



WAYFARER SEPTEMBER 2021

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

September 2021

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Editor: Chris Deal

Compiler: Chris Deal

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Front cover: Tony Beesley on his way to winning the FTD at the TAMS Packaging North Weald Summer Sprint (photo by Nick Cook)

Editorial/Club Sec News

It's been a busy summer for me with normal life and a couple GBMC events; the TAMS packaging Summer North Weald Sprint; the two day Autocross at Anthony Ashwell's farm at Perry Green plus a couple stage rallies with Richard leaving no time to publish a club magazine until now (plus the fuel problems and the weather has kept me at home and indoors).

There's no doubt the Club means more members – not in quantity but those prepared to help to run the Club and its events. John Davie has written down in his article this month of who is needed for an event. The same is needed for the club to either take over some roles or as a deputy to learn the role, whilst we have people to learn from as most of the committee are the wrong side of 60. We don't want GBMC to go the way that others have or are going to, just a name.

Planning for next years has already started by booking event dates and getting them in the championship calendars, which essential if you want to get a good number of entries. We have provisional date from North Weald, due to the market planning application, Sunday 24th July and Sunday 11th September 2022 and for the Autocross on 20th/21st August 2022.

As things return to 'normal' after the Covid restrictions clubs are finding it harder to put on events due to lack of organisers/marshals and entries. Even the Anglia Motor Sport Club (AMSC) clubs are finding it difficult and that's before the fuel panic etc.

I attended a social gathering of old work colleagues this week and it was good to meet up face to face. The organisers persuaded the pub to open on their normal 'closed' day so the venue was nearly empty, which helped for the socially distancing. The organisers also asked everyone to take a test whether they had been double jabbed (a few had received their booster jab). Apart from having to wear face mask on trains and the empty streets of London it felt 'normal'. The Club's committee considers every time it meets (by zoom) when it will be the right time to hold a social gathering – we nearly held the BBQ and Concours, but the restrictions went on longer. If you feel it is the right time let us know.

A couple things I noticed – Highways England have changed their name for National Highways, but they only cover England! If you are going abroad with your car you will need a new set of number plates, as you will need to display UK sticker rather than a GB and not the EU stars as well.

Chris Deal

Rallying returns to the forests – Chris Deal

Like with most things as we recover from Covid each nation has adopted a different approach to rallying, mainly because there are many landowners (forestry commissions, MOD and private owners). In England the forestry commission (Forestry England) won't be allowing motorsport on their land until after this September – the Trackrod rally has got around this with their rally on 24th/25th September being a 'test' event. As the results of this test won't be known other events, like the Wydean Rally organiser have cancelled their event or postponed to 2022. Scotland (Scottish Forestry) and Wales (Natural Resources Wales) have re-opened their forests after the travel restrictions allowed. This meant there was been high demand for entries, meaning if you didn't apply for your entry and paid within 15 minutes of the entries opening you didn't get a run. However, organisers now are taking a different tack by running a ballot system a week latter after the entries open. This does mean no pressure and means to organisers get a complete entry form etc and less changes.

We entered the Nicky Grist Stages and the Woodpecker Stages along with fellow Green Belt crews Martyn Andrews/Steve Greenhill, Ashley Davies/Sam Fordham, Aaron Rix and Phil Clarke. The Nicky Grist Stages ended at halfway service for us with a leaky diff and with no service crew Richard decided not to risk it. Ashley and Sam finished 18th overall with Martyn and Steve 17 secs behind then in 19th overall. Aaron finished 62nd and Phil in 64th overall. Most multi-venue stage rallies are now using trackers to monitor cars through the stages and the road sections, the cost is less than £20 per event. It does mean service crew and supporters can also follow your progress.

The same crews entered the Woodpecker Stages, but Phil didn't make the start. Normally the event is based at Ludlow racecourse, but the organisers used a farm close to Radnor forest where all the stages were, in fact you could see the dust on the hill above. The loop through the stages and the road sections took around 2 hours meaning there was plenty of time in service. With reverse seeding meant we were in the first 30 cars on the road/stage with Aaron a couple cars ahead, who got caught out on the last bend on the second stage and lost a few minutes and was still there as we went pass, in fact Martyn and Ashley had moments there as well. Our issue was that I wrote down a stage finish time, which meant we got a minute penalty on the next road section – it didn't effect our class position, but we did drop us to 69th overall rather than 64th. Ashley/Sam finished 25th and Martyn/Steve were 29th.

To end the year Richard and I have entered the Roger Albert Clark Rally 2021. Again we had be patient, Richard submitted the entry within 15 minutes back at the end of April and we were 17th reserve after they had taken 150 entries! Nearly 5 months later we received we heard the news that we had a confirmed entry. The rally is run over 5 days, starting in Carlisle and including stages in Keilder, south west Scotland and after a transit to Welshpool on Sunday for another two days in Wales, ending at Carmarthen showground. In total there's 31 stages of 328.30 miles, roughly more than 7 rallies and over 100 miles of stages on the Saturday.

CHIEF MARSHALS MUTTERINGS

I guess things are returning to some sort of normality now, it certainly seems that way as there are events to attend on most weekends. It has also brought additional difficulties as clubs are trying to fit in to the last half of this year many of the events that have been postponed over the previous 18 months. This has led to an excess of events now with often 2, 3 or 4 events all happening on the same weekend. While this may have been encouraging at the beginning of the revitalisation when there were many competitors and marshals all clamouring to get out and do any kind of motorsport leading to events being oversubscribed, that initial novelty seems to have worn off and many of the more recent events have been struggling to get the competitor entries and also finding it really difficult to get enough marshals. Even some of the larger national events have been finding it hard to recruit the marshals, judging by the requests I have received in the days leading up to several of these events. I think that in some areas there have been just too many events for the available marshalling pool, hopefully soon the scheduling will return to normal levels.

In 'our' region there is now the return of the usual events that would be running at this time of the year. There hasn't really been a surfeit because of the difficulties with available venues. Whilst Debden Barracks is open to us, there are only limited dates available that motorsport can use there. The other major MoD site at Wethersfield is still unavailable for motorsport use and it is looking increasingly unlikely that they will allow us back in this year.

Following the restart, Green Belt has been involved in the organisation of three events since the end of July. The first being our Sprint at North Weald which attracted a virtually full entry. Unfortunately, the weather was not in our favour when the heavens opened mid-afternoon and we had to abandon the final runs due to the whole site being flooded. There were several inches of water covering the course which would have made it unsafe to continue, and we all got thoroughly soaked paddling around to clear up at the end – it was like working inside a car wash!

August saw the Green Belt two-day Autocross and again the weather didn't help us. We did, however, manage to run the full schedule. At lunchtime on Saturday it rained heavily for a short period of time which made the course somewhat difficult. The first run after lunch was extremely slippery making it very slow for the cars to get round but we persevered because we knew that we needed the cars circulating in order to cut through the surface to improve the conditions. This proved to be the right call as it did improve the track with the following run being at full speed again.

Overnight on Saturday was something else, there was thunder, lightning and torrential rain and although this had stopped before we got there early on Sunday morning, the course was waterlogged. Some parts were difficult to traverse, even in a four-wheel drive vehicle, and would be impossible for two-wheel drives. We delayed the start while some adjustments were made to the course to circumvent the worst affected areas and with it now being reasonably warm with a breeze we decided that we really needed to get cars circulating again to cut through the surface and improve the conditions, as had happened the previous day.

The first run was going to be a lottery for the times, and it proved to be the case with cars taking 2, 3 and even 4 times longer than before to complete the heats. However, it had to happen if things were going to get any better and we did start about 30 minutes later than scheduled. After that first run it certainly did improve throughout the day and the course was a firm surface by the end when the fastest times of the day occurred. Most competitors understood that we had no control over the weather and bought into what we did and were complimentary about the event at the end.

The third event we were involved in was the Harrow Car Club Sprint at North Weald, where we help them with providing the equipment and assisting them with the setup and running on the day. This, surprisingly, had a lower than expected entry, but with no weather difficulties this time ran well throughout the day.

The clubs within the Anglian Motorsport Club have also re-started running the Autosolos and 12 car rallies and there are more to come before the year's end along with some Targas and Trials. Also, some Stage Rallies have taken place relatively locally at places like Fullbeck and Goodwood and there are some more scheduled, but continuing venue issues make it uncertain as to what will actually be able to take place.

The issues surrounding getting volunteer marshals has been with us for years, with the age of those who do get involved increasing. Getting younger people in any numbers to become involved has been a perennial problem which nobody seems have resolved – it is not just a Green Belt issue but every club reports the same problem.

It is not just with marshals, but also the same applies with organisers. There will be a time when the aging organisers are unable to continue with the effort required and, again, there are not the younger people coming through to take over.

At Green Belt, we tend to organise an event with a small number of people, maybe only two, who between them do whatever is necessary to organise and run an event. We could really do with some more people getting involved in the organisation as none of us are getting any younger. I'll give an idea of some of the tasks that have to be performed, although these can be grouped into official roles we do currently tend to cross those boundaries due to there being so few involved. It would be nice to reduce the workload on an individual and also get assistants to help and maybe even split up the workloads.

The main accountability for the event is the ***Clerk of the Course*** although that is a licensed role following a training and testing process by Motorsport UK. In practice the Clerk is responsible for the competitive element on the day and may, or may not, have any great involvement in all the organisational aspects beforehand. On larger events they should lead the organising team, but on the smaller events they may be involved in the pre-event organisation and even take on other duties or may just be provided with all the information to agree and turn up on the day.

In practice the person who does the majority of the pre-event work is the ***Secretary of the Meeting***. The function of this role is to pull everything together, ensure everyone does what is required and includes tasks such as:

- Liaising with Motorsport UK for permits, insurance etc.
- Booking all the officials as needed, eg. Rescue, Recovery, Timekeeper.
- Booking the venue and facilities, eg. Food van, toilets.
- Creating Event documents eg, Regulations, timecards, competitor instructions etc.
- Collecting all the information to be provided to Motorsport UK after the event.
- Ensuring everything is in place for the event to actually run

The ***Financial Officer*** function is most often also performed by the Secretary and would include

- Preparing the event budget.
- Verifying and paying all the bills
- Producing the accounts for the event.

The **Entries Secretary** is another role often also done by the Secretary of the Meeting. As you can see the Secretary can become a very busy role and it would be ideal to be able to separate these functions. The responsibilities here include:

- Notifying Clubs and Individuals the event is open for entries to be submitted
- Accepting and acknowledging entries and payments
- Produce entry lists.
- Getting the competitors to provide all the required information.
- Keeping competitors informed on the lead up to the event.
- Sending out competitor's final instructions.
- Signing on the competitors.
- Sending out results after the event.

Results is yet another role often done by the Secretary on smaller events:

- Setup the system for results.
- Produce the results during and at the end of the event.
- Provide results for distribution.

The **Chief Marshal**:

- Recruit Marshals for the event from other clubs and personal contacts.
- Organise marshals for specific roles eg. Start, finish, radio, observers etc. dependant on event.
- Recruit and organise Setup crews.
- Brief marshals and create and provide marshals documentation.
- Send out marshal's final instructions.
- Sign on marshals.
- Arrange marshals 'goodies',
- Ensure marshals are in place and know what to do.
- Send out marshals thanks, results etc. after event.

Equipment Officer is another role often done by or in conjunction with other roles such as Chief Marshal or Clerk of the Course.

- Create equipment list.
- Organise, procure all necessary equipment.
- Provide equipment for and organise setup.
- Breakdown and collect all equipment at the end of the event.

This is certainly not a complete and comprehensive list of everything that needs to be done, nor necessarily all the official roles as both personnel and duties will vary dependant on both the type and level of event but should give an inkling to the sorts of things that have to be put in place before any event can take place.

If anyone is interested in getting involved, then please get in touch with any of the committee. We are always looking for additional assistance with any of these duties. The way in would be to first assist those performing a role to find out what is involved before taking on additional responsibilities and eventually maybe taking on those roles themself.

John

"An Enjoyable Weekend" – by Chris Payne

Last week I escaped the Covid hotspot that is my home town of Middlesbrough to finally tick Brooklands Museum off my, very real, bucket list. That weekend also saw the GBMC event at North Weald, which I also took in.

If you don't know, Brooklands is or was, the worlds' first purpose-built motor racing circuit, putting that into context, the first motor car ran in 1886, there had already been motor racing but appallingly dangerous races on public roads but Brooklands was the first and its banking provided the template for Indianapolis.

As it was the first the only model which existed on how to run it was that of motor racing and so we have stewards, a clerk of the course, a paddock and at Brooklands, a clubhouse that would not be out of place at Ascot and drivers wearing silks in their racing colours. Famously races had the slogan, 'the right crowd and no crowding', definitely not racing for the masses.

Brooklands was also an aerodrome and became the centre of the early British aviation industry, bearing in mind that the first powered flight had only happened in 1903, it became the home of the Vickers company who built the first aircraft to cross the Atlantic, and Sopwith, who built the Great War fighter the Camel and then became Hawker who built another great fighter, the Hurricane. If you have ever seen ' Those Magnificent Men in Their Flying Machines', you will know that Brooklands features at the beginning.

The circuit closed at the outbreak of World War Two and eventually opened as a museum in the 1991 and is now a transport museum containing racing cars, aircraft, buses and cycles, both motor and pedal. You might also have caught some of the excellent UKTV series set there.

I have visited motor museums at Beaulieu, Donnington Park, Coventry, but never Byfleet, which is Brooklands is situated, I had tried several times without success but boarding the 1406 LNER Azuma train I was pretty sure I was going to be able to tick it off my list, finally.

I was equally looking forward to the TAMS Packaging Sprint at North Weald and hoped to be in some way involved, I can't remember the last GBMC event I was involved in so I was looking forward to catching up with GBMC members who I hadn't seen for many years.

Robert Taylor had been good enough to put me up for two nights and had arranged two evenings out while I was there.

One attraction of the Sprint was its varied entry list which ranged from some modern road cars through rally cars; Escorts, Evos and 205s, obviously I was particularly looking forward to seeing the Car Spares Escort. There were oddities that I was looking forward to seeing, though I knew that there would be no shows; a Triumph TR8, a Davrian, a Morgan, a couple of Minis and a Hillman Avenger. In a sense the event was similar to the single venue rallies I enjoy at Croft where the Jack Frost and Christmas Stages attract everything from WRC cars, Metro 6R4s, through Escorts down to the what often looks like the wife's shopping car.

I have banged on about this before and I make no excuse for doing so AGAIN, what has driven me away from modern motor racing is the profusion, or proliferation, of one make series; MGs, 2CVs, BMWs, Caterhams, Caterhams and, for a change, different Caterhams, Mazdas, Minis, Porsches and more. Don't get me wrong, I know the attraction for competitors and manufacturers, a friend of mine races a MX5 and I have seen him race, another friend used to race in the Northern Sports Saloons Championship, a cracking series, but was forced out by rising costs, (I must write about how I beat him in a bowls match, in front of his parents). I will always maintain that, though one make series have attractions for competitors they have little appeal for spectators.

Going back to the sprint though, another major attraction for me was that the Car Spares Escort was down to compete.

After a fast, smooth trip South on a LNER Azuma, a short trip on a Piccadilly line sauna train and a pleasant meal at the Prince of Wales, East Barnet, on Saturday, joined by Ian Davies, we journeyed round the M25 to Junction 10 and Brooklands.



The museum was everything that the TV documentary, 'Inside the Transport Museum' promised and we had a thoroughly enjoyable day. The museum is neatly divided into three and the collection that Green Belt members would surely make a bee line for would be the racing cars, a collection that traces the history of the sport from cars that raced at Brooklands, the great marques; Bugatti, Riley, Delage, Alvis, Bentley, all front engines and skinny tyres, my favourite from these was the Napier Railton, John Cobb's aero engined land speed record contender, special to me because this was featured in the Brooke Bond picture car collection which sparked my interest in motor racing. While I was at primary school, now I saw this magnificent beast in the flesh. The collection also contains more modern grand prix cars; a Cooper from the very early sixties and from the 1980s an Arrows, a Wolf, a fantastic Marlboro McLaren, as well as a more modern McLaren and a, well hidden Cosworth F1 car. A Formula E car had only just replaced a Jordan grand prix, a sign of the times maybe.

To be continued

Harness Installation

The Scrutineers at a recent race meeting found this example of an incorrect seat belt installation. The biggest issue was that the competitor had chosen to fit an extra buckle to hold the shoulder straps together, presumably to achieve a better fit over the FHR device. The first photo shows this extra buckle behind the seat.



The sideview is taken with a Scrutineer pulling the belts tight, notice the slack caused by this extra buckle hitting the rear of the seat. Not only does this slack mean the driver is not properly restrained, but in an incident the loading of the belts would be passed directly into the seat back which could result in seat failure.

In this instance, simply crossing the shoulder straps between where they pass through the seat and the harness bar (ensuring that the correct handed shoulder straps still go over the correct shoulders), would have achieved the same effect and been safely within the regulations.

Other issues with this installation are that the buckles are not close enough to the harness bar, and it is unclear if the webbing goes through the standard buckles correctly. This is definitely something to keep a look out for as additional buckles or unauthorised modifications will void the Harness homologation and affect its safety.

"Getting the Interview" – by Chris Payne

The point of this article is to persuade anyone who has anyone dressed as I am in the photo knock at their door, receives a letter or card which look like the ones pictured, to grant that person an interview. I will explain why and explain that the worst that will happen to you if you do is that you will spend about forty five minutes talking about yourself to someone who is genuinely interested in you.

First things first though, when I were a lad the phrase "getting the interview" meant that one of my many, many application forms had borne fruit and that I had at least a chance of finding employment, though the elusive second interview was only ever a dream.

This was 1981, there were three and a half million unemployed and I had graduated with a distinctively average degree. Only after a postgraduate qualification in Personnel Management, at Teesside Polytechnic, which included many excruciating hours of mock interview role plays which were then played back to the entire class. Only after all this did I grasp the basics of interviewing so that I could, first, get jobs and later, carry out various interviews including recruitment and selection ones.

For the last eighteen months I have been a Civil Servant with the Office of National Statistics as a Field Interviewer. In this I am following in the footsteps of two of my favourite radio comedy characters, Lennox-Brown and Lamb, from 'The Men from the Ministry', though I don't work for the General Assistance Department in a crumbling office in Whitehall, wear a bowler hat or have a tyrannical boss, I am nevertheless, a man from the ministry.

I also take some inspiration from the single most important series of novels ever written, of course "The Hitchhiker's Guide to the Galaxy", one of whose central characters is Ford Prefect, a Field Researcher for The Guide, a man who has seen a thousand grimy spaceports and knows where his towel is, I take his attitudes to earth, 'mostly harmless', as my inspiration.

The Labour Force Survey

If the ONS contact you the chances are that it will be to take part in the Labour Force Survey, there are other surveys but the LFS is our bread and butter. If you do agree to take part it will be made clear at the outset the interview is anonymous and voluntary, your answers are added to the overall survey, your name, address and even your town cannot be traced. Addresses are genuinely chosen at random, an area is chosen at random then a batch of around thirty postcodes selected within that area, as an interviewer all I get is a list of addresses within a postcode.

Firstly, the survey gives information on family size and make up, I have seen many multi-generational families and in my experience the single person household is on the rise. If your memory goes as far back as the vintage quiz "Ask the Family" which involved teams of a married mother and father with two children, in my experience anyone trying to organise this quiz today would struggle to find contestants today. We also look at how the property is occupied so giving a breakdown of owners: buyers and renters.

The main focus of the survey is work; what do you do for a living? What does your company do? Do you need qualifications to do your job? How many hours do you work? There is more but you get the picture, from this we can build up a picture of you and your work, when coupled with questions on your qualifications a picture develops of how happy people are in their work, levels of income, numbers of jobseekers, numbers of qualified and experienced staff. Employers look at this before moving into an area to look at levels of staff availability, pay levels being offered by other employers and educational levels in the area. There is also a question on commuting to work, how far you travel and by what means.

The section on qualifications can take a long time, particularly if the respondent is in a senior position. As an ex-teacher my hours encouraging my pupils to stick in is generally borne out, that the more qualified one is the more career options are available, the later one can work and the more one earns. I have interviewed too many people trapped in middle age by a poor school record. Charities looking at ONS reports have coupled levels of poverty and/or affluence to levels of education.

The final section is on health through which ONS can estimate the number of people living with health problems which in turn influences health policies, both mental and physical, in local areas

Some questions are almost always answered 'no' and have my finger automatically hovering over that answer, does your home go with your job? Only a lady vicar answered yes to that, rented flats are ALWAYS provided unfurnished and NOBODY has a qualification gained abroad (except moi who has an Interactive Teaching qualification from Madrid).

There is a 'happiness' element which you might remember from the census, four questions about feelings on aspects of your life which build up a snapshot of how happy citizens are at a particular time.

The question on religion is brief but interesting, all Christians, C of E, Catholics and Protestants are lumped together, which has been picked up on by a couple of Methodists who thought there should be separate boxes for different Protestant churches, there was also an atheist who queried the question, ' what is your religion?' He said that 'no religion' is NOT the same as atheism. ONS doesn't ask about actual church attendance, just actual religion and as someone who is just reading 'Wolf Hall', set at a time when it was a matter of life and death whether you were Catholic or Protestant, the putting together of all Christians must be a good thing.

The last question is about smoking, there are no other questions on these lines but through this the government knows how affective its anti-smoking message is.

There is more but these are the basics of the ONS Labour Force Survey, it is a survey I love delivering, I am told I have empathy with my respondents and a genuine interest in my respondents. I am sure that you will agree that the survey is nothing to be worried about and even interesting to take part in.

One final word, ONS interviewers are NOT cold callers, head office sends out a letter in advance then I send out a letter to follow. Interviews are carried out over the phone since the advent of Covid, though interviewers will visit if you have not been contacted before and then only to arrange an interview.

So, if you receive a letter or visit you know what to do

Office for National Statistics

Date: / / Ref:

Help us get in touch...

Hello,

You were recently invited to take part in one of our studies. I visited today to explain the study and ask you to get in touch. Don't miss your chance to have your say.

Please contact us by either:

Visiting www.ons.gov.uk/studycontact. You will need your household access code which is: []

☐ Calling me directly on: []

☐ Calling the office for free on 0800 298 5313

☒ Emailing public.enquiry.line@ons.gov.uk

Kind regards,

Field interviewer, Office for National Statistics

To find out more visit: www.ons.gov.uk/surveys



Date:

Reference Number:

Dear

Your address has previously been selected for one of our important studies. If you took part in this study – thank you. We need to speak to residents living here again, even if you did not take part last time. I would like to introduce myself as the interviewer who will be carrying out the next stage of this study.

Your wellbeing is important to us

Following government advice regarding coronavirus (COVID-19), I will be carrying out this study by telephone, instead of face-to-face.

What's next?

I will try to get in touch to carry out the study soon. To help me with this:

1. You can provide your telephone number, arrange a convenient time for an interview or ask any questions you have by contacting me directly on:

.....
I work on weekdays, including evenings, and at weekends. If you have a call blocking system on your telephone, please let me know so I can contact you.

2. Alternatively, you can call the office about this for free on **0800 298 5313**.

Collecting the information we need for our studies is more important than ever - I would be grateful if you could get in touch as soon as possible.

I appreciate your help at this difficult time and look forward to speaking with you soon.
Yours faithfully,

Field Interviewer – Interviewer Number
ONS Social Survey Division

To request a letter in large print, braille, or in another language
please phone **0800 298 5313** or email accessibility@ons.gov.uk

Intro_Let_W2_ENG_CV 10/2020



The information you give us is protected by law and is treated as confidential. It will be used for statistical purposes only. The Office for National Statistics is not linked to any political parties.

SUMMER AUTOCROSS SUCCESS - By Robert Taylor

Competitors came from far and wide to compete in our Summer Autocross at Perry Green in Hertfordshire on Saturday and Sunday 21st and 22nd August.

This event attracted 42 competitors who raced against the clock over a total of six laps of a 1100 metre long course that was specially laid out in a large and rather muddy stubble field owned by local farmer and club member Anthony Ashwell.

For the second year in succession the FTD went to Simon Ford from the South Hams Motor Club in Devon in his Honda Autocross Special. He finished 6.2 sec ahead of Green Belt MC member John Rigden from East Sussex, in his in white Subaru Impreza which is powered by a 2500cc turbocharged engine.

Another club member, Nigel Booley, was placed third overall in his 1300cc Ard Busa autocross special.

Club president Richard Warne, also put up a good performance in his Car Spares Cheshunt and Comer Oils-sponsored Ford Escort Mk2. He finished first in the in the class for over 1600cc two-wheel drive rally cars.

Apart from the main event, which was a round of the Association of South Western Motor Clubs Autocross Championship, there were separate Clubmans events on both days.

Driving his 1300cc Suzuki Swift new member Tyler McAlpin came first and second in the Junior Autocross class (14 to 17 years old) in this pair of events – which were his first ever autocross races.

Clerk of the Course Graham Frary and Chief Marshal John Davie had their worked hard to keep things moving muddy conditions and in dealing with the need to need to recover quite a few broken down cars from the course. And Club Sec Chris Deal assisted by Treasurer, Website Manager (and general IT wizard) Ed Davies did a good job in getting the results published on the club website.

Plus, on the Saturday we had a special guest driving one of the Yacar Cross Karts belonging to Alan Holly, Karun Chandhok – former F1 driver and commentator (it was meant to be on Sunday, but he had another event to go to). There has meant to a new version of the Kart and it was going to be filmed, including by a drone – which needed special permission. In the end he had just two run and went home due to the weather. Everyone who spoke to him found him to be every social. Of course he posted the fastest time in the Clubmans event.

Gavin Pink

Training courses @ the paint shop

NOVOL

Farécla

SATA

DEVILBISS



The courses will be a one-day basecoat and clearcoat application course with no more than 4 people at a time. They will be practical based with a hands-on approach. This will allow all participants to spend their time hands on with the guidance of Gavin and his team.

The courses will be supported by Novol, Farecla, SATA and Devilbiss therefore participants will have the opportunity to use high quality products and the chance to use the best equipment. We are also going to be offering other courses, please contact us for more details.



Whether you have never picked up a spray gun in your life or you just want to better your skills then there is a course suited for you. For more course information please contact us via telephone or PM

- 01992 289004 (Landline)
- 07799 852813 (Mobile)

For more detailed information please visit our website www.atthepaintshop.com

GREEN BELT MOTOR CLUB

part of the Anglia Motor Sport Club Ltd
Members of the ACSMC, AEMC, ASWMC and WAMC
Motorsport UK Recognised Club

Committee Members 2021

President – Richard Warne

Vice Presidents – Dan Chalk and Geoff Jackson

Chairman

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

Membership Secretary

David Hughes
10 Danesbury Park Road
Welwyn
AL6 9SE
01438-718965
membership@greenbeltmc.org.uk

Treasurer/Website

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

Club Sec/Association delegate

Chris Deal
6 Waterside, Priory Marina
Barkers Lane
Bedford
MK41 9EX
07920-840689
secretary@greenbeltmc.org.uk

Press Officer

Robert Taylor
52 Hillfield Park
Winchmore Hill
London
N21 3QL
020-8886-6428
Roberttaylor893@btinternet.com

Social Secretary

Melanie Camp
Wendycot, Chelmsford Road
Hatfield Heath
Essex
CM22 7BH
07748-952005
turkeystile@hotmail.com

Competition Sec & Marshalling co-ordinator

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

Magazine Production

Chris Deal

Social Media co-ordinator

Mark Goddard

ARTICLES FOR PUBLICATION

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