



WAYFARER SEPTEMBER/OCTOBER 2017

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
September/October 2017

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

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

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

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Front cover: Richard Warne inspecting Loyd's Mexico at the Tewin car show (C.Deal)

Editorial

Did you miss the editorial in the last issue? I thought so, it got cut at the last minute due to lack of space. Unfortunately, rather than cut it was deleted!

I was writing about the loss of Woodbridge airfield and thanking Peter Nathan for working so hard to keep motorsport at the airfield. Most people involved with the organising of the stage rally thought long and hard whether we did our best, in truth probably not. However news has reached us that the track days have lost the use of the airfield as, well, so it seems the base doesn't want any motorsport. I guess they find some excuse so we don't complain to the powers at be.

The GBMC Christmas meal has been confirmed as being on Wednesday 13th December at the Old Manor in Potters Bar, full details are in this issue. Many thanks for David and Louise Hughes for checking the venue and making the arrangements. So, let Mel know our requirements.

We are also working on a different location for the Awards Dinner, hopefully at the end of February.

The committee has been discussing events for 2018. At the moment the only event we will be organising will be the North Weald Sprint and we have been able to get a summer date, Sunday 29th July (a list of Sprint dates in 2018 is elsewhere in the magazine). We will be focusing on Anglia MSC events and working with Harrow CC and Wickford AC, plus the Snetterton Stages and maybe another Stage Rally to replace Woodbridge.

There has been some discussion about how to get more people involved in motorsport, not just competing but also marshalling and organising. We already give club members discounts on our events, so maybe we should give a discount of the membership if a member marshals or is a member of an event organising team? I haven't discussed this with the committee – any views? We need to focus on getting new members before we lose any more members or we will go like other clubs and become the former GBMC.

That's all for now, I need to get ready for the Trackrod Stages and the Rally of Wales GB National events.

Chris Deal

PS – Due to shortage of colour toner I have left out the photos I have, next time.

Anglia Motor Sport Club Calendar

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

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

Herts County A&AC have also joined.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sun 1 st Oct 2017	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	SCCoN	2017 AutoSOLO Challenge
Sun 15 th Oct 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge
Sun 22 nd Oct 2017	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	WSMC	2017 AutoSOLO Challenge
Sun 5 th Nov 2017	Rally	Targa	Clubmans	AMSC	CMC	2017 Targa Challenge
Sun 5 th Nov 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge
Sun 12 th Nov 2017	Trial	Car Trial	Clubmans	AMSC	SCCoN	2017 / 2018 Trials Challenge
Sun 10 th Dec 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2017 / 2018 Trials Challenge

Comp Sec News

The Harrow Sprint went well, with fair weather and managed to clear up before it rained, just. There was 48 entries, but only 46 started. GBMC was represented by Rob Choules in his Citroen Saxo (finished 3rd in class A1), Frank Trueman in his Porsche 924 (finished 6th in class A5), John Start in his Mitsubishi EVO6 in class A6 (finished 4th overall), Glen Picket and Chris Jones sharing their Subaru Impreza in class B11 and finally there was Richard Warne in his Ford Escort set up for the forest. Richard had got Ian Rix and his son Arron to take part in their Mk1 Escort and Arron beat his Dad. Clare Rix spent all day with the Timekeeper as she is training to be a timekeeper. The day went well, without any incidents.

Club championship points have been updated, but I'm sure there are some other results to come.

On the same day as the Debden Targa Richard and I took part on the Woodpecker Stages, which is based at Ludlow with 137 starters. It's a round of the BTRDA championship. There were 6 stages totalling 44.47 miles with 120 road miles and two visits to the service area at the race course where the rally was based.

We left Richard's around 11.00 to join the Friday rush and made Ludlow race course around 15.30 and found our service area, next to Ashley Davies/Sam Fordham. Ashley and team had already scrutineered as they were to head off the house they were staying. We uploaded and went to the scrutineering via noise check without any issues. Next was signing where they didn't recognise GBMC as a member of the Welsh association of motor clubs (WAC), luckily I have another Club membership from another event – just sort WAC for Wales Rally GB. A check of the noticeboard and our start time was 09.51. Karl, who was servicing for us was driving up later after a days work, arrived around 23.30.

Saturday was bright and chilly. After breakfast and a spanner check we headed to the stage control by the grandstand. As we left Richard plugged in his road intercom it went dead – do we go into service or head to the stages? A quick check of the crash helmet (fortunately they has a different system), so went to the stages using hand signals in the car to direct Richard. Stages 1 and 2 was in Radnor Forest just across the border in Wales. Less than a half mile into the first stage there was a tight hairpin right and either didn't hear me or he didn't seen the arrows early enough, so we half spun and stalled. I guess we lost around 15 secs, which put us down to 93rd from our start number of 84. The stages were dusty and with hardly wind sometimes you were

driving through mist. The car behind was complaining. The rest of stage 1 and 2 went well and after stage 2 we were up to 85. Back in service we had 30 mins to check the car and try to fix the intercom, which couldn't – so hand signals all day.

After the out control we re-fuelled and off to the closest two stages, Wigmore and Haye Park. No problems were encountered and no problems with the notes, a lot better than they were there a couple years ago. There was a 20mins delay starting stage 4 which reduced our service time, but we didn't need it. In fact we had time to re-fuel before checking out.

The last pair of stages was 4.27 miles in Hopton Forest and 13.43 miles in Radnor Forest combining parts of stages 1 and 2. Trying to put the helmet and FHR on in the car I lost my glasses, which is a problem when you need glasses to see, Richard found them in time. The last stage flowed and a good end to a good event. Back at the race course in Ludlow we found ourselves in 67th overall and 8th in class (out of 20). Ashley and Sam won their class and 21st overall a great result. Ben Friend who sponsored our Woodbridge Stages won our class and 33rd overall. When was the long drive home.

Next we have the Trackrod Stages and the Wales Rally GB National, more in the next issue.

Hopefully we will have news of others competing. I hear that Andy Wishart car is nearly ready for this first outing; Martyn Andrews has a new car and Mark Goddard is looking for a competition car, probably a Ford Escort.

Competition Calendar

Date	Events	Club	Venue/Start	Format
30/09/17	Trackrod Stages	Trackrod MC	N Yorkshire	MV Stage Rally
30/09/17	Autumn Sprint	BARC Mids	Curborough	Sprint
01/10/17	Debden Sprint	Herts County	Debden	Sprint
08/10/17	Autumn Autotest	Boundless	Dunstable	Grass Autotest
22/10/17	End of Season	BARC Mids	Rockingham	Sprint
02-03/12/17	The Preston	CMC	Suffolk/Norfolk	Road Rally
09-10/12/17	Rockingham Stages	MCAC	Rockingham	SV Stages Rally

Show Calendar

Motorsport at the Palace will be back to the Spring Bank Holiday weekend in 2018.

SELECTED EVENTS IN 2017

5 Nov – London to Brighton, Veteran Car Run

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

TREASURE HUNT

DATE - Sunday 8th October 2017

START VENUE - The White Hart, St Albans Road (B556), South Mimms, Hertfordshire, EN6 3PJ (MR 166 /222012½)

START TIME - Assemble from 1.00pm for a 2.00 pm start

EVENT LENGTH - Approx 30 miles

FINISH - Tea at a Hertfordshire village (approx 4.30pm - 5.00pm)

MAP – OS map 166

FURTHER INFORMATION - Robert Taylor roberttaylor893@btinternet.com

Tel 020 8886 6428 or 07752 419143

OR Doug Williams - Tel 020 8888 4539 or 07734 510159

CHAMPIONSHIP POINTS - 2017

Trent Park Trophy

										Total
Rob Choules	290	230	350	251	275	350	149	230		2125
Malcolm Wise	275	149	251	149	149	149	251	149	290	1812
John Start	200	350	200	149	251	251				1401
Richard Warne	251	50	323	245	275					1144
Steve Greenhill	179	209	242							630
Chris Deal	50	323	245							618
Chris Jones	251	251								502
Mick Davies	200	251								451
Adi Andrei	251	119								370
Grant Shand	350									350
Niall Moroney	350									350
Anna Greenhill	305									305
Glenn Pickett	149	149								298
Paul Phillips	275									275
Martyn Andrews	209									209
Rob Cook	143	50								193
Martin Preston	149									149
Mark Blackmore	50									50
Matt Blackmore	50									50

Glover Trophy

1st Grant Shand (100), 2nd Paul Phillips (75), 3rd Adi Andrei, Chris Jones and Richard Warne (67), Steve Greenhill (64), John Start and Mick Davis (50), Glenn Pickett and Malcolm Wise (33), Rob Cook (5).

Chalk Trophy

1st Rob Choules (575), 2nd John Start (367), 3rd Richard Warne (142), Chris Jones (134), Mick Davis (117), Adi Andrei (90), Paul Phillips (75), Glenn Pickett (66), Malcolm Wise and Martin Preston (33), Frank Trueman (17).

Single Venue Rally – Driver

1st Grant Shand (100), 1st Niall Moroney (100), 3rd Richard Warne (96), 4th Mark Blackmore (5).

CHAMPIONSHIP POINTS - 2017

Single Venue Rally – Co-Driver

1st Steve Greenhill (107), 2nd Chris Deal (96), 3rd Anna Greenhill (85), Rob Cook (36),
Matt Blackmore (5).

Multi Venue Rally – Driver

1st Richard Warne (65)
2nd Martyn Andrews (53)

Multi Venue Rally – Co-Driver

1st Chris Deal (65)
2nd Steve Greenhill (53)

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

GREEN BELT MOTOR CLUB CHRISTMAS DINNER

Wednesday 13th December 2017. Time - 7:30 for 8:00 pm.



We have managed to make a provisional booking at this popular restaurant in Potters Bar that has a good reputation locally. We will have our own area allocated to GBMC on the ground floor. There is a good range of draught beer available from the bar and an extensive wine list.

Venue - The Old Manor, Wyllyotts Place, Darkes Lane, Potters Bar, Herts. EN6 2JD
We will be sharing the restaurant with other diners, it will not be exclusive to GBMC.

Price - Two courses £18.95. Three courses £23.95. Those prices do not include gratuities which will be for you to decide and pay on the day.

Menu and payment - please note that your menu choices and payment in full will be required by the end of October to secure your booking. Please forward these and/or any queries to our social secretary, Melanie Camp (contact details are inside the back cover).

There is limited parking in front of the restaurant. There is further parking below the Wyllyotts Theatre opposite the restaurant (entrance immediately before the theatre) and behind the theatre, pass up the front side and turn left behind the theatre. There is further parking on Darkes Lane in front of the shops just round the corner.



THE
OLD MANOR
CHRISTMAS MENU

TWO COURSES - £18.95 THREE COURSES - £23.95

All our food is cooked from fresh to create an outstanding festive meal.
Most of the dishes below can be adapted to be gluten free.

STARTERS

CREAMY TOMATO & BASIL SOUP
Served with herb croutons, rustic bread & butter.

DUCK LIVER & PORT PARFAIT
With caramelised onion chutney, salad garnish, toasted brown bread & butter.

GOATS CHEESE PEAR & WALNUT SALAD
Served with mixed leaf, vinaigrette dressing & balsamic glaze.

CREAMY DEVONSHIRE CRAB & SMOKED SALMON
Fresh crab & smoked salmon with avocado, capers, lemon and ciabatta.

MAINS

THE OLD MANOR CHRISTMAS TURKEY
Fresh free range turkey, pigs in blankets, stuffing balls, yorkshire pudding, golden brown potatoes roasted in garlic and rosemary, seasonal vegetables and a jug of rich homemade gravy.

GRILLED HAKE FILLET
Served with sauteed potatoes, cherry tomatoes and fennel garnish.
Topped with parsley & lemon oil.

SLOW COOKED FEATHER BLADE OF BEEF
Served with crushed new potatoes, braised shallots and tenderstem broccoli with a red wine & onion gravy.

PINE NUT & MUSHROOM STUFFED AUBERGINES
Filled with mushroom, spinach and soft cheese. Topped with pine nut and cranberry crumb. Served with sweet potato crisps and rocket garnish.

TOMATO & ROSEMARY LAMB SHANK
Slow cooked and served with minted mashed potato, seasonal vegetables and a rich jug of gravy.


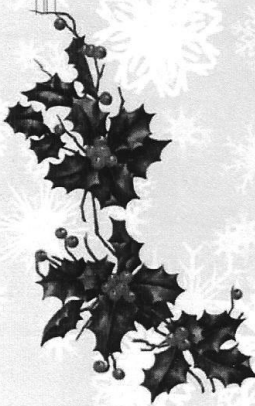
DESSERTS

CHRISTMAS PUDDING
Traditional Christmas pudding with brandy & vanilla custard.

WHITE CHOCOLATE PROFITEROLS
Cream filled profiterols with white chocolate sauce.

BLACK CHEERY & DARK CHOCOLATE CHEESECAKE
Served with chocolate ice cream.

POACHED PEAR
Served with spiced red wine sauce.



2017 Formula 1 World Championship

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

2017 World Rally Championship

19-22 Jan	Rally of Monte Carlo	S. Ogier/J. Ingrassia	Ford
09-12 Feb	Swedish Rally	J. Latvala/M. Anttila	Toyota
09-12 Mar	Rally of Mexico	K. Meeke/P. Nagle	Citreon
06-09 Apr	Rally of Corsica	T. Neuville/N. Gilsoul	Hyundia
27-30 Apr	Rally of Argentina	T. Neuville/N. Gilsoul	Hyundia
18-21 May	Rally de Portugal	S. Ogier/J. Ingrassia	Ford
08-11 Jun	Rally of Italy	O. Tanak/M. Jareoja	Ford
29Jun-2Jul	Rally of Poland	T. Neuville/N. Gilsoul	Hyundia
27-30 Jul	Rally of Finland	E. Lappi/J. Ferm	Toyota
17-20 Aug	Rally of Germany	O. Tanak/M. Jareoja	Ford
05-08 Oct	Rally of Spain		
26-29 Oct	Wales Rally GB		
16-19 Nov	Rally of Australia		

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 Spike (Freeview ch31, live), FreeSports (Freeview ch95) shows some Motorsport.

2017 BTCC CALENDAR

April 1-2	Brands Hatch (Indy) R1 T. Ingram, R2 G. Shedden, R3 A. Jordan
April 15-16	Donington Park R1 A. Moffat, R2 T. Ingram, R3 C. Turkington
May 6-7	Thruxton R1 M. Neal, R2 R. Collard, R3 C. Turkington
May 20-21	Oulton Park R1 A. Jordan, R2 A. Sutton, R3 G. Shedden
June 10-11	Croft R1 A. Sutton, R2 C. Turkington, R3 M. Jackson
July 29-30	Snetterton R1 A. Sutton, R2 A. Sutton, R3 G. Shedden
August 12-13	Knockhill R1 J. Plato, R2 A. Sutton, R3 T. Ingram
August 26-27	Rockingham R1 J. Cole, R2 A. Sutton, R3 A. Jordan
Sept 16-17	Silverstone R1 T. Ingram, R2 J. Goff, R3 M. Neal
Sept 30-Oct 1	Brands Hatch (Grand Prix)

2018 BTRDA Rally Series

17 th February	Cambrian Rally	North Wales
3 rd March	Malcolm Wilson Rally	Lake District
14 th April	Rallynuts Stages Rally	Mid Wales
12 th May	Plains Rally	West Wales
9 th June	Carlisle Stages	Kielder Forest West
14 th July	Nicky Grist Stages	Mid Wales
1 st September	Eventsigns Woodpecker Stages	Shropshire/Welsh Border
29 th September	Trackrod Forest Stages	North Yorkshire

Motorsport News Circuit Rally Championship 2017/18

4 th November	Neil Howard Stages	Oulton Park
19 th November	NHMC Cadwell Stages	Cadwell Park
3 rd December	Knockhill Rally	Knockhill
20 th January	Brands Hatch Stages	Brands Hatch
18 th February	Snetterton Stages	Snetterton
4 th March	Donington Rally	Donington
18 th March	Lee Holland Memorial Rally	Anglesey Circuit
8 th April	Border MC Cadwell Park	Cadwell Park

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MSA Asphalt Rally Championship 2018

10/11 March	Tour of Epynt
11/12 May	Manx National Rally
8/9 June	Rally van Wervik (Belgium)
21 July	Down Rally (Northern Ireland)
25/26 August	Mewla Rally
20/21 October	Cheviot Stages Rally

Selective 2018 event dates

17/18 March	Members Meeting	Goodwood
27/28 May	Motorsport at the Palace	Crystal Palace
16/17 June	Le Mans 24 Hours	Le Mans
20-22 July	Silverstone Classic	Silverstone

SCRUTINEERING BAY SEPTEMBER

We've had a few notifications in our Scrutineers Bulletins the past few months. We have noticed with quite a few "new-build" competition cars; the steering lock was still active. Because it's now prevalent in more modern cars, steering locks are electronically activated and therefore it's "hidden" in the car's ECU, and difficult to remove if the championship regulations state "standard ECU's" must be fitted! The MSA has now decided that, with immediate effect, steering locks do not need to be removed! Well done Technical Committee, welcome to the 21st century!!!

The next bulletin informs us of some non-FIA homologated Frontal Head Restraints (FHR), or more commonly called HANS devices. This one in question is made by Scroth and its called SHR Flex. Although it comes with the USA homologation label "SFI", it is NOT FIA homologated! It was brought into the country by a large motorsport retailer intending these devices to be used for track day purposes only, but some are appearing at MSA permit events. Sorry, they do not comply for MSA permit events where wearing of FHR's are mandatory. If you've recently purchase a new FHR/HANS device, check it has the FIA homologation label with hologram label attached to the device, the homologation numbers on the label should read FIA Standard 8858-2010 or 8858-2002.

Next, we are still seeing the wrong size identification stickers for the external triggers for the fire extinguisher and circuit breaker. K.3.2.2 clearly states that the fire extinguisher trigger switch or pull-cord identification sticker is a red E in a 10cm diameter white circle with a red edge, and for the external circuit breaker pull-cord, K.8.5 states a red spark in a blue triangle with a white edge, the base of the triangle being at least 12cm, and pointing at the pull-cord. The smaller stickers seen on some cars are intended for the triggers inside the car!

I recently saw some photographs of a set of seat harness belts that had failed shockingly while being tested in Belgium! The metal hooks that attach the harness straps to the chassis had torn out of their mounts! It turns out the belts were very good fake copies of a genuine FIA homologated seat harness made by Sabelt. The harness had been purchased "on-line"! When replacing your old out-of-date harnesses, please purchase them from a reputable retailer, if you see cheap ones "on-line", there's more often a reason why they're cheap!

Remember, when installing your new set of harness belts, the FIA hologram label goes on the left shoulder to comply with the belts homologation. It's surprising the number we still see wrongly mounted...even cars from top professional teams!

I was astounded when a competitor presented his crash helmet to one of my team; the chin strap was so worn there were only a few strands of webbing left! Needless to say I removed the blue MSA helmet sticker and impounded the crash helmet for the duration of the race meeting! And this was from a professional race driver! His boots, FHR, overalls and gloves were very closely scrutinised carefully too!

The usual team of "old" SVAC members will be off on our travels to Scotland for the Mull Rally, although it's sadly been cancelled this year due to the on-going inquiry of the fatalities that occurred on the Jim Clark and Snowman rallies in Scotland a few years ago, and a sharp increase of insurance premiums for this year's Mull Rally. Instead the Mull CC will run a Targa Rally on the island Friday; some of the SVAC team have experience of marshalling on Targa Rallies, and a Stage Rally Sprint on Saturday. Hopefully the Mull Rally will return next year.

Along with Richard Warne and my good friend Dave Snow, we displayed our cars on the GBMC stand at the Tewin Classic Car Show. Richard, assisted by Chris Deal, was showing his stage rally prepared Escort, I had my RS Mexico, and Dave was showing his Audi R8 supercar having travelled down early morning from his new home in Derbyshire! Apart from the confusion regarding parking on the display field, there was a good show of classic cars, from vintage to modern classics. One unusual car on display was a Mercedes GT1 race car converted for road use, but I'm not sure of the brown paint! The cars on the Green Belt MC stand drew many admiring visitors, and some past and present GBMC club members came over to say hello. The weather was very hot and sunny, and the ice cream van was kept very busy! I can't say I enjoyed the cheese burger though! We later learnt at least 450 cars were on display, some late arrivals had to be put onto the over-flow show field.

I also had my RS Mexico on display the following weekend at Knebworth House. Dave and his brother Steve also came down from his home in Derby to show the R8; Dave's sister's family also joined us for the show. Unusually for a Bank Holiday Monday, and despite the weather was again very hot and sunny, there were only about 750 cars on the display field. With plenty of sun cream applied and bottles of water to drink, we toured around the show field and the many stalls selling car cleaning bits, toys and

books, auto-jumble, and plenty of craft stalls too. I'm glad I had pre-booked my display entry ticket as it was very expensive to enter the Knebworth grounds for the car show! I resent paying a high entrance fee, unless it's for charity of course, for showing my car as my car, along with others, is the Car Show!

Sadly the St Marys School, Bishops Stortford, car show has been cancelled for the next two years due to building work on the fields used for the car show. I missed out on the Buntingford High Street car show this year due to being at Silverstone, likewise the other car shows Dave and I usually attend, I was busy away at race meetings. But I did go to a car show when I visited Dave at his new home, at a local Derby Rotary Club car show. It was on a couple of fields close to the local church, was well attended with plenty of cars not seen "down-south", but Dave's R8 drew large crowds of admiring people, especially children remember seeing the car in the Ironman film, and some women thinking of the book and film, 50 Shades of Grey!

If you have any scrutineering questions, please contact me, details in the Blue Book.

Loyd Gerken MSA National Scrutineer

CHIEF MARSHALS MUTTERINGS

I thought that this time I would mention the events I have been to in the last few weeks, and then a brief overview of what marshalling may involve.

August started with a visit to Fullbeck, just off the A1 in Lincolnshire for the Phoenix Stages. This is an old disused airfield which is becoming increasingly broken up, as many are now, but always seems to attract a good entry with around 65. I was performing my usual radio marshalling duties as the sole representative from GBMC.

A couple of weeks later it was up to Donington for the Dukeries Stages and more radio duties. These circuit based stage rallies have increased in popularity over the last few years and some 80 crews started this time and there was one other GBMC member with Rob Cook co-driving for Aaron Rix in his class winning Ford Ka.

The following weekend was the Wethersfield Stages which is, I guess, the nearest to what could be described as our 'local' event. A disappointing entry of only 41 cars attended, I don't know the reason; whether this is due to it being on a Bank Holiday Monday, in the height of the holiday season, the location or whatever but it is worrying when what is a pretty good venue only attracts that sort of number. I didn't see any 'GBMC' names appear on the entry list but the event was won comprehensively by our member Gerry Moroney's son Niall in their Subaru Impreza. We were truly inundated with GBMC marshals this time with myself and Peter Thorn being there along with our fellow 'old Stort Valley-ist' Preston Ayres, and Richard Warne also coming along to show support.

A week later and it was away from Stage Rallies and down to the more local clubman and entry level events with Debden Targa where I was officiating as Chief Marshal. This unenviable task never gets any easier, trying to coax people out to assist with these events and as usual we were woefully short of numbers with cajoling by myself and the other Anglian Motor Sport Clubs managing to scrape together a minimum group of 'willing' volunteers to run the event. Other than me, GBMC provided two others, Ed Davies and Mel Camp, to whom I am eternally grateful. Initially GBMC was supposed to co-promote this event with Wickford AC, but these clubs now seem unable to muster an organising team and enough help between them so it was promoted by the Anglian Motor Sport Group which brought in the much needed officials and marshals from West Suffolk, Eastern Counties MC, SCCoN and the other clubs that form the group. As an entry-level event this type of competition is reasonably popular with about 45 crews out this time, although it has so far failed to get GBMC members into this number.

Bringing us up to date was the Sprint at North Weald, organised by Harrow Car Club with Green Belt's assistance. I guess it is becoming a bit like a broken record to say that again there is a shortage of assistance, but then that's because it really is! This time I collected and took the GBMC trailer and equipment and helped setting out the venue and various other tasks while Chris Deal did the results and assisted with 'secretarial duties'. We had a GBMC marshal with Peter Thorn; Loyd Gerken was also there in the capacity of Scrutineer and Gerry Thurlow acting as a Club Steward. Out of the 48 entries, 6 were from GBMC and the best GBMC award and 4th overall being taken by John Start in his Mitsubishi.

So, coming up in the next few weeks (or already happened, dependant on when this appears) is the Chelmsford MC multi-venue Targa in the Thetford area on September 24th, which at the time of writing has in excess of a hundred entries, a SCCoN Autosolo/Autotest on the Stanta MoD site near Thetford on October 1st and another Stage Rally at Fullbeck on October 8th.

I thought I'd take a moment to give an insight into what marshalling is about:

As is obvious all motor sport competitive events, which are run under the control and rules of the MSA (Motor Sports Association), require an organising team of senior officials and a band of marshals to do a number of essential duties to make the event run both on an organisational and safety front. The different types of events have different needs and requirements and the MSA provide a registration system for

marshals and officials to ensure competency. It is advantageous for marshals to be registered with the MSA, this being a simple, no-cost process, although it is not a requirement for every discipline that all marshals are registered, particularly at the lower levels of competitive events. Once registered as a marshal you can upgrade to more senior levels of marshalling and to official roles by increased experience and by attending the (free) MSA regional training courses.

So to some basics for marshals: Once you have identified an event to go to you need to contact the organisers, normally the Chief Marshal, and volunteer your services, For most events these days the details can be found via the internet or on the website of the organising club or association and details of who to contact will be on that website or in the published event regulations. It can mean an early start as you will normally need to arrive at the venue somewhere between about 7 and 8 am in order to sign on, be allocated your duty and get in position. This does of course vary from event to event and you will be given beforehand the details of when and where to sign on.

Duties will vary depending on the type and level of the event but I'll try to give some idea of what is involved. The prime responsibility for any marshal is to look after their own safety and that of the others around them, then the safety of the competitors which may include going to incidents such as breakdowns or accidents to make sure the crew are OK. Depending on the assigned duty there will be jobs such as replacing the course furniture (cones, arrows etc.) if moved by competitors, observing the adherence of rules or taking the correct route, timing and many more. Circuit racing can be considered a bit differently from other event types as it has a more strictly controlled supervision and training regime although, like the other disciplines, it follows the same process of registering, gaining experience, attending training and upgrading.

Considering events such as Autotests, Autosolos and Targa Rallies, these have not too dissimilar needs and it is not a requirement for the marshals to be registered, so anyone can help out. Marshalling duties will include observers situated throughout the test for monitoring that the correct course is followed and noting penalties for striking the course markers or taking a wrong course and replacing any disturbed course markers. Then there will be the need for timing marshals at the start and finish of each test, which is normally timed with hand-held stop watches, who will start the crew on their correct time or time their finish, fill in the competitors' time card and keep a check sheet.

Sprints at a club level also do not stipulate that marshals must be registered and here the marshal will be responsible for reporting any incidents, striking of course markers or wrong routes taken. In addition they will have a red flag to warn competitors that they need to stop due to an incident ahead by a previous competitor. Sprinting does not allow overtaking so if a car stops on the track, then any following cars have their run aborted, hence the red flag, although it is one car at a time against the clock and depending on the length of the course the following cars may be started before the previous one arrives at the finish. Timing here is done by automatic apparatus and an MSA licensed timekeeper so the marshals do not have timing responsibility but some may be required to line up and initiate the starting of the cars.

Sporting car trials are events where no timing is involved. They are normally held on sloping grassland where a course of markers is laid out and the aim is to get as far as possible up the course without striking a marker or coming to a complete standstill through loss of traction or whatever. Points are deducted with 0 if they reach the top up to 10 if they don't clear the first marker. This is the type of event where you may have seen the special type of open car with the passenger 'bouncing' to keep the car moving, however at a club level these are rare and the majority of competitors use their standard family car driven to the event. Marshals will observe the competitors and mark their cards with the penalty relating to how far they get.

Next I come to Special Stage Rallies, which is where I will mostly be found these days. This offers a variety of tasks for marshals and although non-registered marshals are allowed, they must be accompanied by an experienced marshal so the Chief Marshal has to 'buddy' them together. The preference is that marshals should register and there is then an upgrade process based on attending training courses and gaining experience that allows progress from Trainee through to Experienced Marshal and on to Specialist and Senior roles. Stage rallies come in various forms with the popular Single Venue Stages through Multi-Venue and forest events at Clubman, National and International level and the role of the marshal is effectively the same at all levels.

As I mentioned, there are many roles that are required in addition to the safety aspects that are the responsibility of all: Course marshals will be located throughout the stages to monitor the safe progress of cars and ensure the stage furniture, arrows etc., are kept in place. There are Sector marshals, who will be more experienced and will oversee a number of the course marshalling points. Radio marshals are positioned throughout and they will be in communication with Rally HQ and monitor progress and keep check sheets of passing cars so that, should any go missing, their location can

be quickly identified and will also notify HQ of any known incidents of car breakdowns etc. Timing marshals will be at the start and finish to operate the, normally automatic, timing equipment and fill in the competitors' time cards. Some events may require additional tasks such as Spectator Control, Passage Control, Service Area Control and assorted other demands that fall upon the marshalling force.

I hope that gives an basic idea of the sort of thing that the 'orange brigade' do out on events, they are not there to spectate although they are close to the action and on many events it is the only way to get in and see anything, but they are an essential force without which it would not be possible to run any event.

Hopefully I may see you out somewhere soon.

John

BTCC versus DTM. British v German touring cars – Chris Payne

Over the course of two months Robert Taylor and myself visited rounds of Europe's two premier touring car championships at very different circuits and for me this presents an opportunity to compare two series which in the past have been similar but have now diverged considerably

I need first to apologize to Mister Taylor as previously I'd written that he has never visited either Cadwell or Oulton Park circuit, he assures me that he has indeed visited both. He just can't remember when or why...

HISTORY - To find out where we are we need to know how we got here, so a quick look at the background of both.

The BTCC was called the British Saloon Car Championship until getting the "Touring" title in 1987. First champion was Jack Sears in 1958 in an Austin Westminster but only after a shoot out with Tommy Sopwith in Riley 1.5s. The wildest cars probably raced between 1970 and 1973 in group 2, my favourite was always Frank Gardner's SCA Freight Camaro. 1974 - 1983 saw the packed grids of the cheaper group 1 cars which were in turn replaced by group A. These years saw a decline in the championship until the arrival of possibly the greatest touring car ever, the Sierra Cosworth, to a lesser extent too, the BMW M3 e30 revitalised the championship.

In 1992 the team owners founded TOCA to promote the championship with their own support series as a stand alone series rather than appearing at other meetings such as the Grand Prix. The key to this championship throughout those years was that it was multi class, drivers didn't have to win outright to win the championship, just dominate their class and very often race winners never won overall titles. Bill McGovern won a hat trick with his Bevan Imp, Chris Hodgetts two with his Toyota Corolla and John Cleland took the 1989 title in a works Astra against minimal opposition, none of them winning outright, just as Frank Sytner didn't for BMW when he won it in 1988.

So in 1990 the championship went to two classes and since 1991 has been for two litre cars. The nineties saw a huge rise of interest amongst manufacturers. Now because of cost the cars are built to NGTC, Next generation touring car specification, with two litre turbo engines based on production models. However, though the cars may have the same motors under the bonnet they actually sound different as well as looking like the cars they are supposed to be.

Due to being German, the history of their championship is rather more complicated and here I am indebted to Frank De Jongs brilliant website "History of Touring Car Racing 1952-1993". The German Touring Car Championship doesn't start until 1984, as a group A championship as in Britain and Europe. Indeed the 1988 champion was Klaus Ludwig in an Eggenberger Sierra, a car that we were lucky to see in British rounds that year.

But there had been a touring car championship before then, the DRM, simply the German Racing Championship. Between 1972-1977 this was for the great group 2 cars, Cologne Capris and the "batmobile" BMW CSIs, plus Porsche 911s from the European GT championship, with a two litre division. In 1977 group 5 cars were admitted, mainly hoards of Porsche 935s and maybe the wildest "touring cars" ever, the Zakspeed Capri turbos. Quickly this became a sports prototype championship and the DTM was launched in 1984.

In the 1990s things get complicated. In 1993 the DTM went for a high tech class 1 format which in 1995 became the International Touring Car Championship which was briefly spectacular but when Opel and Alfa left after 1996 the series was canned.

The DTM returned in 2000, now called the Deutsche Tourenwagen Masters, run by Mercedes, Opel and Audi, running a silhouette racing car series, which is where we are today except that BMW has replaced Opel.

This season there are 18 cars in the German championship; six Mercedes c63, six BMW M4 and six Audi R5. These are rear drive 4 litre V8 engined cars which on reading the regs share most components, and are all factory entries, the result is that the cars not only look the same they SOUND the same.

Not so the British cars, there are 32 in the championship from; Vauxhall, Honda, BMW, Subaru(though they look like Volvos!), Mercedes, MG, Ford, VW, Chevrolet, Audi and Toyota, obviously they're not all competitive but they look like the road cars from which they're derived and they sound different to each other!

Due to the excellent ITV4 coverage many of the drivers are well known; Jason Plato, Matt Neal, Tom Chilton, Gordon Shedden, Colin Turkington. The supporting Renault Clio series is a feeder through which young guns like Senna, Proctor and Ashley Sutton can progress.

By contrast to the likes of Neal and Plato, the DTM is very much a young man's game;

top drivers include; Mike Rockenfeller for Audi, Brits Gary Paffett, Paul Di Resta and Tom Blomquist (that is not a mistake!!) The best known name in the programme is former F1 pilot Timo Glock.

Driving standards have often been criticised in the British championship and there was a lot of contact at Knockhill as there usually is at Croft too. All I will say is that these are two very narrow twisty circuits on which 32 evenly matched cars are battling for points right down the field and we were thoroughly entertained all weekend. By contrast the DTM was somewhat processional though we did witness a huge accident between Paffett and Rockenfeller. The circuit contributed to this as the Norisring is a street circuit with the tightest hairpin EVER at the bottom of the start/finish straight , followed by a LETHAL concrete wall, all weekend we watched cars hit this and the DTM crash had been waiting to happen all weekend.

We saw two DTM races, Saturday and Sunday, of just under an hour each including a pit stop. We also got qualifying for each and a free practice, what was brilliant was having the car's position displayed on the rear side window. What was BAD was the final race starting at 1830 on the Sunday, I promise you, by mid afternoon we'd both had enough of the uncomfortable Steintribune.

We got three 24 lap, so just over 20 minute, races at Knockhill plus two free practices and qualifying. There's a nice lottery element in that there's a draw for pole in the final race which led to a really good race, coincidentally after another huge accident at a hairpin bend.

Value? Norisring cost us 59 euros each for the two days which included the Steintribune stand(though after two days in it I wish I'd sat ANYWHERE else) but you do get an excellent FREE pocket race guide. Knockhill cost us 20 quid each as I'm disabled and Robert elderly plus a fiver for the excellent race programme. We didn't have stand seats but knockhill has LOADS of FREE seating. The DTM is supported by the European F3 championship, Porsches, Audi TTs and at Norisring, some classic touring cars of the eighties and nineties whereas with the BTCC you get Porsches, inevitably, F4, two lots of Ginettas and, usually, Clios.

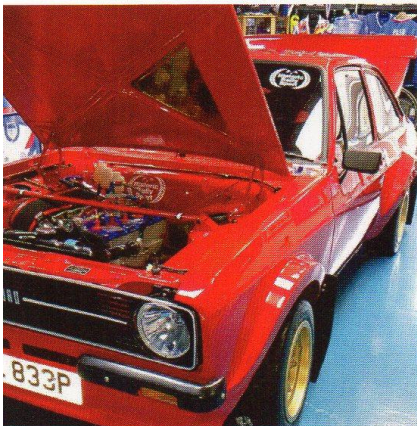
The calendar is interesting, the BTCC has never gone abroad, just now it visits; Brands, Donington, Thruxton,Oulton, Croft, Knockhill, Rockingham and Silverstone, nine circuits. It strikes me that if you seriously follow the DTM and want to see all the rounds you would have to spend some serious wedge, though you'd see some fantastic places; Hockenheim, Lausitzring, Budapest, Norisring, Moscow, Zandvoort, Nurburgring and Spielberg, yes. Germany lacks permanent circuits but there are still shades of the International series here.

For me the British championship is better value. More, varied, cars, better circuits, better racing and a better undercard. There are things we could learn from the Germans and I did enjoy the Norisring- but never again!



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