



**WAYFARER MAY/JUNE 2020**

# WAYFARER

## The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

May/June 2020

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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.

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**Front cover: Geoff Jackson at a North Weald Sprint, photo by Robert Taylor**

## **Editorial/Club Sec News**

Firstly, I hope everyone is well, both psychically and mentally given the problems with Covid-19 virus, with the lockdown into its third month and motorsport suspended until the 30<sup>th</sup> June at least.

On the evening of the 18<sup>th</sup> May Motorsport UK published their guidance of how to restart motorsport in the UK. Fingers crossed that the first types of motorsport to be allowed could be Sprinting and Autocrosses. We are going through the guidance to see what we need to change to comply. Motorsport UK board are expected to agree the guidance at their board meeting on the 3<sup>rd</sup> June and we should be able to publish our regs after that. It does look like we will need more helpers to check a check on social distancing. All the paperwork will be done on line and most will be done before the event, which means a lie in for the competitors. Timings and results will be by text or by the internet.

Once we have sorted the Sprint, we will move on to the Autocross, however that can't take place until we are allowed to stay overnight away from home.

The last categories of motorsport to restart will be rallies, where you need two crew members on the same car.

It Loyd's article, the scrutineering bay, he has gone through the points you need to think about before competing again, especially as you will be asked to self declare your vehicle is safe. Scrutineering will be done from a distance, with random checks, noise will be checked normally.

Thanks to Chris Payne we have a Quiz this month, answers in the next issue and prize if you answer the questions correctly by 6<sup>th</sup> June.

The Club's committee has decided to make 2020 to be a free year, membership wise. Which means we won't be asking for any membership in 2021 if you are already a member or if someone joins this year.

As some events are trying to sort out new dates later in the year, I'm trying to keep track of them. Some of them are shown in the event dates section on this magazine and on the website, shown in green.

At some point I will be moving out of Enfield, but not too far and I will continue my involvement of the club.

Until next time – take care.

Chris Deal

## Club Diary

~~22 April~~ – Annual General Meeting **POSTPONED**

~~24 June~~ – BBQ and Concours D'Elegance **POSTPONED**

### Event dates

**All Motorsport UK events are cancelled upto 30<sup>th</sup> June**

#### Key

(AMSC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and RS Clubmans licence.

(AEMC) – events run by clubs of the Association Eastern Motor Clubs and GBMC is invited to and normally you need a competition licence.

(BRC) – British Rally Championship 2020

#### Provisional dates

Events in red are shows

Cancelled/Postponed

New Date due to covid-19 (provisionally)

To be confirmed (TBC) or probably not going to go ahead

#### July

3-5 Le Mans Classic 24 hours races (to 2021)

4-5 100 circuit Sprint at Snetterton run by B19 (AEMC)

4-5 World RX, Holjes, Sweden

5 Austrian GP, Red Bull Ring

9-12 Festival of Speed at Goodwood

11 Nicky Grist Stages (BTRDA)

11 Lydden Sprint, run by Borough 19MC/Sevenoaks & DMC (AEMC)

12 Herts Stages, run by Middlesex County AC and Herts County

12 Twyford Wood Stages, run by Mid Derbyshire MC

12 AutoSolo at Wethersfield, run by West Suffolk MC (AMSC)

16-19 Rally Kenya (Safari) (WRC)

18 Tyrone Stages Rally, NI (Motorsport UK Asphalt Rally Championship)

18-19 World RX, St Petersburg, Russia

18-19 Autocross at Sugworthy, run by North Devon MC

19 British GP, Silverstone

19 Classic Tour, North Norfolk, run by Kings Lynn DMC

24-26 Rally Rome (ERC)

25-26 Snetterton (300) BTCC race

25-26 London Excel E-Prix

26 **TAMS Packaging North Weald Summer Sprint, run by GBMC**

26 Harry Flatters Rally (British Historic Rally Championship)

31-2 Silverstone Classic

## August

- 1-2 [World RX, Nurburgring, Germany](#)
- 1-2 Autocross at Bucknell, run by Witney MC
- 1-2 [Donington Park \(National\) BTCC race](#)
- 1 Goodwood Sprint, run by Brighton & Hove MC (AEMC)
- 2 Hungarian GP, Budapest
- 2 [Hethel Sprint, run by Borough 19MC \(AEMC\)](#)
- 2 [The Phoenix Stages at Fulbeck Airfield, near Newark, run by Eastwood & DMC](#)
- 6-9 [Rally Finland \(WRC\)](#)
- 8 [Rallynuts Stages \(BTRDA\)](#)
- 8-9 [Brands Hatch \(Indy\) BTCC race](#)
- 8-9 British RX at Pembrey
- 14-16 [Rally Latvia \(ERC\)](#)
- 15-16 [Croft BTCC race](#)
- 15 [Abingdon Long course Sprint, run by Sutton & Cheam MC \(AEMC\)](#)
- 16 Gymkhana by West Suffolk MC??
- 20-23 [World RX, Holjes, Sweden](#)
- 21-22 [Ulster Rally \(BRC/British Historic Rally Championship\)](#)
- 22-23 Autocross at Much Hadham, by GBMC**
- 22-23 Curborough Summer Sprint run by BARC Mids
- 22-23 [Oulton Park \(Island\) BTCC race](#)
- 28-30 Rally Zin (ERC)
- 29-30 Knockhill BTCC race
- 30 Belgian GP, Spa

## September

- 3-6 Rally New Zealand (WRC)
- 4-6 [World RX, Loheac, France](#)
- 5 Woodpecker Stages (BTRDA)
- 5-6 Autocross at Kingsbridge, run by South Hams MC
- 5 Brighton Speed Trials
- 6 Italian GP, Monza
- 6 Stirling Moss North Weald Sprint run by Harrow CC/GBMC (AEMC)**
- 6 Debden Targa run by West Suffolk MC (AMSC)
- 6 Three Shires Stages Rally, (Motorsport UK Asphalt Rally Championship)**
- 11-13 Revival Meeting at Goodwood
- 12 British RX at Lydden
- 13 Stage Rally at Wethersfield run by AMSC (AEMC)
- 13-14 Le Mans 24 hours race [new date]**
- 19 Galloway Hills Rally (BRC)
- 18-20 World RX, Riga, Latvia
- 16-17 Thruxton BTCC race**
- 19 Abrey Targa, run by Chelmsford MC

- 20 Singapore GP, Marina Bay
- 20 AutoSolo at Wethersfield, run by Cambridge CC (AMSC)
- 24-27 Rally Turkey (WRC)
- 25-26 Trackrod Rally (British Historic Rally Championship/BTRDA)
- 26-28 Azores Rally (ERC)
- 26-27 Silverstone (National) BTCC race
- 26-27 Autocross at Kilmington, run by Torbay MC
- 26 Abingdon Sprint by Sutton & Cheam/Farnborough DMC (AEMC)
- 27 Abingdon Stages by Sutton & Cheam/Farnborough DMC (AEMC)
- 27 Russian GP, Sochi
- 27 Cheviot Stages Rally (Motorsport UK Asphalt Rally Championship)
- 27 Stanta Autotest, run by SCCoN (AMSC)

## October

- 1-3 Ypres Rally (BRC)
- 2-4 World RX, Spa-Francochamps, Belgium
- 3 Goodwood Sprint, run by Tunbridge Wells MC/Sevenoaks DMC
- 4 Debden Sprint run by Herts County (AEMC)
- 4 Eelmoor Royale Sprint, run by Farnborough & DMC
- 8-11 Mull Rally
- 9-11 World RX, Montalegre, Portugal
- 9-11 Cyprus Rally (ERC)
- 10-11 Croft BTCC race
- 11 Japanese GP, Suzuka
- 11 David Maitland Car Trial at Ivinghoe run by Falcon MC (AMSC)
- 15-18 Rally Germany (WRC)
- 18-19 World RX, Barcelona, Spain
- 17 Wyedean Rally
- 17 Curborough Sprint Fianale, run by BARC Mids
- 18 Dukeries Rally run by Dukeries MC (AEMC)
- 18 AutoSolo at Debden, run by West Suffolk MC (AMSC)
- 18 BTRDA RX at Knockhill
- 25-26 Snetterton (300) BTCC race
- 24 Carlisle Stages (British Historic Rally Championship)/(2WD)
- 24 Honington Stages, run by AMSC
- 24-25 Historic Rally Festival at Telford/Weston Park
- 25 United States GP, Austin
- 29-1 Rally GB (WRC)
- 29-31 World RX, Yas Marina, Abu Dhabi

## Stirling Moss

Over the years, marshalling and scrutineering at motorsport events in the UK and Europe, I have been privileged to meet some famous drivers. One of those was Sir Stirling Moss, who last month sadly passed away in his sleep following a long illness.

I met Sir Stirling, with his old friend Murray Walker, during a book signing session at the 2014 London ExCeL Classic Car Show. I found both to be very friendly and answering our many questions, and recalling a few funny anecdotes too. One of those stories, he was stopped by the police for speeding. When asked by the officer "I suppose you think you're Stirling Moss do you?" for which he replied "Actually, I am"!

Sir Stirling, probably the best Grand Prix driver of his era, was not to be a Grand Prix World Champion, but came close many times. During his racing career that spanned six-decades, he drove for the best teams against some of the best drivers in the world. One notable achievement, Sir Stirling was to be the first British driver to win a British Grand Prix, at Aintree race circuit in 1955, and it was also his first Grand Prix win, driving a works Mercedes. Following the many tributes from the racing community from around the world, F1 boss Ross Brawn summed it up best, "His behaviour towards his fellow racing drivers, and people in racing generally, was an example to us all".

Sadly I was too young to have seen Sir Stirling race while he was at the top of his form, but I later saw him racing saloons in the '80's. A true Gentleman and a legend, I don't think we'll ever see another like Sir Stirling Moss again. Our thoughts and condolences go to Lady Suzie and their family.

Loyd Gerken

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### **TAMS Packaging NORTH WEALD SUMMER SPRINT SUNDAY 26<sup>th</sup> JULY 2020**

#### **REGS available on the website from 6<sup>th</sup> June**

Having procured a summer date again and beat the lockdown we need helpers to make it happen and hopefully with better weather this year. If you can help give me a call or email me or we will have to cancel the event!

Rally cars don't need to enter Sports Libre class, but enter Modified classes.

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## **SCRUTINEERING BAY**

At the time of writing, we are now into the sixth week of the government's strict "lock-down" because of this ghastly virus! It's now given us more time for those little jobs to do in and around our homes which we've all been putting off doing for ages, and on our competition cars too! Hopefully when we are allowed to go out and play, our cars will be ready.

As it seems to be the current topic of discussion, let's look at your PPE, that's your flame retardant race suit, crash helmet and Frontal Head Restraint (FHR or HANS) device, boots and gloves (for racing) and, it's strongly recommended, flame retardant underwear.

We'll start with your race suit. Most race suits are machine washable, but look at the manufacturer's labels inside the suit for the washing instructions; just in case it's dry clean only! That also goes for underwear too! From experience, scrutineers don't particularly like pulling out a race suit from its kit bag to be greeted with a strong smell of sweat!

If you're lucky to have a (new) sponsor, check the sponsor's logos, badges etc. are sewn or embroidered on to the suit with Nomex cotton, and ensure they are stitched through the outer layer only and not all the way through, heat can transfer to your skin via the thread, that's why we suggest you wear flame retardant underwear!

Next, check the suit for rips under the arms, tears in the back or sleeves, worn patches on the knees (!) and the Velcro at the neck and the zipper works! Where ever possible, when wearing your race suit, refrain from clambering under your car where it's possible to get the suit damaged or contaminated with oil or petrol, and mud! That's why, hopefully, you've got a service crew with you! A gentle reminder, while at pre-scrutineering, if we think the suit is damaged or is not clean and unfit for use, we can impound the suit for the duration of the event!

For the different standards for race suits, look at K.9.1, page 166 of the 2020 MSUK Blue Book. To help you, for racing, FIA 8856-2000, and the newer suit, FIA 8856-2018, is mandatory, and for stage rallies, some sprint and hill climb classes, FIA 1986 Standard, FIA 8856-2000 and FIA 8856-2018 are the accepted standards. Check the Blue Book for standards of overalls for other disciplines.

We now turn to crash helmets. Out of all the PPE used in motorsport, it's one of the most important pieces of safety equipment to help protect you in an incident! When purchasing new, choose the one that fits you the best and is comfortable to wear. If you can, avoid buying on-line, unless the retailer is happy for you to return the helmet if it doesn't fit properly.



If you're not replacing your existing helmet, closely inspect it hasn't suffered any impact damage; no chips or cracks in the outer shell that could compromise the performance of the crash helmet in an impact, we get very suspicious if random stickers are applied to the outer shell of the helmet! Also, examine the area of the FHR posts, if fitted; they can suffer stress cracks here. Can I please ask you, when you've finished your event, try not to store the crash helmet with the FHR still attached, it puts extra stress on the posts, and we take a very dim view if we see a helmet and FHR attached swinging from the rollcage! After each event, you should clean and dry out the inside of your crash helmet, and if you've got one, store the helmet in its bag. During pre-event scrutineering, if the helmet shows evidence of damage, lacking in cleanliness, or out of date, it will have the blue MSUK/MSA sticker removed from the side of the helmet, and impounded for the duration of the event.

While you're checking the inside linings and chin straps for wear and/or damage, have a look to see if the crash helmet is to the correct standards. Inside there should be an orange/silver foil label with, for example, Snell SA2015, SA2010 etc. printed on it, together with a white FIA label and FIA hologram incorporated with the Snell label. To make sure it's still valid, check out the list of standards for crash helmets K.10.3.1 (a) page 168 and 177 for **ALL** MSUK National events.

Talking of the FIA hologram label, all PPE race/rally safety equipment, seats and belts purchased from 2012, have the FIA hologram label attached to each item, race suits usually located half way down the front by the zipper, gloves on the outer wrist band, boots on the tongue, inside the crash helmet, somewhere under the shoulder pad or on the back of the FHR, and around the waist band of both the underwear and tops.

A reminder that crash helmet standard Snell SA2005 will cease to be valid after December 31<sup>st</sup> 2020. Because motorsport has not been permitted so far this year, the MSUK have been asked if they will extend this standard's life another year, we're still waiting to hear back. By the way, if you've got any old out of date but usable crash helmets please think about donating them to Simon and Tom Clark's Langley Park Rally School, they can make use of them, thank you.

Now we'll have a look at the FHR (HANS) device. They've been mandatory for use in most MSUK motorsport events for a few years now, and there are two types of FHR available. The most popular is the "U" shaped design constructed of a hard composite material that goes around the neck and over the shoulders, and held in place by the safety harness shoulder straps, and attached to the crash helmet via a strap from the FHR. We've been asked to advise competitors, if the strap doesn't have a FIA label attached to it, contact the FHR's manufacturer or their retail agents and see if the strap can be replaced with one that's got the FIA label sewn into it. Also, check that the FIA standard for the FHR strap coincides with the FIA standard engraved on the helmet FHR posts (FIA 8858-2002 or FIA 8858-2010).

The second type of FHR, commonly known as the Simpson Hybrid FHR, is a harness that goes around the upper part of the body and attaches to the crash helmet via a strap. Some people prefer this style of FHR; it can be more comfortable to wear with greater freedom of movement, but can be more expensive to purchase.

Like crash helmets, the FHR must bear the blue MSUK/MSA sticker which is attached by a National Scrutineer at its first event; the cost of the sticker for each item is £2.50 per sticker. The sticker stays on the helmet and FHR for the duration of its life; although it will be dated it does **not** need to be renewed each year. It is the date when the sticker was applied to the item.

If you have gloves and race boots (they are mandatory for racing, and gloves for some sprint and hillclimb classes, and are strongly recommended for stage rallies), check they are to the correct flame retardant standard, the gloves and boots should have labels either to ISO 6940 or FIA 8856-2000. Sorry, karting gloves and boots do not conform to the FIA standards, they are not flame retardant. Please look after them when you've finished an event, we've seen gloves with holes or splits in them...as much use as a pair of Marigolds! I've also seen boots that have had loose soles bound up with rubber bands, tank-tape, and hot-weld glue holding them together! Yes, really!!!

Now we can look at the safety kit in your car. These are the most common faults seen at pre-event scrutineering which should have been checked before you arrived at the event! We'll start with the safety harness seat belts. Take a close look at the straps, especially where the strap goes through the seat apertures, for fraying or rips, and check the adjusters and buckles too. While checking the straps have a look at the labels to see if they are in date and are the correct FIA standard, Blue Book page 160, K.2.1.7, and the foil FIA label is attached to the left shoulder strap only. We are still seeing belts with the FIA foil label on the right shoulder or missing, even professional teams are getting it wrong! The shoulder straps must be 3" (75mm) in width, it is permissible to use 2" (50mm) shoulder straps, but only with FHR's and they must have labels "FHR/HANS use only" attached!

If you have an intercom, don't attach the headset cord by ziptie through the belt! If you cut or make a hole in the strap you will compromise the strength of the strap material, if we see at pre-event scrutineering belts "modified" like this, they will be removed from the car and impounded for the duration of the event! The belt manufacturers provide a Velcro fastener for intercom leads, or you can use the manufacturer's stitched-on labels on the shoulder straps instead.

Now check the seat belt attachment hooks to the car's chassis, each strap must have its own attachment to the car and the eye-bolts have spreader plates welded to the car's chassis, and no corrosion close by. It is permissible to attach the shoulder straps to a bar on the roll cage (ROPS), provided the harness bar was part of the ROPS when first installed, and not an add-on bar! We are now seeing some safety belt attachments using "carabiner" hooks, they are OK. If they were provided by the belt manufacturers in the installation kit, they will have been homologated by the FIA with this attachment.

The seat should be checked next. Check the seat is firmly mounted and no loose bolts, and the seat is not damaged; the seat material should not be ripped exposing the foam padding, which will not be flame retardant! Look for the FIA hologram and manufacturers label, usually on the side of the seat, and ensure they are in-date. For stage rallies, some seats had extensions to their dates; check page 324, R.48.10.6 for the relevant standards.

On the subject of seat mounting bolts, can I suggest you use "penny" washers behind the bolt heads; it helps spread the load if you are unlucky to be in an incident. After a rather nasty incident last year, while viewing the in-car footage, I was amazed and shocked to see how much the driver was moving about in the car! On closer inspection of the car, we saw the bolt heads had pulled through the holes in the seat mounts, there were no "penny" washers behind the bolt heads! Luckily, after a visit to the circuit's medical centre, the driver only suffered severe bruising!

We now turn our attention to the fire extinguishers. Depending on what you're doing, the current regulations for race cars are different to stage rallies cars and sprinting and hillclimb cars, regarding what systems are required. Check the Blue Book first, pages 162-164, K.3 onwards. For racing, Q.19.14.7 (page 284) says cars must be fitted with a fire extinguisher to K.3.1 (a), and for stage rally cars R.48.10.5 (page 324) must be to K.3.1.4, while sprint and hillclimb cars, S.10.2.14 (page 340) says it's recommended and fitted in accordance to K.3.1.2(a)!

**PLEASE NOTE**, for cars that were new build from January 1<sup>st</sup> 2019, and for all cars from January 1<sup>st</sup> 2022, there will be new regulations for fire extinguishers, in line with the FIA regulations, see page 195, Appendix 3, K.3.1!

When were the fire extinguishers last serviced? All fire extinguishers must be serviced every two years. Of course, during the lock-down, it can't be done. For your first event, if they've passed their service date, scrutineers will advise competitors to get them serviced ASAP and certainly before your next event.

If the fire extinguisher system is plumbed-in, there should be two points of triggering, one inside for the driver (and co-driver for stage rallies) and one outside the car close to the external electric cut-out trigger, for activation by marshals etc. Remember, to prevent the wrong trigger being activated, both the fire extinguisher and electric cut-outs must be labelled correctly, fire extinguishers have a red “E” inside a white circle at least 10cm diameter with a red circle, page 162, K.3.2.2, and the electric cut-out trigger by a red “spark” on a white edged blue triangle (12cm base), page 166, K.8.5. The smaller labels included in your installation pack are for the internal trigger points.

As part of your pre-event checks, make sure both pull cables, if fitted, move freely, and if the trigger is electronic, check the battery has not run down, and do a circuit test too! Don’t know how to do a circuit test? You should know how it works as you’ll be asked to demonstrate its operation to the scrutineer at pre-event scrutineering! If you’ve lost the manufacturer’s instructions or you need reminding how to test the system, make sure all the plugs are plugged in to the battery box and the fire extinguisher bottle, ensure the switch is in either the middle or test position and press both the external and internal trigger buttons in turn! If the battery and circuit are good, you should see an LED illuminate, if not, the battery may need replacing or you’ve got a problem with the wiring!

When you’re checking the pull cables, its good practice to run some form of water dispersant fluid (WD40) down the cable and put some copper slip at the T-handle junction. The T-handle will deteriorate over time, and will become brittle. If it’s broken, replace it! Check the cable run inside the car is not kinked or have sharp bends, and as a suggestion, have the screw nipple on the cable about 10mm away from the handle. It helps you check the cable in the workshop, at pre-event scrutineering, and it helps the marshals to have some movement in the cable before triggering the fire extinguisher.

The plumbed-in fire systems should have as a minimum two nozzles installed in the engine bay, preferably pointing at the fuel induction area, and turbos if fitted, and a single nozzle inside the cockpit ideally pointing behind the dashboard. I’ve seen some nozzles pointing at the driver’s face and/or at their feet! Why? Fire extinguishant chemicals could possibly suffocate you if inhaled! Most competition cars will have been a road car before being converted and the wiring loom will be modified (cut!) to remove unwanted electrical items like radios and clocks etc., and with potentially unprotected power leads they could short out on the car’s metal structure and possibly cause a fire! Of course, it goes without saying, the safety pin must be removed from the fire extinguisher bottle, or if electronic switched on, before you start competing, page 164, K.3.3.1!

For stage rally, and some sprint/hill climb cars, the hand-held fire extinguisher should be firmly mounted in the car and must be easily accessible for the driver and co-driver. It’s no good if the hand-held is mounted behind the driver/co-driver!

Next we'll look at the electric cut-out. As stated above with fire extinguishers, if the triggering is done by pull-cords, the same attention to the cables applies. If you've got an electronic electric cut-out, make sure that when the button is pressed the electrics cut out, and if you press the button again, it cannot reset the electric circuits! You must have another button/switch inside the car usually located near to the driver to reset the electrics, and correctly labelled too!

I hope I've given you some helpful advice, and if done carefully and thoroughly, it should see you go through scrutineering smoothly. If you need to purchase new safety kit, avoid any on-line auction sites, purchase from a reputable retailer. Remember, if it's cheap, it's cheap for reason! Any further help for scrutineering, my details are on the MSUK website.

Stay safe.

Loyd Gerken  
MSUK National Scrutineer



## MEMBERSHIP UPDATE

The Club's committee has decided to make 2020 to be a free year, membership wise. Which means we won't be asking for any membership in 2021 if you are already a member or if someone joins this year. If you have paid for more than one year we will extend your membership by a year.

## What are we doing during lockdown?

How are we managing to keep ourselves amused during this lockdown.

Over a number of years I started building radio controlled military models at 1/6 scale and accrued quite a few. I used to take these to shows and displays but for the last few years most weekends have been taken up with motorsport stuff so I haven't done a lot with them so now is the time to start dusting them off and checking them out.

In 1/6 scale I actually have eight tanks, a couple of trucks with another couple I have yet to finish building and five towable guns of various description. These are quite substantial lumps, and weight up to 120Kg. I also have one tank at ¼ scale which weighs in at 250Kg.

I've had the first one out chewing up the garden again and will start working through the others over the upcoming weeks. This first one, pictured below, is a German WW2 JagTiger, the largest of the WW2 tanks, and the model is overall about 170cms long with the hull being 130cms long, 60cms wide and weighing in at around 100 Kg.

*John Davie.*







Following on from the first part, the next model I've brought out of hibernation, well finished to be truthful as I've had it part built for ages, is a Morris Quad. These were first designed in 1939 as a 4 wheel drive artillery tractor to tow the ammunition limber and 25 pounder field gun, as depicted here.



The model is 1/6 scale and all metal construction and 4wd, making it a sizeable lump with the Quad itself weighing in around 30-35 kg (I can't lift it anyway) and the Limber and Gun, also metal construction, adding another 15-20 Kg. The truck is about 36 cm wide and 72 cm long and the whole train, as shown, stretches to a little over 2 metres long. (*CD - The right size to check your social distancing*).



This time I have a trio of WW2 British tanks that have broken cover. These are all similar size tanks with the 1/6 scale models weighing in at around 80-90 Kg.



***Sherman M4A3, Sherman Firefly, Comet***





***Sherman Firefly***



***Comet***

The first of these is the Sherman, which proved a mainstay for the Allied forces in Western Europe and Africa. These were actually American tanks, produced from around 1940 and supplied to the British via the Lend-Lease scheme. The first were sent to Africa and some 49,000 Sherman's were produced in various guises by various Locomotive and Car plants in the USA with engines ranging from a radial aero engine, GM Diesel, to Ford and Chrysler petrol and were used by the Allied Forces and the Americans when they joined the war in Europe. The only tank type that exceeded these numbers was the Russian T34 which used throughout Eastern Europe.

The Sherman was successful against the smaller German tanks, such as Panzer III and IV, but its 75 and later 76 mm gun was no match for the high velocity German 75 and 88 mm anti-tank guns. The infamous '88' was possibly one of the most effective and feared guns of WW2 and it was this gun that was fitted to the German Heavy Tiger Tank. By comparison, Sherman gunfire could perhaps penetrate a Tiger side or rear at 500 metres, whereas a Tiger could do the same to a Sherman at more than 2km! It was maybe fortunate that the Tiger cost around six times what a Sherman cost to build, and only around 1400 were produced.



***Sherman M4A3***



The next is a Sherman variant, known as the Firefly. This allegedly came into being unofficially when members of the Royal Tank Regiment came up with the idea to put the British 17pdr gun into a Sherman chassis. This was not officially sanctioned by the Ministry of Supply as they had two new tanks, the Comet and the Centurion, on the drawing boards – the Comet did appear at the end of WW2, but the Centurion didn't until a month after the war ended.

After much lobbying, the idea was finally adopted and a Vickers engineer resolved the engineering problems to be able to modify Shermans in the UK to install the more powerful gun. It seems the Americans didn't want to know (as it was a British idea) but the Firefly modifications did start to happen in the UK and some were ready for the Normandy landings in 1944.

This 17pdr gun was one of the most powerful and could penetrate more armour than the German 88 when using Armour Piercing ammunition and gave the Firefly superior anti-tank capability but it lacked an effective HE (High Explosive) round so was less effective than the standard Sherman with its HE rounds against soft targets.



***Sherman Firefly***

For this part we move on to the Eastern front with my two Russian 1/6 scale models, the T34 and JS2 (Josef Stalin2) tanks. Although the Russian tanks were in general much more basic than the more technologically advanced German opposition the sheer numbers they could muster often proved decisive.



The T34 was the most prolific of all WW2 tanks with more than 57000 being built during the war years and production continuing post war in Russia, Poland and Czechoslovakia with more than 85000 accounted for, and this may well be an underestimation of total numbers. It appeared in a number of iterations, originally with a 76.2 gun and then, as my model depicts, the T34-85 with 85mm gun.

The JS2 came in as a tank with thicker armour and larger gun to combat the power of the Tiger tank and was the most powerful tank in its day. The massive 122mm gun was based on a naval gun and, I believe, used two part naval type ammunition so was slow to reload but could outdistance and destroy the Tiger, whilst the Tiger needed to get within 800 metres to penetrate a JS2, this gun making the model the best part of 6 feet long at 175cm.

We should remember that Russian losses in WW2 outstripped any other nation, they had over 24 million casualties against Germany's 6.6-8.8 million, 450,000 for the UK and 418,000 for the US.

The largest Tank battle of all time was at Kursk between the Russian and the advancing German armies and involved some 6,000 tanks, 4,000 aircraft and 2 million troops. The Germans were beaten back after suffering 200,000 casualties and losing 500 tanks whilst the Russians had 860,000 casualties and lost 1,500 tanks, although these numbers could well be underestimates due to the way that any Russian and German records were kept, lost and destroyed after the war.





***T34-85***



***JS2***

***John Davie***



## Le Mans 1994



This picture was taken at the 1994 Le Mans 24 Hours Race. It shows the Gulf sponsored Kremer K8 Spyder Porsche. This car was driven in this race by double World Sportscar Racing Champion, Derek Bell MBE, Jürgen Lässig and (wait for it) GBMC's Robin Donovan.

In the Kremer team's pit garage, on the day before the race, I tried to persuade Robin to put a couple of GBMC stickers (which I just happened to have with me) on the car out - but he would not do this unless an eye wateringly large sum of money was paid to him. As I did not have an eye wateringly large sum of money on me, these GBMC stickers had to stay in my camera bag.

This car did not win the race but was second fastest in practice and, at the start, led the whole fifty 50 something car field into the first corner (with Derek Bell driving, on both occasions). It finished in sixth place overall and third in its class.

I can't tell you who was driving the car in this picture because I do not remember the three drivers' helmet designs. You could do what I would do i.e. use journalistic licence to claim that was GBMC's Robin Donovan.

Of course, if you were to do this, there is slight possibility that some anorak (the sort of person who makes notes of racing cars' chassis numbers) might see it on-line and publicly point out that the driver was actually Derek Bell or Jürgen Lässig! (CD – The entry list shows their car was number 5 not 15!!)

Robert Taylor

## Motorsport Quiz

As we all seem to be Skyping Quizzes and as a bit of a quizzer myself, here is my contribution, Have Fun.

Chris Payne

**1 In which film did Elvis Presley play a racing driver?**

- A King Creole
- B Jailhouse Rock
- C Carry on Screaming
- D Viva Las Vegas

**2 In the feature film 'Grand Prix' who played driver Pete Aron?**

- A James Garner
- B Tony Curtis
- C Charles Hawtry
- D Graham Hill

**3 At the 1988 Le Mans 24 hours Green Belt member Robin Donovan drove an Argo owned by which rallycross driver?**

- A Martin Schance
- B Dave Rennison
- C James May
- D Will Gollop

**4 The late great Colin McRae won how many WRC rounds?**

- A 0
- B 25
- C 30
- D 45

**5 In the recent feature film 'Le Mans '66' which two manufacturers contested the race?**

- A: Porsche v Ferrari
- B: Ford v Ferrari
- C: Audi v Pescarolo
- D: Jaguar v Porsche

**6 Who was the first Japanese manufacturer to win the Le Mans 24 hours?**

- A Toyota
- B Nissan
- C Suzuki
- D Mazda

**7 A museum dedicated to which great driver can be found at Duns**

- A Ayrton Senna
- B Jim Clark
- C Colin McRae
- D Jackie Stewart

**8 On which circuit will you find Creg-ny Baa , Windy corner and Keppel gate?**

- A Indianapolis
- B Silverstone
- C Isle of Man TT
- D Cadwell Park

**9 Which championship did Stirling Moss contest in 1980 and 1981?**

- A British Saloon cars
- B Formula one
- C Superbikes
- D World Sportscars

**10 The comedy film ' Talledega Nights' features which form of motor sport?**

- A Hill climbing
- B Rallying
- C NASCAR
- D Dodgeball

**11 In which rally would you find Bunnings Jumps?**

- A Mexico
- B Millbrook
- C Press on Regardless
- D Australia

**12 What branch of motorsport started in 1967 after the cancellation of the RAC Rally?**

- A Rallycross
- B Karting
- C Speedway
- D Drag racing

**13 Ian Appleyard won the RAC Rally in 1951 and '53 with what make and model of car?**

- A Ford Escort
- B Porsche 911
- C Subaru Impreza
- D Jaguar XK120

**14 Poole Pirates Redcar Bears and Berwick Bandits are all teams in which branch of motorsport?**

- A BTCC
- B Speedway
- C Stock Cars
- D Formula E

**15 Whose domination of the solo classes features in the film 'TT Closer to the Edge'?**

- A Ian Hutchinson
- B Guy Martin
- C Mike Hailwood
- D John McGuinness

**16 The Auto Union Type D was a 1938 Formula One car funded by which government?**

- A British
- B Italian
- C Russian
- D Nazi German

**17 The late great Stirling Moss won a British Grand Prix for Mercedes at which circuit?**

- A Silverstone
- B Aintree
- C Donnington
- D Croft

**18 A round of which British Motorsport Championship could you see in Hartlepool town centre?**

- A BTCC
- B Formula E
- C Stock Car
- D Autotest

**19 The Norisring which now hosts a round of the German Touring Car Championship is built around Hitler's grandstand, the Steintribune, but on the outskirts of which city?**

- A Nuremberg
- B Berlin
- C Hanover
- D Paris

**20 In 1993 Ayrton Senna drove what has been called 'The lap of the gods' in the European Grand Prix but where?**

- A Nurburgring
- B Silverstone
- C Brands Hatch
- D Donnington Park

**Answers next month**

**A prize if you get them correct by 6<sup>th</sup> June, unless you are Chris Payne.**

**Send me (Chris Deal) your answers by email.**

## Tailpieces

When the history of 2020 the question might be asked "what did you do in the lockdown daddy?', like the World War 1 propaganda poster.

Well I will be part of a team of fifteen thousand civil servants recruited to deal with TWO MILLION new Universal Credit claims to the DWP.

Why? You ask. I wanted to work again but not teach and the DWP suggested the civil service. I joined the Office For National Statistics in February then of course the lockdown happened and after working from home during April the call went for volunteers to train to help the DWP with new claims. As I write this, I am doing eight days training prior to going live on May 26<sup>th</sup>.

Chris Payne

**DUE TO MY  
ISOLATION, I  
FINISHED 3 BOOKS  
YESTERDAY.  
AND BELIEVE ME,  
THAT'S A LOT OF  
COLOURING.**





Myself chatting (well trying to) with Srutineers (Mike Madden and Dave Barnes) at Crystal Palace in 2013, photo by Robert Taylor



Award Winners in 2005, a prize if you can name them



# Gavin Pink

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