



**WAYFARER MARCH 2021**

# WAYFARER

## The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

March 2021

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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

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Front cover: Autocross start from 2020 (taken by Robert Taylor)

## **Editorial/Club Sec News**

The restart for Motorsport in England is on 29<sup>th</sup> March, if organisers have anywhere to hold their events as many rely on MOD land etc. Nobody knows the date for Scotland and Wales. Some events in Wales due to take place in June are cancelled as organisers from England can't travel to Wales and back to arrange the event (eg check routes in the forests and road books etc) – makes planning a North Weald Sprint look easy.

As many competitors haven't been competing for more than a year, can I suggest you read Loyd's article in this issue where Loyd has gone through the Blue Book and has picked out some the changes for this year. If you did manage to compete last year let me have your results so I can update the club's championship points.

Snetterton Stages was on, off, maybe, pushed back, on hold and now cancelled or is it? As I was about push the button the finalise this issue news came through that they had found a spare date, Sunday 25<sup>th</sup> April between a race meeting on the Saturday and a motorbike session on the Monday. Which means setting up in the dark! Plus, there's Sprint at nearby Hethel and a trial which will take some organiser/marshals away.

Annual Awards Dinner, of course this years dinner has been cancelled. But many years ago we used to have guests and one year was 1984 at Trent Park Golf Club when the guest was Murray Walker, along with his wife – at the time they lived not too far away in Hadley Wood. It was a great evening, he will be missed.

Printed magazine – it has been over a year since we have produced one, due to the lockdown(s) and my move, also the Club printer needs a new home or to be sold. I have bought a printer which can produce A4 booklets in small quantities, so if you really need a printed version let me know.

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

Chris Deal

## **Club Diary**

25 April – Snetterton Stages

28 April – Annual General Meeting by zoom

TBA – BBQ and Concours D'Elegance

25 July - TAMS Packaging Summer North Weald Sprint

21/22 August – Summer Autocross

## Event dates

There's no point listing local events at the moment, until the organisers know what they can do. However, the elite sport does seem to be able to go on, so here's same 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 – Portugal	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

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

### British Touring Cars

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)

## WHAT IS AUTOCROSS? FROM THE ASWMC WEBSITE



Autocross dates back to the early 1950's, where clubs would organise timed runs around a course set out in a farmers field. In 1954 Taunton MC were the first club in the country to organise a series of Autocross events, they scored another first in 1959, when they were awarded the first permit to run a British National Autocross event. The sport caught on and in 1963 the ASWMC Autocross Championship came into being.

During the 60's and 70's the sport was at its peak and was pulling between 2-3000 spectators at regional events and entries of 70 to 80 cars.

Autocross events will run up to four cars side by side, sometimes two, and singly if conditions are very dry and dusty. Timing is against the clock, so if you want that fastest time, you will have to beat the competitor alongside you into the first corner and then stay in front.



Conditions of the track can change rapidly, so you need to be adjusting your driving technique all the time to find the best traction to achieve the fastest time. Circuit lengths are about 1000 metres and a you normally get about 3 or 4 laps for each timed run, during the day with practice runs you will get somewhere in the region of 12 laps or more.

You can start to compete in Autocross events from the age of 14. As long as you have a Interclub Motorsports UK Competition Licence, the basic safety gear of fire resistant overalls, gloves, crash helmet and a fire extinguisher, you can take your everyday car and have a go.

Cars vary from Standard Road Cars, Rally cars, Lightweight Autocross Cars and Specials. If you are a really serious competitor it is advisable to trailer the car to the events, as this is an off road sport and things do break. But saying that it is great fun and a good adrenalin rush.



Entry fees are typically £120 for a 2day and £40 for Juniors, which for a high speed all action motorsport is great value.

Registration for the Championship is only £15 and for this you get all the regulations for each event sent to you automatically, as well an ASWMC Year Book, registration card and regular ASWMC Newsletters.

## **1ST CHOICE FINISHES AUTOCROSS CHAMPIONSHIP**

### **Championship Registration No: CH2021/S090 (E)**

17th/18th April Coryton Park Torbay MC

15th/16th May Sugworthy North Devon MC

5th/6th June Long Newnton Bath MC

3rd/4th July Zeal Monachorum South Hams MC

17th/18th July Sugworthy North Devon MC

31st/1st August Bucknell Witney MC

21st/22nd August Bishops Stortford Green Belt MC

4th/5th September Launceston Camel Vale MC

25th/26th September Coryton Park Torbay MC

## **SCRUTINEERING BAY MARCH 2021**

Due to another Covid lockdown, I've had more time to read the latest 2021 Motorsport UK (MSUK) Blue Book, and attending two MSUK officials and scrutineers on-line webinars, I need to let you know about the new regulations for 2021, with some gentle reminders too, and some of the new proposed regulations that may possibly be coming along in the future.

Since the start of the global Covid-19 pandemic, the way in which motorsport operated has changed drastically, electronic sign-on, how cars are inspected before an event, and throughout, and how marshalling is done, now differs massively as to what we used to consider the norm.

Competitors (also Officials and Marshalls) now sign-on electronically; also competitors must fill in a self-declaration form for their PPE kit (crash helmet, FHR/HANS and fire retardant race suit) and their competition vehicle details too. It now seems to be the way we're going for all motorsport events in the UK in 2021, and onwards. It's a similar system that has been used for some years in Australia and New Zealand, and other countries are looking at going the same way too.

The new self-declaration system has been running reasonably successfully since motorsport was allowed to restart in July 2020. But there were questions raised at both seminars regarding some competitors failing to enter some very important information onto their self-declaration forms, including their PPE and vehicle equipment details. In the competitors defence, there has been some confusion with what to enter on the forms, but the MSUK have said they are looking at the self-declaration forms and will modify the wording where required, perhaps using drop boxes for the various items that have to be entered before completion of the form.

Because of the Covid-19 restrictions, scrutineers now are not allowed to touch the competitors car or their PPE kit, we can only conduct visual checks; therefore there will be reduced pre-event scrutineering. But, during our visual checks, usually before noise testing, you may be asked by a scrutineer to show your PPE labels or demonstrate the operation of the electric cut-out and fire extinguisher pull-cords, lights, wipers etc. on your car.

Before an event the Chief Scrutineer is provided with a copy of the competitors completed self-declaration forms by the events Entries Secretary. An audit process throughout the event, where cars are selected, it is suggested around 10 – 20%, will be subjected to a more detailed scrutineering at the event.

Remember, it is the competitors' responsibility that the self-declaration form is filled in correctly, if items are found to be deliberately incorrect, or left off; it will be referred to the Clerk of the Course, **C2.1.1 (f) page 67** of the MSUK Blue Book, and may not be allowed to take part! So far I've only reported one competitor, for an out-of-date fire extinguisher; its service date had expired ten years ago! He was prevented from continuing until he found a new fire extinguisher!

OK, some new regulations to mention for 2021. **Section J (Vehicle) (J) 5.20.14 page 152** – "Any on-board cameras, data loggers, digital displays etc. must use a mechanical means of mounting. Any sharp edges or projections should be kept away from the (co)driver. Where possible a secondary mount should be used. Suction mounts are not acceptable as a primary mounting method".

**Electrical Systems (J) 5.14 page 149** – The regulations in red have been reworded to 'Auxiliary Battery' as opposed to just 'Battery' to accommodate the new Electrified Vehicles Regulations – EV definitions can be found in **FIA Appendix J 251**. As we are seeing more hybrid and plug-in electric vehicles on the road, the technical regulations for Electrified Vehicles (EV) can now be found towards the end of **Section J within Appendix 2, page 156-164**.

We are reminded, "Expiration date of old Competition Car Logbooks (CCLBs)" **(J) 2.1.6 page 145**:

- CCLBs first issued prior to 1st January 2000 will expire on 31st December 2020
- CCLBs first issued between 1st January 2000 and prior to 31st December 2004 will expire on 31st December 2022
- CCLBs first issued between 1st January 2005 and prior to 31st December 2009 will expire on 31st December 2023".

Because of the continuing Covid-19 restrictions; scrutineers are currently not allowed to inspect competition cars for new Vehicle Passports (VP). We did ask the MSUK, how can competitors renew or apply for a new VP before their first event if scrutineers cannot inspect the vehicle for a new VP! We will see what their reply will be, but I think we may have to be a bit flexible if we come across an expired CCLB at an event, and remind them to renew ASAP!

**Section K (Competitors Safety) (K) 2.1 page 170** – "Where the vehicle manufacturer's standard safety belts and associated fitments are not utilised, bolts must be of a minimum 7/16in UNF or M12 (grade 8.8) or, for an FIA homologated harness, as specified by the manufacturer".

When checking your safety belts, please ensure the FIA hologram foil label on the shoulder strap is on the left shoulder. The reason is for the correct operation of the belts and for their homologation when tested by the FIA.



This is a new regulation that missed the Blue Book printing deadline, but can be found on the MSUK website, **(K).2.2.1.** – “For new build vehicles from 1st Jan 2021 where transverse seat mounting rails are used they must be compliant with drawing no. K64 (a)”.

Also, again for new builds, roll cages (ROPS) from January 2021 will have a new FIA hologram label attached close to its manufacturers ID plate, together with a certificate which will be entered onto its new Vehicle Passport (VP). It will not be a requirement if the vehicle was built **before** December 31<sup>st</sup> 2020!

Another new regulation that missed the Blue Book’s printing deadline again can be found on the MSUK website, **(K) 2.1.12** – “Elastic devices, straps or “bungee straps” attached to the shoulder strap are forbidden”. These are more popularly seen in endurance racing and were used to help with driver change-overs! Last year a driver got the straps entangled during a driver swap and returned to the circuit with loose belts, and could have had nasty consequences.

**Fire Extinguishers** – a reminder that **Appendix 3, page 208**, is already in force and will replace the outgoing Fire Extinguisher regulations within **(K) 3** from the beginning of 2022”.

**(K) 8.1.1 page 176** – “Push-button circuit breakers must only isolate the electrical circuits, any re-set must be operated by a separate button or switch”.

**(K) 9.1.2 page 176** – “The latest FIA Overall standard (**FIA 8856-2018**) has been added to the list of valid standards for overalls”.

**Section Q (Circuit Racing).** Most of this section is in red ink, it’s mainly to tidy up this section re-numbering regulations and removing deleted regulations!

### **Section R (Stage Rallies).**

“Motorsport UK has announced today (09/03/21) that it has extended the validity of certain FIA-homologated competition seats by one year due to the Covid-19 pandemic. The Motorsport UK board, and its Technical Committee, agreed that competitors who were unable to benefit from the full usable life of seats that expired during 2020 or 2021 will be able to use them for a further 12 months beyond the homologation life.

The calendars for Stage Rally and Rallycross have been particularly impacted and this “Regulation freeze” in relation to seats will afford those competitors a grace period as motorsport gets back on track following the latest period of lockdown.

The applicable Regulations are **(N).6.13.6.1 page 237**, and **(R.48.10.6 page 338)**, and the extension applies specifically as follows:

- ***Seats with an original homologation label detailing a manufacture date during 2013, which may be used for up to 8 years from the date on that original homologation label; and***
- ***Seats with a “Not Valid After” date (on the original homologation label) of 2019, which may be used until December 31<sup>st</sup> 2022.***

The validity dates above take into account the additional two years’ use over the FIA homologation validity already afforded to seats used in National Events in these disciplines.

The date of implementation of the above Exemption (Regulation A2.4) is immediate and will cease on December 31<sup>st</sup> 2022.”

**Section S (Sprints, Hill Climbs & Drag Racing)**. From January 1<sup>st</sup> 2021 for **ALL** sprint cars, **(S) 10.2.15 page 354** – “Towing points are now mandatory and must be of adequate strength and size, and must be clearly marked and accessible from the front and rear”.

And now for some gentle reminders! All PPE must be to the correct standard for the event you are entered. **Crash Helmets, (K).10.3.1 page 178** should be a good comfortable fit, **(K).10.3.2 page 180**, chin straps must be fastened correctly, and if using with an FHR they must be attached to the helmet posts correctly. No helmet cameras to be attached to helmets, **(K).10.3.3(d) page 180**, unless specified in the helmet’s homologation papers. If an open wheel car, a visor must be used with a full face helmet - if an open face helmet the occupant must wear goggles or a visor that covers the eyes. Visors and goggles with scratches/poor transparency should be avoided. Long hair should not drape out of the helmet, hair can act as a wick in a fire!!! It’s strongly recommended to wear a balaclava. After each event, remember to clean and dry out the helmet, both inside and out, **(K).10.3.3, page 180**. If not dried correctly inside (and no, not on top of a hot engine!), sweat can cause the internal foam to deteriorate, possibly reducing its protection in the unlikely event of an incident!

### **FIA 8860-2004 Helmet Approval Extension**

The MSUK have recently confirmed that they have extended the validity of the FIA 8860-2004 standard helmet for use in **MSUK National events only** until December 31<sup>st</sup> 2021. The previously published expiry date of 31<sup>st</sup> December 2020 still applies to International events and any event overseas run to FIA regulations.

**Frontal Head Restraints FHR/HANS (K).10.4 page 182.** FHR's have been around for at least five years or more, but we're still seeing them being used incorrectly! For the FHR to operate effectively the harness straps **must go over the shoulders and on top of the FHR**, and the tethers must be attached to the anchorage points on the helmet. When you've finished your event, remove the FHR from the helmet before storing them away in their bags, it avoids over stressing the FHR posts on the helmet when not in use.

**Flameproof Clothing.** Balaclavas are strongly recommended, they offer additional protection in the case of a fire, and if you've got long hair you can tuck it inside! The base of the balaclavas must be tucked inside the overalls. Overalls must be zipped up and collars fastened. Clothing should be clean and free from oil stains, no rips or tears, or non-functioning zippers, and must fit the competitor comfortably and be to the correct standard for the event, **K.9.1 – 9.3 page 176.**

### **Badges and Stitching on Overalls**

For both FIA Standards for Protective Clothing 8856-2000 and 8856-2018, any embroidery that is added to garments must be stitched onto the outermost layer only. The backing material of any badges as well as the thread shall be flameproof and conform to standard ISO 15025. When affixing badges and advertising to garments, heat bonding must not be used. Any clothing that does not comply with the conditions laid out in the FIA Homologation document will be considered invalid of the homologation.

Depending on the event you've entered, flame retardant gloves, underwear and shoes/boots (plastic trainers/shoes are a no-no!) may be mandatory, it is also strongly recommended if not. Ensure they have no holes in them, clean and are of the correct minimum standard, **ISO 6940, K.14.3 page 185.**

**For the future**, there has been a proposal that a more detailed Vehicle Technical Declaration, specific to the discipline, will be completed by the entrant, for each vehicle, prior to that vehicle's first event of the year – any changes to the car throughout the year will need to be reflected in a new declaration. This extended declaration only needs to be completed once per season which must be submitted with the entry for every subsequent event.

The MSUK are also exploring a new Digital Vehicle Passport system, VP's to be either a chip/scannable code assigned to each vehicle, making checking in and updating passport information easier and a new database with an easy search function to be made accessible for a scrutineer or event official.

It has also been proposed it will become a requirement for most competition vehicles to hold a Vehicle Passport (VP), except for grass roots/club sport (**this has been talked about for a number of years!**). This will therefore make the pre-declaration process easier to control, also giving the scrutineer a document to compare the competitors' declaration against.

Please note, at the moment, the above suggestions are only in the proposal stage for discussion by the relevant committees.

If you have any scrutineering questions, my contact details can be found on the MSUK website, Officials/Scrutineers section.

Stay safe,

Loyd Gerken  
MSUK National Scrutineer



# **NOTICE OF THE 2021 ANNUAL GENERAL MEETING**



Notice is hereby given that the 2020/21 Annual General Meeting of the Green Belt Motor Club is to be held via Zoom on Wednesday 28<sup>th</sup> April 2021, commencing at 20:00

The business of the meeting shall be:

1. Welcome and (approval of register of meeting attendees eligible to vote), proxies and apologies for absence.
2. Approval of the minutes of last year's Annual General Meeting.
3. Business arising from those minutes, if any.
4. Secretary's report of the Club's past two years activities.
5. Treasurer's report including financial statements.
6. Question time.
7. Election of officers to the Club's committee.
8. Announcement of election results.
9. Ballot on any motions/resolutions put on notice.
10. Re-appointment of the Club examiner.

To obtain the zoom invite please contact the Secretary, Chris Deal.



## TV man at dinner

*Chris Deal (right) receives the Gryphon Trophy from Murray Walker.*

**MURRAY Walker**, BBC tv's motor racing commentator, and his wife Elizabeth, were the guests of honour at the Green Belt Motor Club's Annual Dinner and Dance. Over 70 members and their guests attended the function which was held last Saturday at the Trent Park Golf Club, Oakwood.

In proposing a toast to the guests the club's Honorary Secretary Tony Strong said that the nature of club level motor sport was changing with a greater emphasis on off-road events. Last year's Green Belt Stages Rally

had been very successful and it would be run again in May of this year. Road rallies were declining and it was most unlikely that the club's premier event of this type, the Mad Hatter Rally, which was last held in 1981, would be run again in its traditional area of Norfolk because of public relations problems.

On the other hand the club's involvement in motor racing would be increasing this year with Geoff Jackson being joined in Monoposto racing by Geoff Foot and Chris Gould competing in the Mini Seven

Championship.

In his response Murray Walker said that he was pleased and honoured to be present and that he, like the club's members, was looking forward to

what is promising to be a superb year of motor sport. He went on to say that the club's members were concerned with racing and rallying at the grass roots level and that this is something which they should be very proud of doing. He congratulated the club for being in its 20th year and wished its members a great deal of success in the future.

Local residents who collected awards included Attila Kurdash of Winchmore Hill and Steve Lamb of Southgate who won the Stages Trophy. Their best performance in this championship — which was decided by results in a series of 14 special stages rallies — was a class win in the

club's own Green Belt Stages Rally in May.

Graham Hicks of Edmonton and his navigator Isabel Gardener of Oakwood won the Twelves Trophy. This is a championship that involves competitors in a series of short road rallies and treasure hunts.

The club's Gryphon Trophy is for competitors on closed co-promoted level road rallies and last year included Green Belt's own *Enfield and Haringey Advertiser Rally* — which was run last February. Winning navigator in this championship was Edmonton's Chris Deal, who is also the club's treasurer, and in second place was another committee member Adrian Gladwin, who lives in Winchmore Hill.

# Competition Seats: One-year Regulation

## ‘Freeze’ and a new FIA Standard

Motorsport UK has announced today that it has extended the validity of certain FIA-homologated competition seats by one year due to the COVID-19 pandemic. The Motorsport UK Board, and its Technical Committee, agreed that competitors who were unable to benefit from the full usable life of seats that expired during 2020 or 2021 will be able to use them for a further 12 months beyond the homologated life.

The calendars for Stage Rally and Rallycross have been particularly impacted and this ‘Regulation freeze’ in relation to seats will afford those competitors a grace period as motorsport gets back on track following the latest period of lockdown.

The applicable Regulations are **N6.13.6.1** and **R48.10.6**, and the extension applies specifically as follows:

- *Seats with an original homologation label detailing a manufacture date during 2013, which may be used for up to 8 years from the date on that original homologation label;*

and

- *Seats with a ‘Not Valid After’ date (on the original homologation label) of 2019, which may be used until 31st December 2022.*

The validity dates above take into account the additional two years’ use over the FIA homologation validity already afforded to seats used in National Events in these disciplines.

The date of implementation of the above Exemption (Regulation A2.4) is immediate and will cease on 31 December 2022.

### **New FIA Standard – 8855-2021 – Competition Seats**

Motorsport UK’s one-year extension to the validity period of competition seats has the additional benefit of allowing more time for competitors to adopt the latest FIA Standard for Competition Seats should they so wish.

The aim of this standard is to provide objective performance requirements for a new generation of competition seats, which are considerably in excess of those of FIA Standard 8855-1999, ensuring improved strength and support during rear impacts together with more extensive support to the pelvis, shoulder, and head during side impacts.

The maximum usable life of an FIA-homologated competition seat will be 10 years from the year of manufacture. Notwithstanding the “Not valid after” date, a seat involved in a serious accident should be withdrawn from service immediately.

[Click here for full details of the FIA Standard 8855-2021.](#)



## **MOTORSPORT UK HAILS GOVERNMENT PLAN TO QUASH THE EU ‘VNUK’ MOTOR INSURANCE LAW A “SIGNIFICANT VICTORY”**

*Motorsport UK is delighted to announce that its considerable efforts alongside the UK government to defeat the threat of the Vnuk insurance issue have been successful.*

In a press release issued on 21st February, the Department for Transport confirmed that it is taking the necessary steps to exempt the UK – and consequently UK motorsport – from the implications of the EU Motor Insurance Directive.

The news will be met with enormous support and relief by everyone in the UK motorsport community, as the sport will no longer be vulnerable to the requirement for insurance even on private land for a wide range of ‘vehicles’. The EU rules would have meant any motorsport collision in the UK involving vehicles from karting to F1 would have been treated as regular road traffic accidents requiring insurance. The financial implications would have posed an existential threat to motorsport, risking tens of thousands of jobs in the process.

David Richards, Chairman of Motorsport UK, welcomed the announcement by Transport Secretary Grant Shapps and extended his appreciation to all who supported Motorsport UK in their efforts to secure this crucial decision and protect the future of the sport.

“Today’s announcement is a hugely significant victory for the UK and our sport, after a considerable effort by Motorsport UK and the Department of Transport over several years to defeat the threat of the Vnuk insurance issue,” he commented. “This decision provides stability as we seek to progress our sustainability agenda and protects the UK’s preeminent position at the forefront of motorsport technology worldwide. I would like to thank all those who played a part in securing this important outcome, including the MIA and the insurance industry.”

Vnuk continues to apply in the EU where the FIA is making robust representations for a motorsport exemption to apply. Although not directly involved in that consultation now, Motorsport UK continues to liaise with the FIA regarding the detail because it will apply to UK participants in the EU – unless it is repealed. The Department for Transport announcement can be found at: [Gov.uk/Department for Transport](https://www.gov.uk/Department-for-Transport)

"This decision provides stability as we seek to progress our sustainability agenda and protects the UK’s preeminent position at the forefront of motorsport technology worldwide"

**Above extract taken from the February 2021 edition of MSUK’s Revolution Magazine**



## A plea for help

Dear Hon. Sec,

I was a member of Green Belt MC during the early 1970's. It's a long shot, but I wondered if you have access to any entry lists/result etc, of rallies the club either organised or were invited to compete in during 1971 to 1974? For example, the Cheshunt MC Super Ripspeed rally in 1973. The attached photo shows me driving and I think we finished reasonably high up the list?

My usual navigator, Paul Gardiner, was not with me on this event and sadly I can't remember who did navigate.

I have many happy memories of the "golden years" of road rallying.

Kind regards

Steve Dee



## **The Statistics are interesting and so is the memory information!**

### **World Statistics & A Memory Test**

The population of Earth is around 7.8 Billion.

For most people, it is a large figure, that is all.

However, if you condensed 7.8 billion in the world into 100 persons, and then into various percentage statistics. The resulting analysis is relatively much easier to comprehend.

#### Out of 100:

11 are in Europe

5 are in North America

9 are in South America

15 are in Africa

60 are in Asia

49 live in the countryside

51 live in cities

12 speak Chinese

5 speak Spanish

5 speak English

3 speak Arabic

3 speak Hindi

3 speak Bengali

3 speak Portuguese

2 speak Russian

2 speak Japanese

62 speak their own language

77 have their own houses

23 have no place to live

21 are over-nourished

63 can eat full

15 are under-nourished

1 ate the last meal, but did not make it to the next meal.

The daily cost of living for 48 is less than 2 USD (2 USD).

87 have clean drinking water

13 either lack clean drinking water or have access to a water source that is polluted.

75 have mobile phones

25 do not.

30 have internet access  
70 do not have conditions to go online

7 received university education  
93 did not attend college

83 can read  
17 are illiterate

33 are Christians  
22 are Muslims  
14 are Hindus  
7 are Buddhists  
12 are other religions  
12 have no religious beliefs

26 live less than 14 years  
66 died between 15 - 64 years of age  
8 are over 65 years old

If you have your own home, eat full meals & drink clean water, have a mobile phone, can surf the internet, and have gone to college, **You are in the miniscule privileged lot** (in the less than 7% category).

Among 100 persons in the world, **only 8 can live or exceed the age of 65.**

If you are over 65 years old, be content and grateful. Cherish life, grasp the moment.

You did not leave this world before the age of 64 years like the 92 persons who have gone before you. You are already the blessed among mankind.

**Take good care of your own health. Cherish every remaining moment.**

And, if you think you are suffering memory loss, read this:

Anosognosia

Very interesting..

In the following analysis the French Professor Bruno Dubois Director of the Institute of Memory and Alzheimer's Disease (IMMA) at La Pitié-Salpêtrière - Paris Hospitals / addresses the subject in a rather reassuring way:

"If anyone is aware of his memory problems, he does not have Alzheimer's."

1. I forget the names of families ..
2. I do not remember where I put some things ..

It often happens in people 60 years and older that they complain that they lack memory. "The information is always in the brain, it is the "processor" that is lacking."

This is "Anosognosia" or temporary forgetfulness.

Half of people 60 and older have some symptoms that are due to age rather than disease.

The most common cases are:

- forgetting the name of a person,
- going to a room in the house and not remembering why we were going there,
- a blank memory for a movie title or actor, an actress,
- a waste of time searching where we left our glasses or keys ...

After 60 years most people have such a difficulty, which indicates that it is not a disease but rather a characteristic due to the passage of years ...

Many people are concerned about these oversights hence the importance of the following statement:

"Those who are conscious of being forgetful have no serious problem of memory."

"Those who suffer from a memory illness or Alzheimer's, are not aware of what is happening."

Professor Bruno Dubois, Director of IMMA, reassures the majority of people concerned about their oversights:

"The more we complain about memory loss, the less likely we are to suffer from memory sickness."

Now for a little neurological test. Only use your eyes

1- Find the C in the table below!

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2- If you have already found the C, then find the 6 in the table below.

999999999999999999999999999999999999  
9999999999999999999999999999999999  
9999999999999999999999999999999999  
6999999999999999999999999999999999  
9999999999999999999999999999999999  
9999999999999999999999999999999999

3- Now find the N in the table below.

Attention, it's a little more difficult!

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If you pass these three tests without problem:

- you can cancel your annual visit to the neurologist.
- your brain is in perfect shape!
- you are far from having any relationship with Alzheimer's.

# 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](http://www.atthepaintshop.com)



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President – Richard Warne

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#### **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](mailto:membership@greenbeltmc.org.uk)

#### **Treasurer/Website**

Ed Davies  
11 Herons Close  
Stubbington  
Hampshire  
PO14 2HA  
07711-691029  
[ed.davies@greenbeltmc.org.uk](mailto: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](mailto:secretary@greenbeltmc.org.uk)

#### **Press Officer**

Robert Taylor  
52 Hillfield Park  
Winchmore Hill  
London  
N21 3QL  
020-8886-6428  
[Roberttaylor893@btinternet.com](mailto:Roberttaylor893@btinternet.com)

#### **Social Secretary**

Melanie Camp  
Wendycot, Chelmsford Road  
Hatfield Heath  
Essex  
CM22 7BH  
07748-952005  
[turkeystile@hotmail.com](mailto:turkeystile@hotmail.com)

#### **Competition Sec & Marshalling co-ordinator**

John Davie  
18 Hazelwood Lane  
Ampthill  
Beds  
MK45 2HA  
01525-405521  
[Jc.davie@btinternet.com](mailto:Jc.davie@btinternet.com)

#### **Magazine Production**

Chris Deal

#### **Social Media co-ordinator**

Mark Goddard

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Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.  
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