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WAYFARER NOVEMBER 2018

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
November 2018

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

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Front cover: Richard Warne and Chris Deal with a flat tyre on the Wales Rally GB National Rally (Rob_L4)

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

Editorial/Comp Sec News

As the deadline gets closer and closer to print the Wayfarer I wonder what I should focus on in the editorial. This month my first thoughts was Lewis as a local, then he has enough publicity. When I thought about plugging our Xmas meal on Wednesday 12th December at the Two Brewers, when I remembered bookings needed to be in by the end of October! Did you forget? Somehow we have 22 bookings. Then thoughts went to my recent visit to Cuba, but that didn't feature any motorsport unless you count the old cars they have, until you look under the bonnet and find a Lada engine or some Chinese engine. However on the last day I had a ride around Havana in one with a V8 engine.



Then last I received an email from Motorsport UK, informing me of the new name for the governing body, formerly the MSA and followed by another with a copy of their/your Motorsport UK strategy. I have re-printed the emails in this issue for those who haven't heard of the changes and I hope it is more than a name change.

Advance warning our Awards Dinner is on Saturday 23rd February 2019 at the Crews Hill Golf Club. The latest championship points table are published, if you think your scores are missing please let me know.

Just in case have good Xmas.

Chris Deal



Motorsport UK: the new name for the Motor Sports Association (MSA)

An ambitious new phase for motorsport in the United Kingdom has begun, with the Motor Sports Association (MSA) launching a new identity, Motorsport UK, as it transitions from a traditional governance-led association to a modern membership-focused organisation.

The rebrand from the MSA to Motorsport UK signals a shift in the governing body's emphasis, putting the promotion of the sport and customer service at the forefront of its mission. This represents a fundamental repurposing of the organisation as it seeks to grow the sport and better serve its members.

The new name, Motorsport UK, and the more striking visual identity with its modern typeface and bold colour palette, will make the governing body more identifiable and relevant to new audiences, providing a better platform from which to market and grow the sport.

Motorsport UK's new strategy aims to build a stronger, more vibrant community across motorsport. The new identity reflects this through four concentric circles to represent four-wheeled action, united across four home nations, with a dynamic design celebrating speed.

The governing body will create a sustainable future for UK motorsport not only by reaching out to new audiences but also by adding value for existing members. The current membership comprises 30,000 competitors, 10,000 marshals, 3200 officials and 720 clubs.

As a first step, Motorsport UK is launching a new member benefits package, with High Street partners offering discounts across a range of accommodation, travel, outdoor clothing and breakdown recovery products. Motorsport UK will also get its members closer to the action through discounts on the most popular motorsport and automotive shows, exhibitions and magazine subscriptions.

Motorsport has a wide range of disciplines, from karting to drag racing and autotests to trials. Many have lacked promotion to new audiences, yet they present a great low-cost way for enthusiasts to enter the sport. As part of the new approach, there will be a promotional focus in each area, with sub-brands such as Karting UK providing a clear focal point for the industry. An important step in this direction has been the creation of the new official British Kart Championships for 2019, launched today on the new kartinguk.org website.

Governance will remain a cornerstone of Motorsport UK's activities but the organisation will work to recruit and retain members through a more transparent and customer-focused approach to regulations. The governing body will maintain its track record of outstanding management of safe and fair sport; while lowering barriers to entry and enhancing its customers' ability to enjoy their passion for four-wheel competition.

David Richards CBE, Chairman of Motorsport UK, said: "When I took over as Chairman in January, I outlined my vision of a sustainable future for motorsport in the UK. It's been a year of hard work behind the scenes as we've begun moving towards this goal, and I'm delighted that the first real changes can now be revealed in the shape of our new identity, Motorsport UK. This is the just the start; there are lots of new initiatives in the pipeline, all designed to grow the sport and better meet the needs of our customers and stakeholders. We're moving forward with a renewed confidence for the future of UK motorsport, and that future starts here."

Hugh Chambers, the new Chief Executive of Motorsport UK, said: "Becoming Motorsport UK means so much more than a new name and logo. It signals a new chapter in the history of the governing body, marking a clear step change in approach, putting a real focus on our members and the promotion of grassroots motorsport to new audiences. We're confident that by strengthening our customer service, adopting a more commercial approach and enhancing our marketing capabilities, we can ensure the UK's world-leading motorsport success story continues well into the future."

All the governing body's main channels, from its website and social media accounts to its publications and membership packs, adopt the new Motorsport UK branding from today.

You will have seen that the governing body of motorsport in the UK has changed its name and identity. We are now Motorsport UK.

While the name 'MSA' is well understood within our own community, we are aware that beyond the sport, it is less well known. Through 2018, we have spent a good deal of time and research understanding what we, as the sport's custodian and administrator, stand for in the UK.

Given the wider popularity of motorsport beyond our direct competitors, volunteers and stakeholders, it is evident that we need to strike a chord with broader audiences. Hence the move to a simple expression of who we are and what we do.

But our rebranding is about so much more than a new name and logo. It marks the start of an ambitious new phase for motorsport in this country. Please see our website for a copy of our new Motorsport UK strategy, a living-breathing document that we

intend to be at the core of our focus and efforts going forward. And one that will evolve over the coming months; with planned dialogue between all of our stakeholders.

It represents a fundamental repurposing of the organisation, from one focused purely on the governance and legislation of motorsport, to one that places the promotion of the sport and customer service to our members at the front and centre of everything we do

In summary, we will continue to:

- Represent the sport's interests to Government
- Regulate and protect the integrity of motorsport in the UK
- Be committed to providing a safe environment in which to enjoy motorsport
- Deliver our responsibility to safeguard the sport
- Provide a framework to nurture the performance elite programme.

Beyond this, we will increase our energy and focus on promoting the sport to new audiences, and delivering greater value to our members via;

- Promoting grass roots motorsport as affordable entry points
- Using technology and legislation to reduce the cost of motorsport
- Removing the layers of unnecessary bureaucracy; making governance and regulations simpler and clearer
- Developing and deploying the highest standards of education and training
- Making it easier for under represented groups to enjoy motorsport
- Ensuring that there is a clear sustainable future for the sport.

It is evident there is no quick fix to many of these challenges, however, we have renewed energy and purpose to effect positive change for good and provide greater relevance to a wider community.

I very much hope that you too will play your part in joining and supporting us on our journey as Motorsport UK.

Yours,



Hugh

MOTORSPORT on TV

F1 on C4 (same live) , WRC on C5 (highlights on Tuesday evenings), BTCC on ITV4 (live with support races), British Rally Championship - BRC on C4 (highlights on Saturday mornings the week after), Goodwood events on ITV4 (highlights), Formula E on the red button.

Motor Museums

Bicester Heritage, Bicester, Oxon

Brooklands, Weybridge Surrey

Cotswold Motor Museum, Bourton on the Water, Gloucester

Coventry Transport Museum, Coventry, Warks

David Sutton Rally Car Museum, Daventry, Northants

Heritage Motor Centre, Gaydon, Warks

Haynes International Motor Museum, Sparkford, Somerset

Ipswich Transport Museum, Ipswich, Suffolk

London Motor Museum, Hayes, W London

National Motor Heritage, Beaulieu, Hants

Whitewebbs Museum of Transport, Enfield

Motorsport UK issues Vnuk update

Motorsport UK welcomes a draft report from the European Parliament's Internal Market and Consumer Protection Committee (IMCO), which recommends that vehicles used exclusively for motorsport should not be impacted by VNUK, an insurance issue that has been looming over the sport since 2014.

VNUK is a European Court judgement that threatens the future of all EU motorsport. It ruled that EU countries must look again at how they enacted EU motor insurance law in each country; the court's interpretation would require all motorsport vehicles to have compulsory third party motor insurance.

Motorsport UK has since been lobbying at the highest levels on behalf of UK motorsport, in conjunction with other industry stakeholders and the world governing body, the FIA.

In the latest development, the draft report from the IMCO focuses on the use of vehicles 'in traffic'. More specifically, the report proposes that vehicles used exclusively for motorsport should fall outside the Motor Insurance Directive (MID).

Hugh Chambers, CEO of Motorsport UK, said: "We welcome this latest development, which appears to be heading in the right direction, and will be working with the FIA to ensure a positive outcome. Motorsport UK has been making the case for excluding motorsport from the Motor Insurance Directive since 2014. The VNUK threat has not gone away but the direction of travel is looking more favourable and we will continue to lobby on behalf of all our members and stakeholders."

Club Diary

12 December – GBMC Xmas meal.

16 February – Snetterton Stages

23 February – GBMC Awards Dinner at Crews Hill Golf Club, more details next month

Event dates

December

1-2 Rockingham Stages, run by Middlesex County AC/Thame MC (AEMC)

1-2 The Preston 2018, Road Rally, run by Chelmsford MC

15 Formula E race in Riyadh, Saudi Arabia

16 Belchamp Trail, run by West Suffolk MC (AMSC)

29 S(t)anta's Xmas Targa Rally (near Thetford), run by SCCoN (AMSC)

January

4 12 car rally run by Boundless by CMSA on 166 map

6-17 Dakar Raid

10-13 Autosport International show, NEC Birmingham

19 Brands Hatch Stages, run by Chelmsford MC (AEMC)

24-27 Monte Carlo Rally (WRC)

February

1 12 car rally run by Boundless by CMSA on 166 map

14-17 Rally Sweden (WRC)

14-17 London Classic Car Show at Excel

16 Snetterton Stages, run by AMSC (AEMC)

16 Cambrian Rally (BRC/BTRDA)

16 Formula E race in Mexico City, Mexico

22-24 Race Retro, International Historic Motorsport Show at Stoneleigh Park CV8 2LZ

March

1 12 car rally run by Boundless by CMSA on 166 map

7-10 Rally Mexico (WRC)

9 Malcolm Wilson Rally (BTRDA)

10 Formula E race in Hong Kong

10 Tour of Epynt, tarmac rally

16 Agbo Stages Rally

16-17 West Cork Rally (BRC)

17 Australian GP, Melbourne

21-23 Azores Rally (ERC)

23 Formula E race in Sanya, China

24 British RX at Silverstone

28-31 Tour to Corse (WRC)

30 North Wales Stages (MSA British Historic Rally Championship)

31 Bahrain GP, Sakhir

April

- 5 12 car rally run by Boundless by CMSA on 166 map
- 6-7 Members Meeting at Goodwood
- 6-7 Brands Hatch (Indy) BTCC race
- 13 Rallynuts Stages (BTRDA)
- 13 Formula E race in Rome, Italy
- 14 Chinese GP, Shanghai
- 14 Cambridge Classic runs by Cambridge CC, starting and finishing at Duxford
- 22 British RX at Lydden
- 25-28 Rally Argentina (WRC)
- 27 Pirelli International (BRC)/(MSA British Historic Rally Championship)
- 27 Formula E race in Paris, France
- 27-28 Donington Park (National) BTCC race
- 28 Azerbaijan GP, Baku
- 28 Tendring & Clacton Stages

May

- 2-4 Canaries Rally (ERC)
- 9-12 Rally Chile (WRC)
- 11 Plains Rally (BTRDA)
- 11 Formula E race in Monte Carlo, Monaco
- 12 Spanish GP, Barcelona
- 18-19 Thruxton BTCC race
- 24-26 Rally Latvia (ERC)
- 25-26 Silverstone World Rallycross
- 25 Formula E race in Berlin, Germany
- 26 Monaco GP, Monte Carlo
- 26-27 Motorsport at the Palace, Crystal Palace
- 30-2 Rally Portugal (WRC)

June

- 8 Carlisle Stages (MSA British Historic Rally Championship)
- 8-9 Abingdon Carnival Sprint/AutoSolo on Sat (AEMC)/Stages on Sun (AEMC)
- 9 Canadian GP, Montreal
- 13-16 Rally Italy (WRC)
- 15-16 Croft BTCC race
- 15-16 Le Mans 24 hours race
- 22-23 British RX at Pembrey
- 23 French GP, Paul Ricard
- 23 Red Kite Stages (MSA British Historic Rally Championship)
- 28-30 Rally Poland (ERC)
- 28-29 Ypres Rally (BRC)
- 29-30 Oulton Park Island BTCC race
- 30 Austrian GP, Red Bull Ring

CHAMPIONSHIP POINTS - 2018

Trent Park Trophy

	1	2	3	4	5	6	7	8	9	10	Total
Malcom Wise	350	350	350	275	275	275	275	275	275	275	2975
Rob Choules	251	350	251	290	200	290					1922
Mick Davies	350	290	290	251							1181
Chris Jones	149	125	299	251	221						1045
Richard Warne	251	182	233	50							716
John Ridgen	350	350									700
Dave Ward	242	50	164	200							656
Aaron Rix	290	317									607
Rob Cook	290	317									607
Mark Blackmore	320	266									586
Mat Blackmore	320	266									586
Mark Goddard	173	200	182								555
Frank Trueman	83	74	101	149	137						544
Chris Deal	251	182	50								483
Glenn Pickett	116	101	149	92							458
Ben Demetriou	350										350
Niall Moroney	293										293
Preston Ayes	284										284
Andy Wishart	125										125
Archie Wishart	125										125
John O'Sullivan	101										101
Steve Greenhill	50										50

Chalk Trophy

1st Rob Choules (524), 2nd Mick Davis (327), 3rd Chris Jones (265), Ben Demetriou (100), Frank Trueman (98), Glenn Pickett (86) and Mark Goddard (50).

Single Venue Rally – Driver

1st Richard Warne (128), 2nd Mark Blackmore (90), 3rd Mark Goddard (85), Arron Rix (80) and Andy Wishart (25).

Single Venue Rally – Co-Driver

1st Matt Blackmore (90), 2nd Rob Cook (80), 3rd Chris Deal (67), Archie Wishart (25).

Multi Venue Rally – Driver

1st Aaron Rix (89), 2nd Niall Moroney (81), 3rd Mark Blackmore (72), Richard Warne (49)

Multi Venue Rally – Co-Driver

1st Rob Cook (89), 2nd Preston Ayres (78), 3rd Mat Blackmore (72), Chris Deal (49), Steve Greenhill (5)

Thatcher Trophy

1st John Rigden (200), 2nd John O’Sullivan (17)

Jackson Trophy

1st Malcolm Wise (825), 2nd Dave Ward (157), 3rd Ashley Davies

Lombard Rally Bath

This classic tour set out to recreate the RAC events that started in Bath in the ‘70s. The entry list reads like a who's who of rallying yesteryear, both cars and drivers. www.lombardrallybath.co.uk/entrylist

The event was essentially a permit exempt untimed tour around the Bath area, but including visits to Porlock Hill, Wiscombe Park and a couple of other private venues where the action might be little less sedate.

Early morning on Saturday 20th October I arrived to help marshal a short ‘stage’ through Longleat, which is quite close to where I now live in Wiltshire. The opening car was an ex ‘Wizzo’ Williams Mini seemingly uncomfortable travelling at an average 30mph, followed by a whole host of mobile memorabilia, including Stig Blomqvist in an Audi Quattro, Jimmy MacRae/Ian Grinrod in the Andrews Heat for Hire Manta 400, Jeff Williamson in an Avenger and many, many more.

The ‘stage’ opened at 08.30 using the private road into the Safari Park, so the rally cars were interspersed with the occasional estate worker, who were surprised to be caught and overtaken. As we progressed down the entry list, the number of non-rally traffic slowly increased culminating in the final few entries mingling with the paying public as the park opened for business. Our job as marshals was primarily to ensure public safety and it was noticeable that the ‘competitors’ were quite considerate.

I thoroughly enjoyed this visit to nostalgia, but it seemed a great shame that these great cars and crews were restrained by such a tame event. I hope they all enjoyed it.

Brian Wright

2018 MULL TARGA RALLY AND RALLY TIME TRIAL

Sadly, because of delays in passing the new closed roads act in the Scottish parliament, Mull Car Club were not able to run the usual closed-road Mull Stage Rally in 2018. It is taking longer to pass the new laws in Scotland, similar to those successfully used in England and Wales, following the Fatality Inquiry after the deaths of spectators on the Snowman and Jim Clark rallies a few years ago. I suppose the Scottish government has got more important things to sort out rather than worry about passing new laws for road closures for motorsport! We hope that the new laws can be passed soon to enable for the Mull Rally to run in 2019.

So, instead of the usual Isle of Mull stage rally, Mull CC had organized, with the help from Saltire Rally Club, a Targa rally for Saturday 13th October, followed by a Rally Time Trial on Sunday.

This year saw a much reduced marshalling team from the “old” members of the Stort Valley Auto Club. Neil Archer-Munro and his wife Chrissy, Graham Frary and I, made our annual trek up to the Isle of Mull in the Western Isles of Scotland.

During the week leading up to the rally weekend, storm Calum was making its destructive way north towards Scotland via Wales and the West Country causing severe wind, rain and flooding! Due to a massive land slip blocking the popular Rest and be Thankful A83 road, the diversion had made the traffic heavier than usual on the A82 to Oban.

When I arrived at Oban Thursday lunchtime, I could see the damage the flooding had caused around the town centre. I refuelled the car and purchased some last minute provisions at the towns nearby Tesco; I then made my way to the docks. Because of the bad weather the ferries had been disrupted and were filling up quickly with cars booked on earlier sailings. Along with Neil and Chrissy, I managed to get onto the 4pm boat.

After a slightly bumpy crossing, I disembarked at Craignure and made my way to the cottage. While unpacking, I received a text message from Neil inviting me to join the rest of the team at the Glenforsa Hotel for a meal and chat. The hotel was very busy as the Targa rally organisers were having a last minute meeting, with the Targa test commanders in attendance.

Friday was a free day, I tried to do some bird or wildlife spotting, but due to the inclement weather they were probably hiding in a dry safe place away from view! So I paid a visit to another “old” SVAC member, Chris Warden, who has lived on the island for at least 12 years helping his partner Heather to run her B&B in Tobermory.

Chris was entered in the Targa in a Ford Fiesta with his friend Ian Mills co-driving. Looking at the entry list Fiesta's and KA's seem to be popular cars for Targa's, being small, nippy and cheap to buy, and run! After righting the wrongs of the world over a coffee, I joined Chris and Ian for scrutineering at the Tobermory Distilleries. Scrutineering successfully completed, we found signing-on for the Targa rally, time cards and the first route instructions were handed over. After another coffee at Chris and Heather's, I returned to the cottage for an early night.

Saturday morning, looking out of the bedroom window, it was still raining and very windy! Typical Mull weather! Neil and Chrissy were asked to do the Regularity Start control for the third section in the morning, while Graham and I went to the gravel pits at Craignure, owned by multi Mull Rally winners Neil and Paul MacKinnon, and with the assistance of their very helpful staff, we set up the cones and barriers, ready for the first test after lunch. When we finished, we retired to a nearby pub to meet up with Neil and Chrissy for some much needed hot refreshments, and to dry off too!

We returned to the test site which, with the constant rain, was covered in much bigger puddles, and were now hiding some big rocks! We quickly made some adjustments to the course before the time keepers arrived with our clocks and check sheets, Graham positioned our marshals at their various posts, we were ready for the first competitor to appear.

Car one, a very nice 1972 Lancia Fulvia coupe, arrived at their due time, I counted the time down and they were into our test. Neil at the finish said they completed the test in 66 seconds, not bad for a Historic car bearing in mind the conditions of the track! The fastest on our test was car 40, a Peugeot 106, taking 65 seconds to complete our test. Most cars completed our test in about 100 seconds with four cars getting a maximum of 180 seconds! Most of the entry completed our test without mishap, but we heard some had found the submerged rocks in the puddles which were confirmed when we cleared up the test, we found bits of bodywork, and oil stained puddles!

One car of note, a Mazda MX5, did the test - with the roof down! At the finish Neil said both the occupants were soaked and very muddy, but had big grins on their faces! I'm pleased to say they were awarded the "Spirit of the Rally" award!

The results were quickly declared back at the finish in Tobermory and the winner of the Targa was the fastest car on our test, car 40, driven by Bevan Blacker and Abi Ruddock, and the fastest Historic was the Lancia Fulvia coupe, driven by Andrew Johnson and Dave Boyes. Chris and Neil finished 39th, despite a fail in one of the tests. I did notice that a local East Anglian team from Anstey, Richard and Pat Egger in their Vauxhall Nova finished in 25th position.

I returned back to the cottage and after a quick shower and a change into dry clothing, we all met up again at the Glenforsa hotel for a well-earned evening meal, and a chat with some of the competitors from the Targa rally listening to the stories of their rally. By the time I returned to the cottage the rain had eased off, were we to see the end of this miserable weather?

Waking up early Sunday morning, I looked out the bedroom window. Despite it being dark, it had stopped raining and the wind had dropped! After a quick breakfast and making a packed lunch, I made my way back to Tobermory to meet up with Chris. He had been asked to be the Club Steward for the Rally Time Trial.

What is a Rally Time Trial? It is similar to a sprint but can be held on a gravel track in a forest using stage rally prepared cars and has a crew of driver and co-driver. Like in sprinting, the car can be double entered with driver and co-driver swapping places.

The SVAC team were to be on stand-by for the RTT finish control, just in case the original team of marshals were unable to get onto the island because of the bad weather. As they had arrived safely on to the island, we were no longer required! Graham, Neil and Chrissy decided to do some spectating and some sight-seeing or, more likely I suspect, investigate the vast whiskey selections on offer in the many hostelrys around the island, while I remained with Chris to watch the start of the RTT.

The entry for the RTT was very poor; despite the offer of late entries by the event organisers, there were only nine entries! The Clerk of the Course took the MSA and Club Stewards through the stage, returning to the start to send the cars off for their convoy run through the stage. Soon car one, a double driven Peugeot 205, arrived at the start and he was into the stage, followed by car two, an Opel Manta, two minutes later.

All the cars completed their first runs through the stage, including car one now car eleven, for the second driver to have his timed run, and after a quick check over, they were back for their second timed runs. Fastest on the first and second runs was John Rintoul and Yvonne Amour in their Subaru Impreza. The only retirement was car two, an Opel Manta, which had suffered a transmission failure while on their fourth timed run!

With four timed runs in the morning and, after lunch, three more runs were done, the results were declared. Fastest time of the day was John Rintoul on his last run of the day taking half a second from car three, a Mitsubishi Evo 8 driven by Tommy Graham and Mark Pickering. Everyone was to get an award of some sort due to the low entry!

Chris and I returned to find Heather had prepared a delicious roast pork dinner, a superb finish to a rather different weekend! I was to catch the early boat off the island Monday morning; I said my thanks for a lovely meal and my goodbyes to everyone, and made my way back to the cottage to pack the car ready for my return home via Derby to visit an old friend.

Let's hope that the Scottish parliament can pass the necessary laws to allow closed roads for motorsport in Scotland so that we can, once again, enjoy the best Rally in the World!

Loyd Gerken

Wales Rally GB – National Rally – Part Two

So, we left the start at 10.45 watched by Hiliary and Mark Goddard. For a change this year the North Wales stages were used, we had 5 stages totalling 35 miles and two were used twice and these ones were only short, Slate Mountain at 1.01 miles. The other stages were Clocaenog (4.77 miles), Brenig (18.10 miles) and Penmachno (10.53 miles) which should see us back at service park at Deeside around 16.45 barring and problems or delays.

As we arrived at the entrance of the forest there was a several cars from the opposite way, how they missed the entrance with a arrow who knows, just shows you not follow the person in front. So it was our time, 5, 4, 3, 2, 1 GO and we were off and we had a problem with a stuttering engine, it wouldn't rev over 5000 were most power is. After Richard had over come his frustration he tried to work out how to limit our losses, changing gear early and keeping the car moving. Even our speed I had time to look up from the pace notes and saw spectators encouraging us to go faster, with would be good. Surprisingly we got the end the stage without getting caught, but we lost around a minute. A quick check under the bonnet there was nothing obvious. Richard had an idea but needed 5 or 10 minutes, however given the timing we didn't have that amount of time and on the road section the engine sounded fine.

Arrived at Brenig there wasn't any time to investigate, so we had to hope. No luck the problem was there from the start, to add to our problems we had a puncture and we had still 9 miles to go (see the front cover). Richard found a safe place to stop to change the wheel. No F1 change or even the WRC wheel change in 2 minutes with the jack sinking etc. A marshal came down the track to check we were alright and made sure we had displayed our OK board, which we had. As we were nearly ready to go again the marshal's radio burst into life saying the stage had been stopped.

We discovered that car 252, Thomas Lloyd and Ian Jones, went off backwards and hit a tree on the driver's side (Thomas was seen in service the next day with his leg in plaster). We were in a small queue, but after a few minutes we were allowed to continue to the finish at non-competitive speed, giving us a stage time of 53 mins and 26 seconds and not much time to get to the next stage, first we had to re-fuel. Servicing isn't allowed on this event had despite of observers we saw plenty of people waiting for their crews. We arrived at Penmachno late which meant 2m50s of road penalties. The problem was still there and we had to let one car pass. Now we had just the two short stages near to Blaenau Ffestiniog and the road section back to Desside. There was a 20 minute delay before our run. The stage wasn't worth waiting for, so rough you couldn't get much over 30mph.

Richard had made contact with Steve Greenhill and Martyn Andrews who were driving up as Steve had only arrived back from holiday, get a set of plug leads. In service Steve and Martyn donned their overalls to keep the car and fix the engine problem. Meanwhile I completed a results query form hoping to have our penalties removed and having our stage time on Brenig improved to the stage been stopped. I set off to find the Competitor Relations Officer, which did with plenty of other crews. Hilary fed us in shifts through the evening as they tried to fix the engine problem. To add the problem Steve found a broken bracket which was meant to hold the oil pump on. A replacement bracket was made and fitted and the car was ready for a test on the road, so Richard went off and he waited. No, it was still there. An hour later at 23.00 Richard went out for another test, but no better. Steve and Martyn cleaned themselves up and set off to their digs, Richard and called the pub to advise them that they will be late and to make sure there will be someone where. In the evening we were visited by Mark Goddard and Tudor Davies.

Saturday was clear and bright. Richard was up and already up and working on the car changing the fuel pump just in case. Steve and Martyn arrived – it turned out when they got to the pubs there was no one around, but the door was open and despite ringing the phone number they had and trying other things they kipped in the bar in the end and left before having a breakfast!! They next to tour the car accessories shop around Chester trying to buy an ignition pack, the timing was close as shop open at 08.30 and our start time was 09.51. We set off for 49 miles of stages in mid Wales and hoping to meet up with Steve and Martyn which was needed as the problem was affecting the car on the road section. South of Wrexham we met up with them and they handed over the pack which turns out to be a Ford part given the engine is a Vauxhall? After another fuel stop we joined the queue for the first stage, Myherin.

Given the problems we had we didn't hold out much hope.



We set off and we had full power and no misfire, so we quickly got into a rhythm, Richard making sure we didn't lose anytime on the hairpins and me getting the pace notes out in time. The stage was 12 miles and we caught the car in front and he let us pass. Richard still doesn't know what caused the problem or why it resolved itself!! Due to the timing on events like these the car we passed had to start the next stages in front. The Driver come over and said he will look out for us and he did, so either of us lost any time. After Sweet Lamb Hafren we had made up around 17 places. The third stage, Dyfi, was going well and we passed the car that started the minute in front then 1.5 mile from the end something went bang, we got to the end without dropping any time. The finish crew was from Cambridge CC and Wickford AC. Richard thought it was the suspension, but a quick look said no, maybe a half shaft?

It got worse on the road section to the next stage Dyfi and we stopped at the bottom of the hill so Richard checked the half shafts and Richard concluded the diff had failed. With no phone signal we couldn't contact our service crew, so we decided to drive to the stage start to retire and hope they can contact Deeside to tell Steve and Martyn. Mark Goddard also noticed we had been shown as retired on the results. One the closing car took Steve's phone number and said he will make contact when he had a signal and he did. The marshals gave us a cuppa and a piece of cake, so refreshed I set off to see whether I could find a place with a phone signal and I did after 30 mins of walking. At first I texted Steve and got through to Steve and explained what happened. They turned up with the trailer on the back of my car at 19.00 about 3.5 hours since we retired. Once loaded I drove us back the service, around 2 hours across Wales. Then time for a meal and wash then bed. We cleared up on Sunday and left at 10.00.

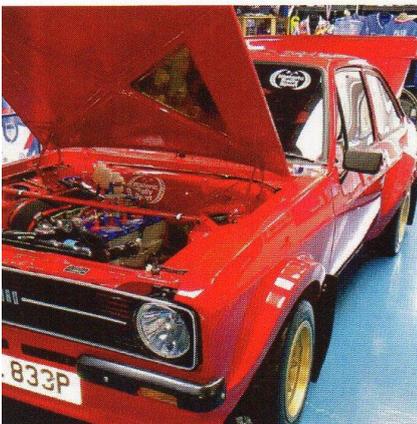
Better luck next time. Thanks to Steve, Martyn and Hilary.

Chris Deal.



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