous years, but the stage was being run in reverse. The stage was flowing and fast for the 8.64 miles and we cleared the stage with incident in 10 mins 38 secs. Just another 2 hours back to service to check the car. We had plenty of time to wander around the service park before retiring to our B&B.

Sunday was the shortest day with just 3 stages and a start time of 12.13 and an extra hour due to the clock change! As we had plenty of time we collected the trailer to save time at the end of the event. We started with re-fuelling and the only one of the day, with the mileage to the finish in Llandudno at some point we will need to stop again.

The first stage of the day was the 4.78 miles of Clocaenog with fast straights and 90 bends, we finished in 5 mins 59secs. Onto Alwen and passing the exit of the final stage and through the stage without any incident, our time was 7 mins 55 secs. Between Alwen and the last stage, Brenig there was a control to regroup, for us it was a 3mins wait. Which was a waste of time as when we got the last stage there was a long line of cars waiting to go through the stage. We were told there was a couple cars in dangerous places. Last year we retired in sight of the finish. For us they had changed the routing and fingers crossed it won't be so rough. After around mins stage started which caused a delay of an hour in total, luckily the Internationals had been through, which meant many spectators were drifting away. Finally we arrived at the start of the last stage and only 5 miles between us the finish. The stage wasn't as rough as last year but Richard kept the speed down to make sure we did finish and 7 mins 25 sec we crossed the flying finish. What a relief. As we drove across the dam we had plenty of the spectators acknowledged us.

This just left us the road section to the main time control in Llandudno. First we were running out of petrol. The road book showed three petrol stations, the first one didn't have a petrol station anymore; the second was closed for refurb, so as you can guess the third had a queue. Refuelled we set off to the finish via the car wash and we arrived with seconds to spare. The collected our finishers award and finished 34th overall and 2nd in Class. Then back to Deeside to load up and the drive home. We left around 19.00.

Richard tells me that he has already booked the accommodation for this year!

Chris Deal

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

GREEN BELT MOTOR CLUB

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

Committee Members 2016/17

President – Gerry Thurlow

Vice Presidents – Dan Chalk, Geoff Jackson, Tony Strong

Ambassador Richard Warne

Chairman

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

Club Secretary/Membership Secretary

David Hughes
37 Aberdale Gardens
Potters Bar
EN6 2JW
01707-651280
secretary@greenbeltmc.org.uk

Treasurer/Website

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

Competition Sec/Association delegate

Chris Deal
209 Latymer Road
Edmonton
London
N9 9PN
07920-840689
chris.deal@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

Marshalling co-ordinator/Equipment

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

Magazine Production

Chris Deal
David Hughes

ARTICLES FOR PUBLICATION

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

The copy date for the next issue is **22nd March 2017**.

Car Spares (Cheshunt) Ltd.

Delamare Road, Cheshunt, Herts, EN8 9AP

Tel 01992 639844

Fax 01992 623871

39
years

Motor Vehicle Parts Supplier

For Quality, Range & Experience
there is only one **MOTOR FACTOR**

*Quality Parts from the
World's leading aftermarket
and original equipment
suppliers, including:-*

LUCAS, QH, WALKER,
DRAPER, CROSLAND,
DELPHI, MINTEX, NGK,
CHAMPION, PAYEN, ETC.

**We stock a Massive
Range of SPARES,
PAINT, PANELS,
TOOLS, ACCESSO-
RIES, EQUIP-
MENT,
ETC.**

Technical Services

*Engine Management Units,
Ignition Amplifiers, Coils &
Batteries tested. Number
Plates & Hydraulic Pipes
Manufactured, Paint mixed,
any colour & material for
spray or aerosol. Keys Cut.*

Clutches, Exhausts, Steering & Suspension Joints, Disc Pads, Brake Shoes, Rack & Pinions, Drive Shafts, Brake Hydraulics, Gaskets, Water Pumps, Cam Shafts, Engine Bearings, Brake Discs & Drums, Filters, Brake Cables, Ignition Parts, Engine Management ECU, Wheel Bearings, Brake Pipes & Hoses, Starter Motors, Batteries, Electrical Cable & Terminals, Alternators, Headlamps, Bulbs, Spark Plugs, Diesel Glow Plugs, Engine Mounts, Coil Springs, King Pins, Power Steering Pumps, Thermostats, Hoses, Clutch Cables, CV Joints, Distributors, Washer Pumps, Fuel Pumps, Electronic Relays & Controllers, Switches, Oil Seals, Radiators, Wiper Blades, CV Boots, Exhaust Mounts & Clamps, Timing Belts, Fuel Caps, Plug Leads, Indicator Lamps, Fan, Alternator & PAS Belts, Rack & Pinion Gaiters, Door Sills, Wheel Arch, Wings, Bumpers, Chassis Section, Cellulose & Synthetic Paints, Body Fillers, Coach Lines, Interior Cleaners, Body Polish, Masking Paper & Tape, Underseal & Wax Treatments, Hand tools, Specialised Power tools, DIY Power Tools, Air Compressors, Welding Equipment, Battery Chargers, Engine Hoists & Cranes, Tool Chests, Portable Power Packs, Hydraulic Body Straighteners, Trolley Jacks, Axle Stands, Spray Guns, Air Wrenches, Callipers, Carburettors, Workshop Manuals, Technical Data Manuals, Oil, Antifreeze, Chemicals, Etc. Etc.

**Full Trade Discount to
all GBMC Members**

Supplies also available from
Car Spares (Freezywater)
779 Hertford Road, Enfield

Mon to Fri 8am - 6pm: Sat 8am - 5.30pm: Sun 9am - 1pm