WAYFARER MAGAZINE

The Monthly Magazine of the Green Belt Motor Club

WAYFARER

The Magazine
Of
THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club

November & December 2013

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Front cover:
Melanie Stiles leading Ian Barnard & Richard Warne with Chris Deal

Editor: Eris Robertson & Ollie Camp
Race Reporter: Robert Taylor Classified Ads - You tell us, we'll put it in.
Contact the Editor for advertisement details and rates. Member's adverts free, subject to conditions

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.

Editorial

Well, another Formula One season has come to a close and once again Sebastian Vettel took the title. Working Sunday's means I don't get to see many F1 races but from what I gather, I didn't miss much as it was a "snore fest", or that's what Ollie likes to call it! One of the only highlights of recent years has been Mark Webber and his ability to say what he wants when he wants about his team and team mate. He has brought a breath of fresh air to the sport and will be sadly missed.

Speaking of sadly missed, the last couple of weeks has seen the the passing of the great Nelson Mandela and the untimely demise of the actor Paul Walker. Mandela achieved many things for his country and I don't think we'll ever find someone who achieved so much as he did. He was a very forgiving man. Everywhere he went people wanted to have their photo taken with him, including the likes of Princess Diana and Whitney Houston. Paul Walker was best know for playing Brian O'Connor in the Fast and the Furious films. He was a fantastic actor and one of my personal favourites. Since his passing, I have discovered he had a passion for marine biology. My sympathy goes to both of their families.

A series that is worth watching is the V8 Supercars; Australia's version of touring cars. There is always lots of close racing and they have a mix of races of varying length from sprint races to a 24 hour race. There is always plenty of action and it always leaves you wanting more.

I must say, that personally speaking I have found a few of the jokes a little risque of late, but this months series of one liners had me in stitches. We also have an excellent article on the Mull rally from Loyd and the final Robert's Racing Round Up of 2013. As a seemingly semi permanent guest editor, I would like to thank all our contributors to our wonderful club publication. It always makes for an interesting read. If you ever want to contribute, please send your articles to Ollie and if you would like to make an appearance as a guest editor, please let Ollie or myself know.

Finally, on behalf of all the committe, I would like to wish all of you and your families a very Merry Christmas and a Happy New Year.

Melanie Stiles

Club Nights

Club Members meet informally each Wednesday
at The Two Brewers, Northaw, Herts. From 9.30 pm

Christmas Meal @ Two Brewers - 18th December 2013
GBMC Annual Dinner & Dance - 22nd February 2013

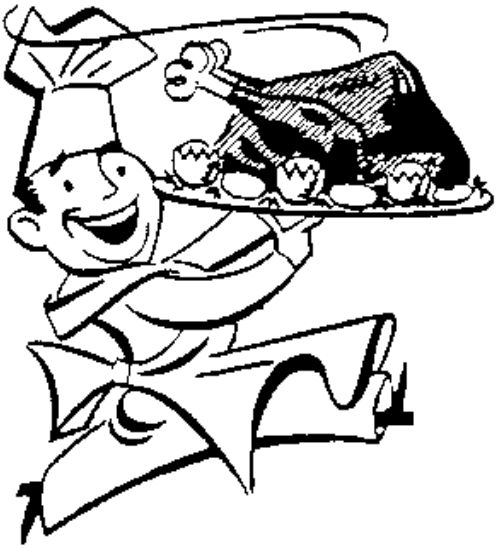
Competition Calendar June 2013

Date	Event	Club	Venue/Start	Format
28.12.13	Loco Stages	Sutton & Cheam	Longmore Camp	Tarmac

Christmas Meal

Two Brewers, Northaw

Wednesday 18th December 2013



Start: 7:30pm

£23 per head

If you can make it contact

Malcom Wise
020 8351 4953

Competition Chat

Well the Car Spares Escort survived the 3 days of competition of this year's Wales Rally GB national Event and finished 28th overall and 3rd in class, from a field of 71 cars and 15 in the 2 litre class, full report next month.

The second weekend of December is the usual Rockingham Stages which this year has a full entry with a few Green Belt crews out this year including the IPB Motors of Ian Barnard and the Car spares Escort of Richard Warne

The last event of the year I would imagine will be the Loco Stages on Saturday 28th December, if you are entering please let me have your results. Competition results will be recorded if received by 31st December, after that date you may be too late.

If you have any outstanding results you wish to claim points for please let me have a copy ASAP

Again this year's the final results will be published in the January Wayfarer, upon publication they will be provisional for 7 days, after that date they will be final.

All award winners will be invited to our Awards presentation and dinner, this years presentation will be held on Saturday 22nd February 2014.

Championship Points

Have not received too many sets of results last month Are there any more Autocross results out there.

If you have competed and your results are not included in the results tables please post or email me a copy, good hunting !!!!

Dinner & Awards Presentation .

White Horse Hotel
Hertingfordbury Road
Hertford
SG14 2LB

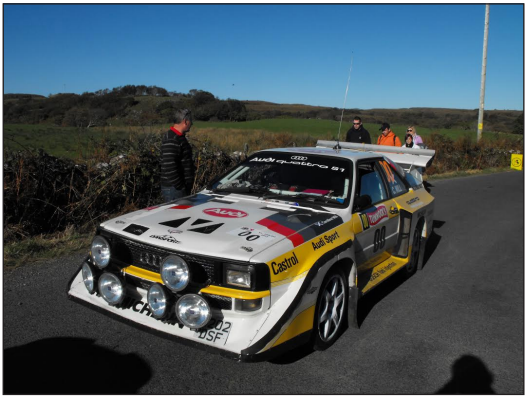
Tel : 01992 586791

A date for your diary no excuse for not turning up, SATURDAY 22nd February 2014, more details nearer the time.

Finally if your received one of the perpetual Trophies, at last years awards presentation please can you return it to me by the 14th January 2014 nice and clean., please give me a call to arrange delivery,

The trophies I require back from last year's winners are listed below, thank

2013 Tunnocks Rally of Mull



October saw the usual members from the Stort Valley AC make their annual pilgrimage to the Western Isles of Scotland to marshal on the Tunnocks Rally of Mull. For more than twenty years, SVAC have provided marshals, radio crews and stage commanders, I and a few SVAC members, have done all of those years ever since the rally was made a "Closed Road" rally back in 1992. The Tour of Mull, originally organised by the 2300 Car Club as a round of the Motoring News "Road Rally" championship from 1969, after a lot of hard work by the clubs chairman Brian Molyneux, gained Parliamentary authorisation to close some of the islands roads to allow the rally to run as a Tarmac stage rally. The Mull Rally was the first stage rally to gain "Closed Roads" status in Britain, followed a few years later by the nearby Jim Clark Rally. After the 2300 CC celebrated their 40th anniversary rally in 2009, they decided to relinquish from organising the rally, and from 2010, the Mull Rally has been organised by the islands own car club, Mull Car Club, with help from some of the 2300 CC members and a few senior rally officials from main land Scotland stage rallies.

Pete Thorn and his partner Jan, and I left Stevenage early Wednesday morning, travelling up in Pete's trusty Volvo estate, to make the 500 miles journey up to Oban, to catch the ferry to Craignure on the Isle of Mull. The road alongside Loch Lomond was as usual picturesque with the autumnal colours of the trees reflecting in the Lochs waters. On the trip up to Scotland, we had heard on the car radio that all ferries around the western side of Scotland had been cancelled due to the exceptionally high winds preventing the boats from leaving the docks. When we arrived at the ferry terminal, hoping to catch the 16-00hrs ferry, we were greeted with an overflowing car park. In the queue, we were met by our friends Peter Wells and his lady, Di in their Land Rover Defender, and new four legged companion, Caddy (a chocolate brown Springer Spaniel). They had arrived at the dockside mid-morning, having started from their home on the side of Lake Garda in Italy earlier in the week, travelled through France, onto the train to the UK, visiting friends and family on the way up to Scotland.

As there seemed no prospect of catching anything, apart from a cold now that it had started to rain quite hard with the wind still blowing

strongly, we parked the car in the terminal car park, got our ferry tickets and decided to walk into Oban town centre to get something to eat. While in the restaurant, we enquired about costs of a room at the attached hotel, just in case we were not able to travel to Mull that day…£150 for the night!!! The receptionist did say the room had a sea view…so we could watch to see if and when the ferry sailed!!! I did notice on the price list sign on the hotel reception wall, rooms from £75 per night!!! Needless to say we declined.

We returned back to the car, refreshed, but with the thought that we may have to sleep in the car, and wait for the morning sailings, provided the winds dropped. When we arrived back to the car, the ticket collector came to see us and noticed that we had tickets for the 18-00hrs ferry and instructed us to move our car to the next queue. The winds had dropped a bit and a replacement ferry was on its way to start taking cars to Mull, but he advised us that we could be late getting on to the island!! We later found out that the usual ferry to Mull, called "Isle of Mull", her captain did not want to risk leaving the safety of Oban as the engines were not powerful enough to enable her to pull away from its berth, and when it arrives at Craignure, hold the ship steady to enable the vehicles to disembark, as the pier juts out into the sea!!! So a small "puddle jumper" ferry had been diverted from the Outer Hebrides to try to clear the backlog as quickly as possible. Pete and Di got the first crossing on the replacement ferry and we were the last car to get onto the second sailing. Phew!!!

After what I thought was a smooth crossing, we arrived at Craignure about 8pm. After leaving the ferry, we made our way to our new accommodation, a small cottage just outside Salen. We had decided that as the usual caravans we have stayed in over the past few years were now getting very tired and rather cramped, we wanted something more comfortable and spacious. Having looked on the internet, Pete found this delightful cottage on a country estate not far from the stages we were to marshal on, and the cottage cost us no more than the caravan too!! As it was quite dark (no street lights on Mull remember) we found the turning leading up a narrow farm track just before the Aros Mains junction to Tobermory and Devaig. With the car grounding out over the rough road, we found the turning for the cottage, but we had to cross over a stream with what looked like a very rickety old wooden bridge!!! Very carefully we crossed it and there before us, lit up by

the cars headlights, was a very pretty little cottage. We unloaded the car, had a warm drink and retired to our beds after a very exhausting journey.

Next morning, Thursday was to be a relaxing day…nothing to do with the rally…we were greeted with a bright sunny day and no wind. Looking through the cottage paperwork, we noticed that there was a short walk to the village of Salen, so we decided to explore our new surroundings and enjoyed a brisk walk through the fields and woods down to the shore side of the Sound of Mull and into Salen. We called into the local hotel for a refreshing cup of coffee and purchased a few items we needed from the nearby SPAR store. On our walk back to the cottage we took a leisurely walk back along the shore line road hoping to see any otters or seals that normally bask on the rocks. Sadly nothing was seen of the otters or seals but plenty of eagles, red kites, herons and loads of hooded crows were flying about. We had a look around some derelict fishing boats at the side of a disused jetty next to the road, dodging the cars and buses that were travelling along the single track main road from Tobermory to Salen we returned back to the cottage.

Our stage commander Graham Frary and his long-time friend Andy Lloyd, accompanied by his wife Angela, called into our cottage later in the afternoon to discuss what jobs needed to be done on our first stage…taping up junctions, erecting arrows and warning signs etc. for the following day. We were also allocated our marshalling duties; Pete, Jan and I were to do Flying Finish for Stage One, with our old friend, SVAC member and now local resident on the island, Chris Walden, doing Stop line duties with some members of the Mull CC.

Marshals' signing on was at the islands theatre outside Tobermory on the Friday morning. After getting our paperwork, goodies bag and any relevant equipment, we went into Tobermory town centre to watch the scrutineering in the town's whiskey distillery complex, and had a very good fish lunch at the town's ex-ferry terminal building, ready to start the work of setting up the stage furniture etc. By now the weather had improved to a quite warmish afternoon with prospects of a dry and warm weekends rally.

After we had finished our setting up duties, we arrived at Devaig to meet up with the rest of the team to discuss anything that needed doing. Pete, Jan

and I decided to return to the cottage to have something to eat, get any equipment we had left behind, while the others had a meal in the Belachroy hotel in Devaig as they were to be at the stage arrival and start, about two miles up the road from Devaig, in the wood yard, and finish off any remaining taping.

Our stages, stages one and two, were to share the same arrival controls and starting point. Stage one approached Devaig, turned right at the village church, and made its way back to Tobermory for the finish line and then a shortish road link back to the start line for stage two. After the repeat of the start, stage two turned left at the village church, over the bridge and then on to the Hill Road. Graham was to be the Deputy Stage Commander for stage one...if there was an incident requiring the officials to go in to the stage, the relevant deputy would go into the stage, leaving the Stage Commander at the start line of both stages to deal with any problems etc. That was the plan!!!

We arrived at our stage one finish point, just outside the deliciously smelling Tobermory Bakery, positioned the car in a very lumpy gate way to a field as we were to be the flying finish crew, and waited for the time keepers to drop off the clocks and radios. Although we had our MSA 81 safety radios on, we couldn't hear control very well so we weren't able to find out when the cars were starting our stage. As it started to get dark we had the "Road Closer" car through followed by an assortment of officials and course cars. But we were unable to see the cars approaching as we were hidden behind a high stone wall, so we had to rely on hearing the cars coming. The first of the capacity entry of 110 cars, car one driven by last year's winner Calum Duffy with his brother Iain on the pace notes in their very rapid Escort Mk2, flew past our point, time noted and I relayed the time to Chris over the two-way radios at the stop line, to enter it onto the competitor's time cards. Duffy was followed very quickly by a young and upcoming island driver John MacCrone, who finished second last year, in his borrowed/hired ex-Monte Carlo winning M-Sport Fiesta S2400 "club" car. The Fiesta had a 2.4 litre Duratec lump installed, sounding just like a BDA on "full chat" in the still calm moonlit evening, sound reverberating off the stone walls!!! MacCrone has had a busy year driving various cars on both World and British Rally Championship events, so was very "match" fit with plenty of seat time,

unlike Duffy, who for many reasons, had not driven competitively since winning last year's Mull rally, but he still beat the youngster by 6 seconds!

After about two hours of seeing cars coming through our stage, there was quite a big gap with no cars arriving at the stage stop line. Fearing that there was an incident in the stage, Chris radioed back to us saying, via our stop line "81" radio, that our stage and the next stage had been stopped and was to be cancelled as we were approaching the road opening time and there was the danger of spectators cars moving around on the stage, despite the road still officially closed, so the remaining competitors were to pass through our stage at non-competitive speed. We later found out that a car had dropped its entire contents of oil on the surface of the road on stage two, causing another car to go off. As the stage was now blocked, cars couldn't proceed through to the end of stage two; don't forget our stage was sharing the same start line with stage two, the rescue/ recovery, doctors and anyone else that needed to go in, left no support for our stage, thus we couldn't complete our stage running. I felt sorry for the later crews; they had to drive through our stage slowly, missing out stage two, then onto stage three which was at the far end of the island, more than 50 road miles away without driving anything competitively!! We closed down our stage furniture, waited for the sweeper car to collect the clocks and paperwork, and we were on our way back to the cottage for a well-earned hot beverage and went to bed not long before midnight.

Stage three was to be the undoing for rally leader Duffy, uncharacteristically he slid off backwards into a ditch, and without spectator help, couldn't return back onto the road. New rally leader MacCrone in his M-Sport Fiesta was now leading another young driver, Peter Taylor in another M-Sport car, this time an ex-works Mk1 Focus WRC, by 1min 17secs after the first leg of seven stages. Third was local Mull resident Eddie O'Donnell in his Escort Mk2 a further 2min 31secs behind. The moonlit night meant the temperatures had dropped with some patchy ice on the roads catching out the unwary; luckily the rally only lost 12 cars during the night of the first leg, for various reasons from wheel ripped off after hitting a rock to the afore-mentioned loss of oil!!

Saturday morning dawned sunny but a bit frosty and chilly. After a hearty breakfast, we made our way back to Tobermory Bakery, this time to set up the stage start for our next two stages, stages ten and 13, to be run in daylight in the afternoon. I was to do "81" safety radio duties this time, Graham Stage Commander, Peter T was his Deputy, with Jan, Angela and Andy doing the start line paperwork helped by some local marshals. Peter W, Di and Chris again with help from Mull CC members, were doing flying finish and stop line duties. The various officials

GREEN BELT MOTOR CLUB MOTORSPORT CHAMPIONSHIP

As at : 01.12.13 — **Trent Park Trophy - All Motorsport Events**

POS	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TOTAL
1	Malcolm Wise	263	230	230	251	230	164	230	200	275	221								2294
2	Ian Barnard	200	350	290	350	317													1507
=2	Andy Bull	200	350	290	350	317													1507
4	Rob Choules	251	137	164	242	125	263	263	50										1495
5	Niall Moroney	50	230	299	230	230	290												1329
6	Paul Phillips	251	350	251	230	200													1282
7	Richard Warne	50	50	236	308	311													955
8	Simon Higgs	299	251	200	200														950
9	Frank Trueman	170	200	242	164	170													946
10	Mark Blackmore	251	275	329															855
11	Rob Cook	50	50	131	239	311													781
12	Paul Bowden	350	350																700
13	Mick Davis	350	275	251															625
14	John Ridgeon	125	125	350															600
15	Matt blackmore	329																	329
16	Bill Duffy	110	185																295
17	Keith Perry	290																	290
18	Paul Blackmore	251																	251
19	Will Barnard	200																	200
=19	Simon Higgs	200																	200
=19	Gill Welham	200																	200
22	Simon Norwood	149																	149
=22	Christopher Jones	149																	149
24	Rowland Knott	125																	125
		Dropped Score			Maxiumn of 10 events per discipline														

Trophy	Event	Date
MVS	Tour of Epynt	10.03.13
SVS	Tour of Caerwent	24.03.13
Chalk	Bor 19 Sprint	17.03.13
SVS	Middlewick stages	12.05.13
Chalk	Tams sprint	21.04.13
Chalk	Debden Sprint	12.05.13
MVS	Plains Rally	18.05.13
MVS	Dukeries	08.06.13
SVS	Mid Summer Caerwent Stages	23.06.13
Chalk	Abinlgdon Carvinal sprint	08.06.13
TPT	Race 9 Brands	30.04.13
TPT	Race 1 Brands	25,05.13
TPT	Race 20 Brands	05.05.13
TPT	Race 11 Brands	05.05.13
MVS	Mewa Stages	25.08.13
MVS	Woodpecker Stages	31.08.13
MVS	Cheviot Stages	20.10.13
Chalk	Curborough Sprint	10.08.13
Chalk	Sprint Royal	06.10.13
Chalk	Mira Sprint	03.08.13
Chalk	Debden Sprint	23.09.13
Chalk	Turner sprint	29.09.13
SVS	Woodbridge stages	23.09.13

Trophy	Event	Date
TPT	Race 5 Snetterton	20.07.13
TPT	Race 6 Mallory Park	04.08.13
TPT	Race 13 Mallory Park	04.08.13
TPT	Race 8 Mallory Park	04.08.13
TPT	Race 1 Snetterton	24.08.13
TPT	Race 1 Silverstone	07.09.13
MVS	wyedean Rally	09.02.13
MVS	Malcolm Wilson	02.03.13
MVS	Somerset Stages	20.04.13
MVS	Plains Rally	18.05.13
MVS	Nicky Grist Stages	13.07.13
SVs	Patriot Stages	29.09.13
MVS	Malton Vforest Stages	03.11.13
MVS	Wales Rally GB Nat	21.11.13

The Two Brewers
Christmas Menu

Starters:

Baked Mini Camembert Served with Crusty Bread and a Cranberry Dip

Scottish Smoked Salmon and Cream Cheese En croute

Chicken and Liver Pate with Toast and Cranberry Sauce

Chunky Winter Vegetable Soup Served with Crusty Bread

Mains:

Succulent Roast Turkey, Crispy Roasted Potatoes, Pigs in Blankets, Sage an Onion Stuffing, Yorkshire Pudding and a Selection of Winter Vegetables Covered in Gravy.

Haddock Florentine - Haddock Covered in a Smooth Creamy Cheese Sauce and Spinach, Served with Asparagus, Dauphinoise Potatoes and Lightly Grilled Tomatoes.

Beef Wellington - Rare Beef Coated in Our Own Traditional Chicken and Duck Liver Pate, Covered with a Layer of Golden Puff Pastry, served with Roast Potatoes and Winter Vegetables.

Goats Cheese and Red Pepper Soufflé with Dauphinoise Potatoes, Asparagus and Lightly Grilled Tomatoes.

Desserts:

An Array of Cheeses Served with A Cranberry and Onion Chutney, Celery and a Selection of Crackers.

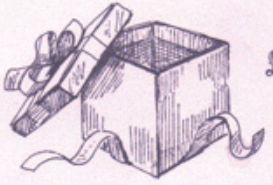
Crème Brulée Accompanied with a Winter Berry Coulis

Christmas Pudding Served with an Optional Creamy Brandy Sauce

Seasonal Yule Log Served with Thick Whipped Cream and a Medley of Winter Berries

After:

Coffee and Mince Pies



£23.95 per head

The Two Brewers, 1 Northaw Road West, Northaw, EN6 4NW

two-brewers-northaw *@twobrewersnorthaw* *Call us: 01707 655557*

Single Venue Stages Trophy - Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Ian Barnard	100	89														189
2	Mark Blackmore	67	93														160
3	Richard Warne	86															86
4	Will Barnard	50															50

Single Venue Stages Trophy - Co-Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Andy Bull	100	89														189
2	Mat Blackmore	93															93
3	Paul Blackmore	67															67
4	Gill Welham	50															50
5	Simon Higgs	50															50

Chalk Trophy - Sprint

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Rob Choules	67	29	38	64	25	71	71	5								370
2	Paul Phillips	67	100	67	60	50											344
3	Simon Higgs	83	67	50	50												250
4	Mick Davis	100	75	67													242
5	Frank Trueman	40	50	64	38	40											232
6	Paul Bowden	100	100														200
7	Rowland Knott	125															125
8	Keith Perry	80															80
9	Mark Blackmore	75															75
10	Bill Duffy	20	45														65
11	John Ridgeon	25	25														50
12	Simon Norwood	33															33
=12	Christopher Jones	33															33

Thatcher Trophy Autocross

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	John Rigden	100															100

Clubman's Trophy

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Ian Barnard	100	89	100	80												369
=1	Andy Bull	100	89	100	80												369
3	Richard Warne	86	87	62													235

Clubwoman's Trophy

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Gill Welham	50															50

Multi Venue Stage Trophy - Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Niall moroney	5	60	83	60	60	80										348
2	Ian Barnard	50	80	100													230
3	Richard Warne	5	5	62	87												159

Multi Venue Stage Trophy - Co-Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Andy Bull	50	80	100													230
2	Rob Cook	5	5	27	63	87											187

Glover Trophy (All GBMC organised Events)

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Mark Blackmore	67	75														142
2	Paul Phillips	50	67														117

and course cars arrived at the start line waiting for the road to be closed so that they could enter the stage. “00” car was a fascinating Ford Anglia, not sure what engine it had…certainly not a pre-cross flow…entered our first stage on its due time followed by the “0” car… an Audi Quattro Sport S1 Group B rally car!!! Very impressive it was too but I think it was intimidating the driver as he didn’t give it the full beans on the start line!!! We later found out it was not genuine, but a copy, but it looked the full dogs dangles!!! We were able to hear the turbo wastegate for some time as it made its way through our stage. Both course cars safely arrived at our stage finish and we were given the go-ahead to start the stage when the first cars arrived. The rally leader, MacCrone, soon arrived and was into our stage, a little bit late due to delays on previous stages. Taylor, using his WRC Focus’s launch control quickly followed. As the second leg of the rally was in day light, the cars were starting at 30 second intervals; some competitors were trying a bit of gamesmanship by delaying their approaching to the stage start line, gaining another 30 seconds. Taylor was fastest on our first stage, stage ten; MacCrone dropped 5 seconds, with Duffy, who had repaired his Escort to return to the rally under “super rally” rules, but had no chance of winning this year’s rally due to his earlier off, a further 11 seconds behind. Sadly Duffy was to retire before he got to our second stage, stage 13, due to a mechanical failure, but he was enjoying himself doing several “Vettles” (doughnuts!!) entertaining the spectators in the stages…ever the showman.

As there were no incidents on our two stages, we were able to finish quite early. We packed away the stage furniture, handed in the clocks and paperwork to the sweeper car and we returned back to the cottage to grab something to eat. Our last stage was to be the first of the rally’s third leg of stages later on Saturday evening, just a short distance from the cottage and not far from the caravan park entrance. MacCrone was still leading the rally by 2mins 25secs to Taylor with new third place driver Tony Bardy in his ex-works Nissan Sunny WRC, a further 6mins 56secs behind. Because of the dry but chilly weather, times on most of the rally’s stages previous year’s record times were being broken.

For our last stage, stage 16, I was to do “81” radio again, Pete and Jan were further back down the road doing arrivals, so I transferred my radio kit into Andy’s Ford Galaxy at the stage start line. SC Graham was assisted this time by Andy as his Deputy SC; with Andy’s wife Angela, assisted by some local marshals, doing the start paperwork. Again MacCrone was fastest on our stage with this time, Lewis Gallagher in his Scobby WRC a further 1min 2secs behind!! Second placed Taylor, we later learnt, had a few “moments” on our stage, finishing 1min 11secs behind, thus MacCrone remained in the lead but with a much bigger gap of 2mins

Car Spares Cheshunt now have in stock EBC Brake Pads & Sport Discs .

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E-mail: info@abcmedical.co.uk

25secs to Taylor with Bardy still in third. Our stage finished without any incidents and we were able to pack away the stage furniture for the final time and we were able to return to our cottage just before midnight.

During the night, again a dry but frosty evening, the two rally leaders had some hairy moments, MacCrone had gone off briefly, but only losing a minute, he was now taking more risks, not realising that Taylor had been off a couple of times, Taylor arriving at the finish of one stage missing the entire front bumper and lights from the front of his Focus WRC and Bardy in his Nissan lost third to O'Donnell due to some problems. The rally came to its conclusion in Devaig; the leaders were greeted by the rally's sponsor's Tunnocks MD, Boyd Tunnock, who offered the competitors hot pies and other items of confectionary from the very enthusiastic purveyors of the finest scrumptious chocolaty Tunnocks products.

As we had booked the cottage for the week, we decided to make a holiday of it. We had a leisurely tour around the island on Sunday (with most of the rally traffic gone), visiting a few of the local points of interest, Calgary Bay (not the one in Canada!!) and a café with an art and craft gallery attached. Monday and Tuesday, we visited Chris and his partner Heather at their B&B and another walk looking for the ancient fort as listed in the cottage literature, sadly, despite our efforts in map reading we couldn't find the fort, but the views were stunning. During the week we were on the island, despite the frosty chilly nights, the weather had remained dry, but on the journey home it rained, quite hard occasionally, but fortunately not causing any problems on the "proper" ferry or on the roads home.

We have rebooked the cottage again for next year, having heard also, for next year's rally, the organisers have devised a new format for the rally, to celebrate the 45th running of the **best rally in the world!!!**

Loyd Gerken

The winners of the 2013 Tunnocks Mull Rally

1st John MacCrone/Stuart Loudon	Ford Fiesta S2400	2hr 21mins 43secs
2nd Peter Taylor/Andrew Roughead	Ford Focus WRC	+3mins 57secs
3rd Eddie O'Donnell Jr/Matt Ratcliffe	Ford Escort RS	+7mins 47secs
4th Tony Bardy/Neil Colman	Nissan Sunny GTiR	+7mins 54secs
5th Tristan Pye/Andrew Falconer	Subaru Impreza	+8mins 28secs

Social Secretary's Report

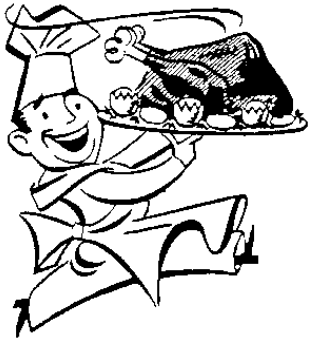
Well, on the social side of things, hard work is going in to the club's 50th anniversary celebrations (Sunday 29th June 2014). I would like to create a photo montage to create a display of the club and motorsport through the last 50 years. Please, where possible, can I ask you to supply a copy of your photo (not the original, just in case of damage) with your name and telephone number and a brief description of the subject on the back. You can give them to any committee member to save on the rather extravagant cost of a stamp!

After Christmas will be the club's annual dinner and dance on Saturday 23rd February. The question is, can anyone top the big surprise that Ollie provided at this year's event? Although I'm not sure we can cope with too much excitement!

However, before Christmas we have our Christmas meal at the Two Brewers in Northaw to look forward to. This year it is on Wednesday 18th December. Please contact Gerry Thurlow or Malcolm Wise for tickets and further information. Tickets will fly out the door faster than Vettel can drive that F1 car of his, so get in early to avoid disappointment.

Merry Christmas and Happy New Year once again.

Melanie Stiles



Green Belt Dinner & Dance
White Horse Hotel
Hertingfordbury Road

Saturday 22nd February 2012

If you can make it contact

Richard Warne
01992 302669/ 07958 632 082

Robert's Racing Round Up

Club chairman Malcolm Wise missed the final pair of races in the Quaife Motorsport News Saloon Car Championship. Nevertheless was reasonably happy with his season in this hard fought series because he has finished on the podium in over half of the 14 races that he entered.

However two retirements, a non-start and a disqualification meant that he had no chance of winning this championship.

With this in mind, he made a late season decision to try his hand at a couple of races in the Burton Power Blue Oval Saloon Car Championship. This change resulted in a pair of class wins – which also gained him a surprise class championship!

✸ ✸ ✸ ✸

In order to fill in the month long gap between the last two race meetings in the Quaife MN series Malcolm decided to take his turbocharged Ford Escort Cosworth to Silverstone for the last two races in the Blue Oval series. This is a championship that is exclusively for modified Ford saloon cars.

Prior to the practice session, which was run on a damp track, he was fairly confident that he could get pole or, at least, second position on the starting grid. As he circulated the track in drizzly conditions this view was reinforced because he found that he was able to overtake cars all around the Northamptonshire track's 1.6 mile long National Circuit.

The time sheets showed that he was actually in pole position by the reasonably healthy margin of 1.3 seconds.

✸ ✸ ✸ ✸

Initially the first race went well for him as he had easily beaten fellow front row starter Olly Allen away from the starting line. In fact Allen's Ford Fiesta, which was fast in the wet but certainly not completive with our man's 500 bhp Ford Escort in the dry, soon dropped back to fifth place.

Malcolm led for two thirds of this 15 minute race but then his car's Achilles heel, rear suspension problems, started to reoccur. This caused him to run wide on one corner and in no time the closely following Ford Sierra RS500 (a former British Touring Car Championship car, originally prepared by Andy Rouse) driven by David Matthias zapped past him.

Malcolm found that he could not get back past Matthias although, with hindsight, he thought that he might have been able to do this if he had turned up his car's turbocharger boost when they were both on the long Wellington Straight.

So our man finished in second place

overall, just 0.8 sec behind the Matthias's Sierra and a massive 16.3 seconds ahead of the third placed car. He was also the winner of the class for four wheel drive cars.

✸ ✸ ✸ ✸ In the second event, which was run in heavy rain, the Green Belt race ace made a good start from the front row of the grid and led through the first bend, Copse Corner.

However on the uphill run to run the Becketts hairpin bend he was somewhat surprised to see that Matthias's Sierra RS500 was able to draw alongside and pass him without too much difficulty.

For the rest of race Malcolm followed Matthias's car closely but near the end of the event he heard a noise from the engine. During the last couple of laps oil smoke was coming out of the vents in the bonnet. So with a somewhat ailing car he finished the race in second spot, 1.25 sec behind Matthias's flying Sierra RS500.

Once again he was the winner of the four wheel drive cars' class.

Enquiries in the paddock, after the race, revealed his rival's Sierra RS 500 had been equipped with a set of brand new Dunlop wet weather tyres. Commenting on this Malcolm told me "It really does highlight the difference between new tyres and mine which were several seasons old and were coming up for replacement".

Malcolm also commented on the state of his car's Cosworth engine by saying "I've obviously done something to the engine but I don't know what. I think that it may be more serious than it seems. I certainly wasn't aware of losing any power but I probably did and hadn't realised it".

✸ ✸ ✸ ✸ The bad news was that this damaged engine precluded Malcolm from competing in the last two races in the Quaife Motorsport News Saloon Car Championship.

However the good news was that, in the paddock after the second race at Silverstone, Malcolm made a surprise discovery. This was that these two races had been the only ones this season in which there had been any competitors at all in the class for four wheel drive cars. Consequently his four wheel drive Escort Cosworth's pair of class wins had also gained him victory in the four wheel drive cars' class of the 2013 Burton Power Blue Oval Saloon Car Championship.

✸ ✸ ✸ ✸ Now for the really bad news for my avid reader(s). This is the last RRRU for several months – until the next motor racing season gets under way in the spring of 2014.

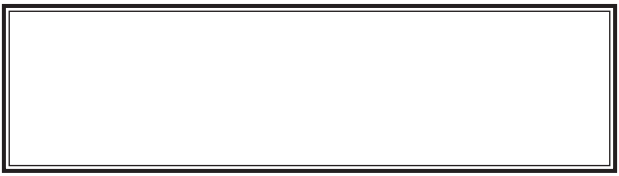
Robert Taylor

Classified Ads

Special Offer - Keep warm this Winter!!

GBMC embroidered logo fleeces at £24 each. Sizes M, L and XL available.
Good quality fleece with a nice warm lining.

For sale:
Following on from our hugely successful snow sale here we have some fresh air on offer.
Again, Shown here in true colour detail, also never used!



Other items include: A world war 2 french rifle, never fired, only dropped once.....
;o)

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Your old open face helmets!

Langley Park Rally School need helmets that are open face and are not any use to you anymore because they are out of date.

Can you help? If so, call us on 01279 777 519.

Casting Repairs

Quick Crank Ltd. have now renamed to L & S (UK) and offer a full range of engine machining services, but of particular interest is their ability to repair castings which have cracked, or where a threaded hole has cracked or pulled out. They are sited in Waterlooville, Hants, and their prices don't look too bad. There are several techniques available, and if anyone would like further details, please contact Geoff Foot.

Club discount on Haynes books and manuals

Motor club members get 12.5% discount (with free post and packing thrown in as well). Geoff Foot has a complete catalogue of all Haynes books, so contact him for further details. They will send you their free catalogue on request, or you can order through their website (and still get discount) Several good new books out - goto haynes.co.uk for details. They will send you their free catalogue on request, or you can order through their website (and still get discount)

Several good new books out goto haynes.co.uk for details

Club Merchandise

White T-Shirts	£7.00	Fleece - Green	£24.00	Umbrellas	£14.99
Polo Shirts - White or Green	£14.95	Hats -Caps	£5.00		

All merchandise comes with GBMC logo

Garage Clear out
Most parts are for a Crossflow Ford Escort 1600

Halda Speed Pilot Mk5 -excellent condition as new	Offers	Prop Shaft RS2000 to Atlas one inch shortened	£45
M16 Brake Callipers / Comp Pads (Good) vented Discs & Hubs	£100	Competition Short Stem Steering Racks	£15
Flywheels for sintered centre plate	£20	Competition Long Stem Steering Racks	£20
PolyV Water Pump & Pulley (Non Alternator)	£40	Two Front Bilstein Inserts 260/60 (good)	£60
Oil Cooler sandwich plate, new	£10	Camshafts, Kent A6, A9, 1FR4 & Vulcan V111	£10
Dry Sump Remote Oil Filter Housing	£10	H/D, H/C Oil Pumps	£15
Tuffrided/ Balanced Crankshaft 1300 Crossflow	£50	Steel Rocker Shaft, Posts & rockers (as new)	£45
Gearbox Escort Mexico Type (Dead)	£15	Various Std Flywheels	£10
Lots of 13 inch forest M&S tyres and wheels	Ask!		

Contact Richard Warne for further details:- Home 01992 302669 Mobile: 07958 632 082

FIRE Extinguishers

Richard Warne still has a few 5kg extinguishers, mainly dry powder, out of certification date but still OK. Giveaway price of £5. Ideal for the garage. If you don't have any form of fire extinguisher then buy one of these. It might be the best £5 you ever spend...

The Directory

A list of handy places that members have found useful. Any additions to the list will be welcome

Harlow Motorsport
Edinburgh Way, Harlow, is fully equipped with a rolling road for competition cars.
01279 453486

Kalvin Tyres
259 High Road, Broxbourne
01992 462728

Lee Industrial
Suez Road, Brimsdown. All types of fixings, screws and small tools etc. No min. charge, and open Sat morning.
0208 8053535

Thames Stockholders Ltd.
Unit 5W Woodhall Road, Redburn Industrial Estate, Ponders End. All non-ferrous metal i.e. alloy sheets, copper, al. bronze etc. Could be a min. charge.
0208 805 3282

East Herts Signs
for car decals -No.3 Old Cross, Hertford, SG14 1HX
01992 553004
e-mail: EHS@oldcross.demon.co.uk

Upshire Car Breakers
Max-ens Yard, Galley Hill Yard, Waltham Abbey.
01992 711305

Wheelbox
Caterham / Lotus 7 / Westfield specialists.
Chris
01992 470480

Vauxhall Performance Spares Centre
(standard road going parts only), run by Eddy.
01255 670670

Damar Webbing Products Ltd
damarwebbingproducts.com Ratchet & towing straps and accessories.

Tilgear
Station Road Cuff-ley.
Wood and metal working tools etc.
01707 873434
At last they have their new catalogue out.

Black Circles.com
very competitive tyre prices fitted free at your local tyre place.

Tailpieces

The Grim Reaper came for me last night, and I beat him off with a vacuum cleaner. Talk about Dyson with death.

A mate of mine recently admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time....

I went to the cemetery yesterday to lay some flowers on a grave. As I was standing there I noticed 4 grave diggers walking about with a coffin, 3 hours later and they're still walking about with it. I thought to myself, they've lost the plot!!

My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were £70!!! Blow this, I thought, I can get one cheaper off the web.

I was at an ATM yesterday when a little old lady asked if I could check her balance, so I pushed her over.

I start a new job in Seoul next week. I thought it was a good Korea move.

I was driving this morning when I saw an AA van parked up. The driver was sobbing uncontrollably and looked very miserable. I thought to myself that guy's heading for a breakdown.

Statistically, 6 out of 7 dwarves are not Happy.

My neighbour knocked on my door at 2:30am this morning, can you believe that, 2:30am?! Luckily for him I was still up playing my Bagpipes.

Paddy says "Mick, I'm thinking of buying a Labrador." Sod that" says Mick "have you seen how many of their owners go blind?"

I saw a poor old lady fall over today on the ice!! At least I presume she was poor - she only had £1.20 in her purse.

I woke up last night to find the ghost of Gloria Gaynor standing at the foot of my bed. At first I was afraid.....then I was petrified.