

WAYFARER MAGAZINE



50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
November 2016

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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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Printing: Chris Deal

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Front cover:

Top: Richard Warne/Chris Deal & Bottom: Malcom Wise

Editorial

How bad can luck get? My wife read somewhere recently that some people have been speculating whether there might be such a thing as a bad luck gene. If there is then I am sure I have it!

With apologies to those who have already heard this tale of woe first hand, the above paragraph is in the context of the following. My wife (and for the purpose of this text) I own a 53 year old Jaguar Mk 2 saloon. Louise used to be a big fan of the Inspector Morse detective series that ran on tv for a long time. So, when I bought this car for Louise it had to be made to look like the one Inspector Morse drove in the tv show. That was duly done back in 2008 including a complete change of colour from navy blue to dark red with a black vinyl roof, new leather and carpets to the interior and many more improvements besides.

However the one thing that did not receive attention at the time of buying was the engine. Although it ran it didn't run smoothly, it seemed well down on power and unduly noisy - not at all Jaguar like. So I had been wanting to have a complete engine rebuild for some years. Finding someone competent and willing to do this work turned out to be a major trial in itself. The fifth person or firm approached (to whom I had been recommended by a man who had declined the work as his business was only himself and his partner therefore too small and too busy to undertake such a project) agreed to do the work and numerous other small jobs on the car.

We took the car to his premises north of Coventry on January 9th, 2016 and asked whether he could finish the work by the end of February or Easter at the latest. He said that should be possible, without committing himself. Well, to cut a long and distressing story short, we finally got our car back on October 13th, more than three times longer than the time originally expected to be taken after five or six promised completion dates during the summer all missed with one excuse or another.

Louise drove the car back from Coventry and was pleased with the way it performed and ran although, of course, the rebuilt engine requires to be run in so we cannot push it hard at this stage. The steering, which also needed rebuilding, was much improved. Louise pronounced herself pleased with what had been done. And, to be fair, the bill was very reasonable too, although that is another story in itself, almost worthy of another feature!

Having got the car safely home from Coventry and the clutches of the infamous Mr Forbes our next opportunity to take it out of the garage was 11 days later to attend a Green Belt MC committee meeting at Mel and Ollie Camp's home at Hatfield Heath. You can probably guess what's coming next...

Waiting at a roundabout for passing traffic in Old Harlow an elderly gentleman drove into the rear of our lovely old Jag - hard.

What bad luck. Having missed all of the events we wanted to attend with this car during the summer we now can't run in the new engine and the car will have to spend the next couple of months, maybe longer, in another workshop being rebuilt. Supply of parts for a 53 year old car is obviously a concern although I am quietly confident that they should be available.

Happy motoring!
David Hughes



Ouch!

GBMC Events 2016/17

Debden Targa - 19th November 2016 with West Suffolk MC/Wickford AC
Xmas meal – 14th December 2016, Old Owens, see page 9 for more details.
Snetterton Stages – 19th February 2017 as part of Anglia Motor Sport Club.
Annual Awards Dinner – 25th February 2017, Mill Green Golf Club, Hatfield.

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events fun 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.

We are going to update the wording on our membership cards and membership forms etc going forwards.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Fri 25 th Nov 2016	Rally	12 Car	Clubmans	SCCoN	SCCoN	2016 Club Championship
Sun 11 th Dec 2016	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Sun 1 st Jan 2017	Trial	Car Trial	Clubmans	AMSC	ECMC	2016 / 2017 Trials Challenge
Sat 7 th Jan 2017	Rally	Navigation	Clubmans	AMSC	AMSC	Inter-club 20/20 Rally
Sun 15 th Jan 2017	Trial	Car Trial	Clubmans	AMSC	CCC	2016 / 2017 Trials Challenge
Sun 12 th Feb 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Sun 19 th Mar 2017	Trial	Car Trial	Clubmans	AMSC	WSMC	2016 / 2017 Trials Challenge
Sun 16 th Apr 2017	Trial	Car Trial	Clubmans	AMSC	FMC	2016 / 2017 Trials Challenge

Competition Calendar

Date	Events	Club	Venue/Start	Format
3-4 Dec	Rockingham Stages	MCAC/Thame	Rockingham	Tarmac
3-4 Dec	Preston Rally	Chelmsford MC	Norfolk/Suffolk	Road Rally!!
21 Jan	Brands Hatch Stages	Chelmsford MC	Brands Hatch	Tarmac
19 Feb	Snetterton Stages	Anglia MSC	Snetterton	Tarmac

Show Calendar

Autosport International 12th-15th January 2017, NEC

Europe's largest indoor pre-season motorsport event and will be celebrating its 27th anniversary at the NEC in Birmingham. The show is unique in that it encompasses two trade-only days and also two days for the general public. Featuring the very latest in motorsport, automotive and performance engineering technology, alongside cars and exhibitors from every level of motor racing, the show provides the perfect platform for members of the industry to meet, network and do business as well as enthusiasts to see the fastest cars, biggest stars and most amazing live action



Richard Warne/Chris Deal on the Wales Rally GB, National rally
(photo by Garry Jones)

Comp Sec News

We are planning the competition events for 2017 with other clubs, the draft calendar is as follows:-

Sunday 19th February – Snetterton Stages (with AMSC)

Sunday 23rd April – North Weald Sprint (with Harrow CC)

Sunday 7th May – Woodbridge Targa (with Wickford AC)

Sunday 21st May – Middlewick Stages at Woodbridge (with Wickford AC)

Sunday 25th June – Debden Sprint (with Wickford AC)

Sunday 9th July – Woodbridge Sprint (with Wickford AC), plus AutoSolo (with AMSC)

Saturday 2nd September – Debden Targa (with AMSC)

Sunday 10th September – North Weald Sprint (we assist Harrow CC)

The main events which need help from the Club's point of view are the April North Weald Sprint, the Middlewick Stages. If you want be involved get in touch with me.

Championship points – It has taken longer than we hoped, but with the help of Mark Goddard there will be a set of points on the Club's website soon and in the next issue of the Wayfarer.

My report on the Daysure Wales Rally GB National Event, which took place at the end of October will be in next month's issue.

Sprint news – the MSA have agreed to put in a set of 'standard' classes based on the ones which have been used by the local associations for a few years. The ACSEMC, AEMC and ASEMC co-ordinators have put forward some changes, some of which aren't popular with some current competitors. More of that next month.

Associations – We have joined Association of Central Southern Motor Clubs, which will give members more choice of events to take part without having to join another motor club.

Rally Marshal training, ASEMC are running at Brands Hatch on Saturday 26th November, see their website www.asemc.co.uk and the AEMC are running one on 4th February near Cambridge www.aemc.org.uk. With the new rules it is important that everyone attends a training day.

AEMC Sprint and Stage Rally dates for 2017 on the next page.

Chris Deal

ESSEX EXTREME AEMC Sprint Championship – 2017 dates

Sunday 26 th March	Rockingham	BARC (Mids)
Sunday 23 rd April	North Weald	Green Belt MC/Harrow CC
Sunday 30 th April	Hethel	Borough 19MC
Sunday 7 th May	Debden	Herts County
Saturday 20 th May	Snetterton	Borough19 MC
Sunday 21 st May	Snetterton	Borough19 MC
Saturday 10 th June	Abingdon	Sutton & Cheam MC
Sunday 25 th June	Debden	Wickford AC/Green Belt MC
Sunday 9 th July	Woodbridge	
Sunday 6 th August	Hethel	Borough 19 MC
Saturday 12 th August	Curborough	BARC (Mids)
Sunday 10 th September	North Weald	Harrow CC/Green Belt MC
Saturday 23 rd September	Goodwood	TWMC/Sevenoaks & DMC
Saturday 30 th September	Curborough	BARC (Mids)
Sunday 1 st October	Debden	Herts County
Sunday 22 nd October	Rockingham	BARC (Mids)

AEMC Stage Rally dates for 2017

21st January – MGJ Engineering Brands Hatch Stages (Kent) - Chelmsford Motor Club

<http://brandshatchstages.co.uk>

19th February – Snetterton Stages (Norfolk) – Anglian Motorsports Club

<http://snettertonstages.co.uk>

5th March – Donnington Stages (Leicestershire) – Dukeries Motor Club

<http://www.doningtonrally.co.uk/>

9th April – Cadwell Rally (Lincolnshire) – Border Motor Club

<http://www.bordermotorclub.co.uk/>

21st May – Middlewick Stages (Suffolk) – Middlesex County AC & Green Belt Motor Club <http://www.middlewickstages.co.uk/>

11th June - Abingdon Carnival Stages (Oxfordshire) Sutton & Cheam Motor Club

<http://www.abingdoncarnival.com>

18th June - Flying Fortress Stages (Northants) - Dukeries Motor Club

<http://www.flyingfortresstages.co.uk/>

28th August – Wethersfield Stages (Essex) – Chelmsford Motor Club

<http://www.chelmsfordmc.co.uk>

4th November - Sherrards Resourcing Southdowns Stages (Goodwood) – Southsea & Bognor Regis Motor Clubs www.southdownstages.co.uk

2nd & 3rd December – Rockingham Stages (Northants) (two-day event) - Middlesex County AC <http://www.rockinghamstages.co.uk/>

GBMC CHRISTMAS DINNER – Wednesday 14th December 2016

Old Owen's Sports Club,

Coopers Lane, (Northaw), Potters Bar, Herts., EN6 4NF

Arrive at 7pm for 7.30pm.

£28.00 per person (including gratuity)

Mel Camp is taking your requirements, her contact details are 07748-952005 and turkeystile@hotmail.com

MENU

Homemade Spiced Tomato Soup (V), Served with Fresh Crusty Bread

Avocado Mozzarella and Tomato Served with a Basil dressing

Prawns and Crayfish Cocktail (GF)

Pate Served with Chutney and Granary Toast

Traditional Roast Turkey

Served with a Sage Stuffing, Roasted Potatoes and Pigs in Blankets

Mediterranean Beef

Lemon Rubbed Salmon

Vegetarian Lasagne

All Main Courses are served with Fresh Seasonal Vegetables, New or Roast potatoes

Traditional Christmas Pudding Served with Brandy Sauce

Chocolate Cake

New York Style Cheesecake (Gluten Free)

Fresh Fruit Salad

Filtered Coffee and Mince Pies

Please let Mel your requirements by 2nd December.

PORSCHE MOBIL 1 SUPERCUP MONZA ITALY 3/4 SEPTEMBER 2016

Part One

I was invited by an old scrutineering friend, Stuart Clarke, to join him for the Porsche Mobil 1 Supercup support race at this year's F1 Grand Prix at Monza, Italy, to help with eligibility scrutineering. Stuart normally does the Porsche Asia race championship, but the usual Supercup eligibility scrutineer couldn't attend the Monza race, so Stuart was asked to cover for him.

Porsche were to provide all flights to and from Milan, a hire car, accommodation and all meals, and about a month before the race, I received a large parcel containing my Porsche uniform - a number of shirts, trousers, shoes, jumper, and jackets - and for me to keep after the race meeting!

I flew out of Luton bound for Milan Malpensa airport Wednesday evening. I met up with Stuart at the airport and collected our hire car, which was a rather battered Toyota Auris, and less than six months old! We were warned that Italian drivers rarely use their indicators...just like most BMW/Audi/Merc drivers in the UK...and they love to pap their horns a lot, remonstrating that they wanted that bit of road you currently occupy!!!

Close to midnight we arrived at our hotel, Cosmos Hotel Palace, which was situated in the Monza region. We booked in, and retired to our rooms very tired and exhausted, especially Stuart who by now was suffering badly with jet-lag after arriving home from Australia the day before! He had been to Surfers Paradise, Sydney, for a Porsche Asia race meeting the previous weekend and his flight home via Dubai had taken him more than 24 hours to get home!

Fortunately, we weren't needed at the circuit until mid-day Thursday. During a leisurely breakfast we were joined by the Porsche driver coach Sascha Maassen for a chat. A number of F1 team personnel from Manor Racing, McLaren and Haas, including Haas F1 driver Romain Grosjean, later joined us in the breakfast room.

As we were about 20k's from the Monza race circuit, we decided that it would be a good idea to make our way to the circuit early, just in case the traffic was bad...as anybody who's been to the Silverstone Grand Prix will know!!! We had a pleasant trip to the Monza National Park, where the race circuit is situated, and surprisingly not much traffic! Traveling along some tree-lined roads, we saw some excellent old buildings and villas, including the Royal Palace at the entrance to the National Park.

When we arrived at the circuit, driving very slowly and carefully through all the crowds of people walking about, we were ushered to our exclusive parking area! We then had a short walk to the entrance gates, passing the very passionate tifosi, even on Thursday and no racing! We were met at the gate by the Porsche race director Peter Roberts, he handed us our passes then led us to our “home” for the weekend! We were to share our paddock with the other supports races. Walking among the various awnings, I recognised some of the GP2 and GP3 Carlin and Arden race teams’ personnel and enjoying a quick chat with some of them!

We met up with the rest of the Porsche team, while they were setting up our equipment and the flat-stand weigh-bridge. By now it was a very hot 30’c in the awning!!! We found sanctuary in our air-conditioned office in the Porsche team truck, and while sorting out our paperwork and discussing our plans for the weekend, we had a pleasant lunch!

Soon our first cars to be scrutineered were being pushed onto the weigh-bridge, helped by a couple of local scrutineers Beatrice and Ermanno. Luckily Beatrice, she was able help with the language barrier and translated for us when we had problems with the Italian teams! Fortunately most of the German team members spoke very good English, and I noticed a few British “weekend warriors” were helping out for some of the teams too. They were surprised, and pleased, to see me while wearing my MSA lanyard and licence, including a British team owner, who also owned a GT Cup team in the UK, and I’ve since met him again a couple of weeks later at Silverstone scrutineering his cars for a GT Cup race meeting!!!

Apart from the usual scrutineering checks, I was required to clamber into the car to go through the cars on-board computer checking for any anomalies’! It was amusing for those watching while I tried to climb out of the car hindered by the massive rollcage and race seat, and it was still HOT, creeping up to a sweltering 35’c!!!

Because of the tight timetable, we were only scrutineering half the entry, the rest were to be done the following morning, along with those we had bounced earlier for cracked windscreens, seat belt issues etc. One car, the brake pedal had no pressure; my foot went straight to the floor while testing the brakes! The team manager was most apologetic; Beatrice later told me that he had told the mechanics off using some colourful Italian language!

We returned back to the hotel for a shower and a most enjoyable meal in the restaurant, and an early night. The bedroom was very hot and stuffy, and opening the bedroom window didn’t help, with the motorway alongside the hotel! I soon found the controls to the rooms’ air conditioning that helped to make the room more comfortable for sleeping.

Friday morning dawned early for us. No time for breakfast; we made our way to the circuit. Before we opened the awning, we had a look at the weather station set up on the top of the truck. Even at 7am the temperature was climbing to at least 30°C, it was to prove to be even hotter during the day! The weather station had reported the night time temperature had only fallen to a rather sticky 25°C! Luckily the truck's fridge had a good stock of cold water!

The Porsche hospitality had by now opened up and was serving breakfast. We returned to the scrutineering awning, Beatrice and Ermanno had arrived and we continued scrutineering the remaining cars without any further issues, and completed just before lunch. We then had to bar-code scan all the tyres! The cars had two sets of tyres each, and with an entry of 28 cars, making a total of 224 tyres to scan! Phew!!! And you think us scrutineers have an easy time!!!

We returned to our awning and we were next to check the drivers' safety clothing. Helped by Beatrice and Ermanno, we checked all the underwear, overalls, boots, gloves, crash helmet and HANS device. Unfortunately, one driver had to purchase a new pair of driving boots as he'd left them back at home! He later returned proudly presenting a new pair of racing boots which had cost him at the circuits shop over 200Euros! Ouch! It pays to double check your equipment before you leave home!

One crash helmet I noticed had a blue MSA helmet sticker on. "Hello" said the owner, "fancy seeing you here, you get everywhere"! It was one of the two British drivers on the entry list, Paul Rees from Oxford. He was to drive a Momo-Megatron team car...based in the USA! I had met Paul at a race meeting back in the UK a few years ago! After I had finished chatting with Paul, I then looked at the other British driver, Ryan Cullen's kit. Beatrice was amused that I knew so many people!

Free-practice was due to start at 16:45 promptly, so the cars were all manoeuvred into their championship positions in the holding area. Stuart with Beatrice, made their way to the pit lane, while Ermanno and I continued to check that the cars fire extinguishers were switched on, drivers suited and booted, and belted in correctly, bonnets clipped down securely etc. and the cars were released onto the circuit.

Ermanno and I made our way into the Porsche hospitality to watch the practice session on TV...and drank another cold bottle of water! I had a radio head-set, so I was able to keep up with what was happening from race control. The cars were out for 45 minutes and when the cars finished and returned to the paddock, all the cars were placed into parc-ferme, and a random number of cars were selected for eligibility checks, while I busied myself weighing all the drivers on the weigh-bridge. When race director Peter Roberts had declared parc-ferme finished, we released the cars and completed our paperwork.

Our work was still not done! Even though rain was not forecast for the weekend, we still had to bar-code scan the wet weather tyres! Only one set per car this time and only 112 tyres to scan, and fortunately they were mostly with the Michelin tyre truck! After we had downloaded the tyre bar-codes into the lap-top, we returned to the hospitality unit for a well-earned evening meal. We met up with race director Peter and the Porsche permanent race steward Steve Stringwell, a Yorkshireman who's day job is a magistrate! He had us in stitches with laughter; unfortunately some of the hilarious stories cannot be repeated here! The four of us returned to the hotel, my sides still aching with laughter with all the constant jokes and stories being told during our journey!

To be continued next month.....

Loyd Gerken



Loyd at work, shame we can't have facilities at North Weald!

GREEN BELT MOTOR CLUB

ANNUAL GENERAL MEETING - WEDNESDAY 6TH APRIL 2016

AT THE TWO BREWERS, NORTHAW

The meeting was chaired by Gerry Thurlow (GT). The meeting was opened at 21.12, with 16 members in attendance.

Apologies for absence were received from Sarah White, John White, Dave Ward, Geoff Foot, Geoff Jackson and Roger Kenningale.

1. Minutes of the previous meeting.

Last year's minutes had previously been published in the Wayfarer magazine, however all were given a chance to read them again. The minutes were proposed by John Davies (JD) and seconded by Robert Taylor (RT). There were no objections.

2. Matters arising.

Robert Taylor (RT) stated that the BBQ was not at the Two Brewers. It was actually held at the Old Owens in the end.

3. Secretary's Report.

All were given a chance to read the report prepared by Chris Deal (CD). This was proposed by David Hughes (DH), seconded by RT. There were no questions.

4. Treasurer's Report.

Ed Davies (ED) reported the club started the year with just over £10,700 and ended the year with just over £12,800 with a surplus of £1,656.14. ED further advised we didn't spend much other than on the radios and wheels & tyres for the old caravan. We made a surplus on most events. MW enquired why income is not on one side of sheet and expenditure on the other. ED advised this is the way the program lays it out. JD stated the insurance refund also helped surplus. RT enquired as to whether this is the same as normal. ED advised this is a little more than last year. Doug Williams audited the accounts. RT stated the Christmas meal income and expenditure are the same. ED advised it is a non profit event.

Proposed Ollie Camp (OC), seconded by John Millidge (JM).

5. Question Time

GT invited questions from those who were present.

John Start stated drivers at Sprints like to see a timing clock. CD advised it is not always possible to plug this in to the timing equipment.

GT declared a 10 minute break at 21.35. The meeting was resumed at 21.45.

6. Election of Officials

Richard Warne had resigned as competition secretary. A replacement has not been found.

John Davie joined last year as marshalling coordinator.

Alan Goodrick proposed election of committee who were happy to stand again en bloc. Seconded by Ian Davies (ID). There were no objections.

DH asked if anyone was aware of anyone on membership list that knows the Blue Book. JD advised this is not a pre requisite as comp sec doesn't have to organise events, may needs to liaise with other clubs. DH asked if the role can be divided. JD advised it is generally the licenced clerk of the course who organises the events. AG asked if anyone is organising events in the absence of a comp sec. JD stated yes, with RW as clerk of the course. DH also suggested a sub committee be formed. MW advised that all committee members will to look for a comp sec. JD advised that in the meantime, the work will be spread around.

CD advised that Geoff Jackson proposed a vote of thanks to RW for his 30 years of service as comp sec.

7. Any Other Business

GT then asked if there was any other business.

JD advised we have 2 events coming up but no marshals – sprint at North Weald on 24/4 and rally at Woodbridge on 1/5.

MC advised a date of 6/7 for BBQ and Concours d'Elegance at the Old Owens.

MC further advised that two visits were cancelled last year. DH advised Beaulieu was too far, perhaps we could visit Gaydon.

There were no further questions.

8. Date of next meeting

This would probably be in April 2017, the exact date will be published in the Wayfarer in 2017.

The meeting was closed at 22.03.

GREEN BELT MOTOR CLUB
2016 ANNUAL GENERAL MEETING
SECRETARY'S REPORT

Welcome to the 51st AGM of the Green Belt Motor Club. 2015 was an average year, again the numbers of members taking part in motorsport events was down and those helping were also down. Without the help of other clubs, Harrow CC and Wickford AC we can run events safely.

As always to help me compile this report every year I have one single source of data – the Wayfarer magazine. Without it, in whatever form, we would have no record of what the Club has organised, nor how well its members have done. Although we didn't have our usual number of issues in the year, just 5, so I had to turn to the internet as well. Going through the events we had organised I noticed that the numbers taking part is down compared to 2014.

We ended 2015 with a membership of 104, the same as 2014.

Our Dinner & Awards presentation evening took place on 21st February at The White Horse Hotel, Hertfordingbury, near Hertford. 60 members and guests had an enjoyable evening.

8th April GBMC took on CSMA NEL and NWL in a quiz in Watford and GBMC won.

The AGM was on 15th April is reported elsewhere.

April 26th saw us at North Weald for our annual Sprint. We again joined forces with Harrow CC in order to boost entries and get more helpers. The result was 45 entries and a decent number of marshals. The event was sponsored by Steve Tammadge of TAMS Packaging. The event was won by John Start, now a GBMC member.

On 10th May we joined forces with Wickford AC to run the Middlewick Stages at Woodbridge. We had 40 entries with no incidents.

BBQ and Concours D'Elegance at Old Owens - On 1st July, 31 members and guests attended the BBQ at Old Owens on a balmy evening and 7 took part in the Concours D'Elegance, which was won by Keith Warner from Harrow CC.

On 5th September we run a Targa event at Debden with Wickford AC with 40 plus entries.

The 12/13 September, saw us organising an Autocross with Wickford AC at Anthony Ashwell's farm near Much Hadham. We only had 19 entries and won by Richard Davies from West Wales.

Sunday 20th September, we were back at North Weald to assist Harrow CC with their Sprint with 48 competitors. With John Gregson winning in another Jedi.

The final event for the year was the Xmas Meal at the Old Owens, which saw around 40 members attending.

Club members also found the time to marshal on a few events.

The only Treasure Hunt was organised by Robert Taylor and Doug Williams on 27th September. Entry numbers were on the low side but the event was won by Mel and Ollie Camp.

Unfortunately a couple visits didn't go ahead due to a lack of numbers.

Sadly we lost some members, Paul McCormick, Bob Ward. Although not a member we lost Pat Jones who supported our Dinners and my Dad who used to help me with posting the magazine and event regs etc.

Throughout the year the Club has had its name mentioned in many local newspapers along with numerous Club competitors all thanks to our long serving Press Officer, Robert Taylor. Your other committee members for the year were once again Malcolm Wise as Chairman, Gerry Thurlow as President, Ed Davies as Treasurer/maintainer of the Web site, Richard Warne as Comp Sec, Melanie Camp as Social Secretary and Ollie Camp as Wayfarer Editor. We were joined by John Davie as Chief Marshal.

Although not a committee member I would like to mention Loyd Gerken who keeps us updated with any MSA rules changes as a Scrutineer though his Wayfarer column.

Finally I would like to thanks Richard, who is standing down as Competition Secretary, we owe Richard for keeping the motorsport alive. I only hope we can keep doing without Richard.

Chris Deal, 5th April 2016

ROBERT'S RACING ROUND UP

Club Chairman Malcolm Wise has competed his season of racing in both the Quaife Motorsport News Saloon Car Championship - in his turbocharged Ford Escort Cosworth - and in the SVG Motorsport Pre 93 Touring Car Championship – in his Ford Sapphire Cosworth.

In his last half dozen MN Championship races – four of which were run at Brands Hatch and two at Snetterton – he notched up a finish in second place, two third places and a ninth place, plus one retirement.

Over the whole season he has been placed second or third in 11 of the 16 races in this championship. He scored 230 championship points which made him sixth overall and third in his class.

In the Pre 93 Touring Car Championship Malcolm has recently competed in pairs of races, in his Barnet and Southgate College sponsored Ford Sapphire Cosworth, at Snetterton and Silverstone.

All four of these races were combined events which also catered for types of racing saloon cars that were much faster than the Pre 93 entries. Consequently Malcolm's overall positions were unimpressive but, in the three races that he finished, he did manage to record one third and two fourths places in his class, within the Pre 93 cars' section.

It is unfortunately the case that, throughout the season, his ageing Ford Sapphire Cosworth has been regularly outpaced by a number ultra rapid BMW M3s that are dominating this year's Pre 93 championship. Nevertheless he has finished in the top four in his class in over half of the 14 races in the championship.

Malcolm Wise's first of this pair of races in the Quaife Motorsport News Saloon Car Championship were rounds 11 and 12 of this 16 event series. As is the case for all but one pair of these races, they were held on the 1.2 mile long Brands Hatch Indy circuit.

Prior to this race meeting some work had been done on the rear suspension of his Ford Escort Cosworth but it was still "very skitty" during the pre-race practice session. So Malcolm was not particularly happy with his practice time of 52.9 sec (82.2 mph) which made him only fifth fastest. His time was over two second slower than Rod Birley's World Rally Championship specification Ford Escort which occupied pole position.

Some major adjustments to the car's rear shock absorber settings greatly improved its handling in the first of the two 15 minute races. From the rolling start Malcolm quickly moved up from fifth to third place, but for most of the race he could not get past the Renault Clio driven by Tony Skelton.

He did manage to get beside his rival on a couple of occasions at Paddock Hill Bend but could only have taken the place by making contact with this Clio. However he did manage to draw level and just ease ahead of him as their cars came out of Clearways and hurtled towards finish line on their 18th and last lap. The gap between the two cars was a miniscule 0.092 sec.

Malcolm started the second race from the front row of the grid, beside Rod Birley's Ford Escort which had won the first event. Unfortunately he immediately realised that his car's turbocharged two litre Cosworth engine was suffering from a serious, but intermittent, loss of power.

So he struggled with his erratically performing car throughout the race and was lucky to be overtaken by only three other competitors. The first of these was his sparring partner from the first race, Tony Skelton, but he soon spun off the track at Clearways.

Dan Cowan (Ford Escort RS 500) and Dale Gent (Subaru Impreza) did better by passing Malcolm and staying in front of him. In fact Gent, who had started at the tail end of the 20 car field, remarkably went on to overtake Rod Birley and win the race.

Before the Escort Cosworth's next outing its intermittent loss of power at the second Brands Hatch race was found to be due to an electrical wiring problem, which was hard to find but easily rectified. The engine was also taken out of the car to repair an oil leak.

This next outing was at the only pair of Quaife MN Saloon Car Championship races that were not held at Brands Hatch. The venue for these two races (rounds 13 and 14 in the championship) was the 1.9 mile long Snetterton 200 circuit - at a race meeting run by the MG Car Club.

In the practice session Dale Gent (Subaru Impreza) was fastest with a time of 1min 17.9 sec(91.6 mph), Rod Birley (Ford Escort WRC) a was 0.7sec slower and our man was third quickest, a further 0.7sec adrift. Although the rear suspension of Malcolm's Escort certainly was improved, he admitted that the car's handling was still nowhere near as good as that of Gent's and Birley's racers.

The first 15 minute race turned out to be fairly uneventful for Malcolm because, as in the practice session, he was unable to keep up with Gent's Subaru and Birley's Escort. Another factor which prevented him from challenging them was a severe vibration which occurred towards the end of the Norfolk circuit's long Bentley Straight. At this point his white and yellow Escort car was travelling at about 160 mph.

After he took the chequered flag in third place, 42.8 sec behind race winner Gent, Malcolm tried, in the paddock, to find out the cause of this vibration. Despite carefully checking the prime suspects – the front drive shafts – he was unable to identify the source of the problem.

He considered non-starting the second 15 minute race but decided to give it a go despite the vibrations. He made this decision because he had no reason to believe that anything on the car was about to break – which (fortunately) turned out to be the case.

So he put the vibration problem behind him and competed in the race - once again slotting into third place behind Gent's Subaru and Birley's Escort WRC. However he was trying just a bit too hard on the third lap when he spun at the sweeping right hander at Coram Curve. After this excursion onto the grass run-off area he regained the track and, somewhat to his surprise, was still in third place – but only just.

For the remaining eight laps he concentrated on consolidating his third position and at the finish of the race he was 16.2sec ahead of Liam Dutton's fourth placed Mitsubishi Evo3.

In fact Malcolm's best lap time (on his 11th and last lap) was 1.5 sec quicker than Rod Birley's fastest lap. Consequently he was able to tell me, after the race, that he thought that he might well have been able to pass Birley and finish in second spot, if he had not spun.

Prior to returning to good old BH, for the final pair of races in this championship, Malcolm was able to establish that the vibration that had plagued his car at

Snetterton had been caused by a problem within the gearbox. With this rectified he set about establishing a good practice time at the Kentish circuit.

Unfortunately his best practice lap was timed at 52.0 sec (83.6 mph) and it was just over 2½ sec slower than the pole man – who was (almost inevitably) Rod Birley. Malcolm was actually fourth fastest with Dale Gent's Subaru and Tony Skelton's Renault Clio also well ahead of him.

On the way to the collecting area for the first race the engine in Malcolm's Escort started to cut out and this problem persisted during the lap of the track leading to the rolling start.

So Malcolm completed just the first lap of the race before pulling into the pits to retire and then headed straight for the paddock to try to find out what was wrong. After a lot of investigation he came to the conclusion that the “kill” switch, which shuts down the whole engine, was very probably the cause his troubles as it seemed to be rather defective.

With the “kill” switch problem cured Malcolm was able to take part in the second 15 minute race. However as he had not taken part in the first race he had to start this event from the back of the 21 car starting grid.

On a very slippery track, with a lot of cement dust flying around, he steadily worked his way up the field and he was in ninth place when the race was red flagged at around half distance because of heavy rain.

In the SVG Motorsport Pre '93 Touring Car Championship, the eleventh and twelfth events in this BARC run series were held at Snetterton on the longer 300 circuit. At this race meeting the Pre '93 saloons had a combined race with cars that were competing in two other championships - those for Pre '03 cars and the Burton Power Blue Oval series. This resulted there being 31 car fields for these two races.

In practice Malcolm's Ford Sapphire Cosworth was placed 12th overall and sixth amongst the Pre 93 cars.

In the race, which was run in wet conditions and was red flagged after only four laps, he finished in 11th place overall. His Sapphire was the seventh Pre 93 car to take the chequered flag and fourth in its class within the Pre 93 cars division.

In the second race, which ran for its full 15 minutes, he did rather better. He finished in sixth place overall and in third spot in his class within the Pre 93 cars section of the race.

The final pair of races in this championship were held at Silverstone's 1.85 mile long International Circuit. Once again it was a combined race with the 34 competing cars being drawn from three separate championships. They were the Hammerite Thunder Saloon Championship, the Burton Power Blue Oval series and, of course, the SVG Motorsport Pre 93 Touring Car Championship.

Many of the cars from these other two championships were much faster than the Pre 93 competitors. In fact, during the practice session, the fastest Pre 93 car (Ray West's BMW M3) was only tenth fastest overall and Malcolm's Ford Sapphire was 23rd fastest – a full ten seconds slower than pole position. In his class, within the Pre 93 section, he was fifth fastest.

In the first race over half of the field were lapped by race winner Dale Gent in his Subaru Impreza. Yes, that was the very same driver who shares most of the race wins in the Quaife MN Saloon Car Championship with Rod Birley. On this occasion, however, he was running his Subaru in the Thunder Saloon class - where it does not need to have an air restrictor.

The first three finishers in the Pre 93 section of the race (all in BMW M3s, of course) finished in sixth, tenth and eleventh places overall and were not lapped by the winner. However Malcolm's Sapphire certainly was lapped. He finished in 19th place overall and fourth in his class within the Pre 93 Championship.

In the second race he retired on the sixth lap when his car's throttle cable broke.

ROBERT TAYLOR



BEATSONS MULL RALLY 2016 – Part One

The usual group of “old” Stort Valley AC members made the long journeys from their various homes in Italy and East Anglia to the Isle of Mull, on the Inner Hebrides of Scotland, for the Beatsons Mull Rally, to be held in the middle of October.

Pete Thorn, Pete’s partner Jan and I left Stevenage at silly o’clock Wednesday morning in our hired Skoda Octavia estate. Peter’s fleet of Volvos were proving problematic, so for reliability and economy reasons, we decided to hire a suitable car for the 500 mile trip to Scotland.

After an uneventful journey to Oban, we boarded the last ferry of the day for Mull. It was dark as we disembarked at Craignure, and made our way to our usual cottage on the Glen Aros estate near Salen. Exhausted from our long journey we retired to our beds.

Thursday morning, we were woken up by a familiar sound of rain hitting our bedroom windows! Welcome to Mull!!!

After breakfast, and spending some time trying to investigate why the wood burning central heating wasn’t working in our cottage, we made our way to the islands main town, Tobermory, to visit our good friend and ex-SVAC member Chris Walden. Chris had “emigrated” to Mull some ten or more years ago, to join his partner Heather, who runs a very busy bed and breakfast.

After a hot drink, catching up with news from home, and generally trying to put the world to rights, we left Chris and Heather, to do some last minute shopping at the local co-op. We had a late lunch in the craft shop and cafe in the town’s former church, and as we returned to the cottage, we did a bit of wild-life watching looking for any dolphins swimming in the town’s harbour, and any golden or sea eagles using the thermals to soar above the forests canopy looking for their next meal!

We awoke Friday morning to pleasant warm sunshine, but it was not to last too long unfortunately! We were due to sign on as marshals at the islands rugby club in the morning, and to collect our radio and tracking equipment for the rally. At signing on we met up with Peter Wells, with his faithful pal Caddy the chocolate brown spaniel, sitting in their Land Rover Defender. Peter had driven all the way from his home in northern Italy, dropping off his partner Di at her family home in the UK on the journey up to Scotland, and visiting a garage to MOT the Landie for another year!

Our Stage Commander Graham Frary, Deputy SC Neil Munro, both stalwart members of SVAC, along with Peter W using his Landie as the equipment van, had earlier gone around the stage we were to run on Friday night, putting out stakes and bunting along the way, boxing off junctions and gate entrances, and around dangerous bends marking “out-of-bounds” for spectators. When we met up with them in Dervaig, we were given the task of stapling the various stage arrows and warning boards along the stage route, dodging all the cars taking their last look at the stage before the roads were to be closed for the rally, and rally cars going to Tobermory for scrutineering.

Our first stage was to be the first stage of the rally, about six and a half miles long from Tobermory to Dervaig. The stage start was just on the outskirts of Tobermory town centre, in a housing estate! Pete and Jan were given the job of Safety Officer and went to the stage finish just outside Dervaig. I set up the radio equipment in Graham’s car and, as usual, we were having problems with radio communications!

Earlier in the day, at signing on, we were assured by the rally organisers, after suffering problems regarding poor communications for many years, much research and testing had been conducted by the radio engineers; they said there wouldn’t be any more problems, having installed repeaters and links around the island! How about in the middle of a housing estate on the side of a hill, and with various “rouge” Wi-Fi signals possibly interfering with our radios, as diagnosed by some “experts”!!! To help resolve our poor radio comms, we resorted to using another radio in mid-stage as a link to rally HQ.

The road closure cars and the first of the course cars appeared at our start line and set off into the stage, checking the route as they went. We soon got the call from rally HQ to start the first car on their due time of 19:05. First car to start our stage was car one, last year’s winners and Dervaig residents Callum and Iain Duffy in their new Skoda Fabia S2500. Following them into the first stage was another Mull rally winner, and fellow Muileachs (Gaelic for Mull resident), Paul MacKinnon in his Subaru Impreza WRC, followed by another Dervaig resident and Mull rally winner, John MacCrone in his Ford Fiesta R5. I’ve been coming to Mull for more than 25 years and I’ve noticed it’s been quite a few years since a non-Mull resident has won the Mull rally!

MacCrone stopped the clocks on our stage with a time of 7 minutes 14 seconds, Callum a further five seconds behind. But, oh dear! All that money spent on hiring a full WRC Subaru, MacKinnon got a stage maximum! He had slid off, he claimed, due to cold tyres! Looking at the times for the following night stages, MacKinnon had the bit firmly between his teeth! On one stage he beat his nearest rival by more than 30 seconds, clawing back the lost time and finishing the night leg in 12th position! MacCrone finished the first leg of the rally’s night stages 45 seconds ahead of Duffy; Lewis Gallagher in his Subaru was third.

Other cars to have problems in our stage were Shaun Sinclair in his Mitsubishi Evo10. In his words, “the car exceeded my driving skills and we hit a wall by the Tobermory Bakery!” about a mile into the stage, fortunately he was able to extract his car from the wall and carried on, but with extensive damage to the right front of his once pristine car! Another driver to have an impact on the local scenery, Donnie MacDonald in his Evo9, smacked the side of his car on a bridge parapet pushing the door into his arm, later requiring medical assistance to enable him to finish the rally. But the driver I felt most sorry for, he started our stage but retired terminally with transmission failure, again at the bakery! Months of planning and costing much money, ended after a mile! At least he didn't have far to go for his accommodation, staying at the campsite a short distance from where his car had stopped!

Due to the rally's popularity, it had a full entry on the first day of the entries being open! 147 interesting cars started our first stage, including a Triumph TR6, Saab 96, a Darran T9 GTR, Lotus Exige, MG Metro 6R4, a couple of Hillman Avengers, and the usual assortment of Escorts, Imprezas, 205's, EVO's and Mini's...both old and modern, and as they were starting from the nearby car park in Tobermory, none got lost, and the cars all went in on their due time.

We were able to open the road early allowing the sweeper car, a huge red Dodge Ram pickup truck and call sign “Badger”, to enter the stage to block the road if any spectators decided to drive their cars on the closed road before the road opening car had arrived!

Because Pete and Jan were at Dervaig, I got a lift with Peter in the Landie, returning back to the cottage for a most welcome hot drink and waiting for Pete and Jan to arrive back to the cottage to talk about that night's events, and eventually to bed. We were so tired; we weren't disturbed by the rally cars going up and down the main road between Tobermory and Craignure for their servicing etc.

To be continued

Loyd Gerken

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Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.
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The copy date for the next issue is 14th **December 2016**.

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