



WAYFARER OCTOBER 2018

WAYFARER

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

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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.

Editor: Chris Deal

Printing: Chris Deal

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Web Site <http://www.gbmc.org.uk>

A Members Only section may be accessed from the Index page by entering a User Name and Password. (e-mail Ed Davies for activation of your Name & Password)

Front cover:

Top – Rob Choules

Bottom – Frank Trueman's Porsche 944

Both at the Harrow CC Sprint on 9th September and both by Nick Cook

STOLEN

London Wednesday 3rd October 2018



Mk 6 Jedi racing car, chassis number 108

**And Racepod trailer with spares, wheels etc
Serial no SA7RPGVW200051010**

Trailer and contents detached from my road car parked in street in Maida Vale, London W9, probably on the night of Wednesday 3rd/Thursday 4th October. Trailer hitch was removed and left on my road car. Thieves attached another hitch and towed it away.

If you hear of anything in connection with this theft please contact John Gregson on 07711 927567 or email john.gregson17@gmail.com.

Motor Museums

Bicester Heritage, Bicester, Oxon
Brooklands, Weybridge Surrey
Cotswold Motor Museum, Bourton on the Water, Gloucester
Coventry Transport Museum, Coventry, Warks
David Sutton Rally Car Museum, Daventry, Northants
Heritage Motor Centre, Gaydon, Warks
Haynes International Motor Museum, Sparkford, Somerset
Ipswich Transport Museum, Ipswich, Suffolk
London Motor Museum, Hayes, W London
National Motor Heritage, Beaulieu, Hants
Whitewebbs Museum of Transport, Enfield

Editorial/Comp Sec News

Over the couple months I have been to a few of the Anglia Motor Sports Club events to sample their events from the marshalling side. There was an AutoSolo/PCA Autotest at Wethersfield, an Targa at Debden and another AutoSolo/PCA Autotest at Stanta near Thetford. At the these smaller events it still needs 20 to 30 marshals, roughly half the number of those taking part. It seems those that are attracted to the sport are transferring to taking part and aren't getting replaced leaving just the older marshals to solder on and it wont be long before there aren't any marshals... and nobody seems to have answer. Someone said why not pay the marshals, but how much. Whilst trying to get a phone signal in Wales at the weekend I came across someone managing one of the road closures and we got chatting and I asked how much he got paid and he said £10 per hour. So if you calculated to cost of marshalling an event with 25 marshals for 8 hours if works out as £2,000. When AutoSolo entry fees are £35, will entrants pay roughly £50 extra? I think not.

As the saying goes 'Many hands make light work', unfortunately there wasn't many hands on show at the start of the Harrow CC Sprint last month when I took our Club Trailer loaded with cones and equipment. I found just Nick Cook of Harrow CC and their CoC of the day. Luckily there was some more help to clear up if not our cones would be still there.

It is that time of year then thoughts turn to Christmas and meals and gatherings. The GBMC Xmas meal as on Wednesday 12th December at the Two Brewers starting at 19.00. If you want to attend please let Mel know with your deposit and your requirements by the end of this month!

Next month I expect we will have most the championship dates for 2019 and we have a look back of 2018.

Chris Deal

WEBSITE

Ed Davies is having problems with his software and asks "if anyone has created and managed a site and with what software". If you can get it touch with Ed

GBMC / ESCA TREASURE HUNT

Sunday 7th October 2018

RESULTS

1st	Ian, Emma, Lucy & Arthur Bishop-Laggett (Land Rover Discovery)	410 pts
2nd	Melanie Camp / Chris Hooks / David & Nicola Ward (+Tessa the dog) (BMW 320D)	350 pts
=3rd	<i>Malcolm Wise / Ian Bennett (BMW 116D)</i>	<i>310 pts</i>
=3rd	Paul, Tuba & Alec Mandell (Mazda CX5)	310 pts
5th	Karen, Jeff & Elliott White / Dorothy Bishop-Laggett (Mercedes A Class)	305 pts
6th	<i>Brian Aldridge / Ian Davies / David Hughes (Honda Jazz)</i>	<i>270 pts</i>
7th	<i>Donald Berry / Desmond Meldrum / Felicity Brown (Volkswagen Golf)</i>	<i>260 pts</i>
8th	Kay Magnus / Monica Cunliffe / Roy Clements (Saab)	150 pts

Expert crews in italics

MOTORSPORT on TV

F1 on C4 (same live) , WRC on C5 (highlights on Tuesday evenings), BTCC on ITV4 (live with support races), British Rally Championship - BRC on C4 (highlights on Saturday mornings the week after), Goodwood events on ITV4 (highlights), Formula E on Spike (Freeview ch31, live).

Club Diary

14 November – Quiz night, hosted by Middlesex at Uxbridge Golf Club, 8pm

12 December – GBMC Xmas meal.

Event dates

October

- 14 Autumn Autotest (Grass), Boundless by CSMA
- 14 Ivinghoe Trial, run by Falcon MC (AMSC)
- 20 Rockingham Sprint run by BARC (Mids) (AEMC)
- 21 USA GP at Austin, Texas
- 21 AutoSolo at Debden, run by West Suffolk MC (AMSC)
- 25-29 Rally of Spain (WRC)
- 27-28 Cheviot Stages Rally
- 28 Mexican GP at Mexico City

November

- 2-3 MotorsportDays Live at Silerstone
- 4 London to Brighton Veteran Car Run
- 4 Kensworth Trail, run by Falcon MC (AMSC)
- 4 Bonfire Targa Rally at Wethersfield, run by Chelmsford MC (AMSC)
- 9-11 Classic Car Show at NEC
- 11 Brazilian GP at Sao Paolo
- 15-18 Rally of Australia (WRC)
- 18 Lyng Trial, run by SCCoN (AMSC)

December

- 1-2 Rockingham Stages, run by Middlesex County AC/Thame MC (AEMC)
- 1-2 The Preston 2018, Road Rally, run by Chelmsford MC
- 16 Belchamp Trail, run by West Suffolk MC (AMSC)
- 29 S(t)anta's Xmas Targa Rally (near Thetford), run by SCCoN (AMSC)

2019

- 19th January, Brands Hatch Stages
- 16th February, Snetterton Stages
- 28th April, Tendering & Clacton Stages
- 28th July, TAMS Packaging North Weald Summer Sprint

SCRUTINEERING BAY SEPTEMBER

Below I've copied a statement from the MSA regarding the very thorny subject regarding "lifing" of seats and harnesses in stage rally cars.

MSA TO OPTIMISE COST OF SAFETY EQUIPMENT FOR COMPETITORS

The Motor Sports Association (MSA) has committed to an in-depth review of competitor safety equipment over the next two years. This will explore a raft of initiatives, including strategies to reduce the burden on competitors of the unnecessary replacement of seats and harnesses, while ensuring suitably high standards of safety are maintained in the sport.

A cornerstone of this new initiative will be to provide greater education for competitors in respect of their own safety and to place more responsibility on the competitor to maintain a level of safety equipment, above a defined MSA minimum standard.

As a first step, the MSA will recognise an extended life for certain FIA-homologated seats and harnesses in the UK. The MSA Board has approved the following Motor Sports Council recommendations with immediate effect:

In stage rallying, seats homologated to the FIA 8855-1999 standard are granted a two-year extension at the end of their initial five-year life. Across disciplines requiring a homologated harness, the MSA will recognise a ten-year life for harnesses homologated to the latest FIA 8853-2016 standard. This homologation is for six-point harnesses as a minimum, and is tested with higher loadings than the previous standard.

These regulation changes are detailed on the MSA website.

The MSA will be publishing new guidance on installing seats and harnesses, while giving scrutineers further training in this area. The governing body will also be reiterating scrutineers' powers to retain or invalidate homologated equipment if they have serious concerns regarding its condition or know it has been involved in a major accident.

Looking ahead, the MSA is investigating new ways of tracking homologated components as well as evaluating more cost-effective accident data recorders (ADRs) for wider use.

David Richards CBE, MSA Chairman, said: "As the governing body, one of our principal roles is to grow motorsport at grassroots level while promoting safety within the sport at a realistic cost for competitors. I firmly believe the time has come for a wholesale review of our approach to safety across the entire motorsport landscape and this review will be delivered by 2020. It's therefore appropriate to allow our competitors to continue using their recently purchased seats at least until then, when the outcome of this review will be published."

Well, we didn't see that coming did we?! Some common sense at last! I think Mr Richards has been banging some more heads together of both the Rallies and Technical and Safety committees! He first sorted out the controversial stage rally seeding, and then the additional ROPS bars for older stage rally cars!

But as the statement says, for stage rallies, only FIA homologated seats to the **FIA 8855-1999** standard will be granted a two year extension at the end of their initial five-year life...please note, not **ALL** seats to other FIA standards will get the "life" extension! Check carefully the labels on your seats first!

For all disciplines, **only** FIA homologated **six-point harnesses to FIA 8853-2016** standard will have the "life extension" due to their extensive testing for homologation compared to earlier standards!

Of course, if a scrutineer has concerns that either the seats or harnesses shows excessive signs of wear, damaged or known to have been involved in a major accident, they will have the power to retain or invalidate the FIA homologated equipment. All the above is with immediate effect!

On other news, I see the MSA have announced that former Prodrive man Hugh Chambers has been selected as the new CEO, replacing the previous incumbent Rob Jones. Mr Chambers has worked on many of Prodrive's programmes including the World Rally Championship with Subaru and Formula 1 with BAR-Honda. It's a funny old world, who's the head of Prodrive?!

I also hear there may be further announcements regarding personnel changes at the MSA, not before time especially in the Tech department, and a possible move of HQ to Donington is rumoured! The lease on the old HQ in Colnbrook is due to run out soon and costs to refurbish the building to current building regulations could be prohibitive! I understand that MSV's Jonathon Palmer has offered the use of the former Formula E building at Donington to the MSA! Close to a major airport and hotels, and good road connections! Of course it's all whispers that I've heard from people who should know what's going on in Fawltly Towers!

Sadly, Rockingham Race Circuit has been sold off, and from 2019 will no longer be used for any form of motorsport and will be used mostly as a vehicle storage site! So the Rockingham Stages 1st/2nd December will be its last ever motorsport event!

Rockingham was the last race circuit to be built in the UK for the Indy race series from the USA visiting the UK in 2001 and 2002. In recent years the oval track has rarely been used, the short lived UK version of NASCAR and the popular Pickup Truck series being the only ones to use the banked oval track regularly. Being built on the former steel works in Corby, the ground was too badly contaminated to build housing on, so hopefully, if Rockingham is sold again, it can revert back as a race circuit again rather like Donington race circuit in the late '70's after being purchased by Tom Wheatcroft from the MOD as it was used as a military vehicle storage site during and after World War 2.

Until next time, any scrutineering questions please email me, lpgerken@googlemail.com.

Loyd Gerken MSA National Scrutineer



GBMC Christmas Meal
Wednesday 12th December 2018
at The Two Brewers
19.00 for 19.30
£27.50 (including service charge)

We are returning the Two Brewers for our Xmas meal. Please let me know your choices by 31st October with a £5 deposit. All drinks, including coffee to be ordered on the evening.

Mel Camp
07748-952005
turkeystile@hotmail.com

Menu

Starters

Duet of Fresh crab and crayfish

Bound with a delicate dill mayonnaise served on a cushion of mixed leaves under a blanket of oak smoked salmon

Deep fried French brie 

Encased in a light herb crumb served with a black cherry compote

Duck Liver Pate

Flavoured with a hint of orange and Armagnac encased in Parma Ham served with a traditional redcurrant & port wine preserve and toasted brioche

Crispy garlic Mushrooms 

in a light crumb served with a Tarragon mayonnaise and sweet chili salsa

Hot and warming homemade Leek and Potato Soup 

Topped with crisp Garlic croutons

Dovetail of Sweet Galia Melon

Dressed with an orange and Grand Marnier syrup garnished with fresh berries



Mains

Traditional Roast local Turkey

Served with all the seasonal trimmings, roast potatoes and fresh vegetables, rich gravy and home-made cranberry sauce.

Duet of fresh Scotch Salmon and Seabass

Served on a prawn & asparagus risotto and drizzled with fresh basil oil

Prime Sirloin Steak

(cooked to your liking) dressed with a Portobello mushroom and Thyme jus served with bacon wrapped French Beans parcels and sauteed potatoes

Paupiette of succulent Breast of Chicken

Filled with French Brie and Fresh Cape Grapes served on a cushion of baby spinach dressed with a delicate Saffron cream served with Lyonnaise potatoes and baby Chantonay carrots

Mixed Bean and Spinach Cassoulet

Topped with Parsnip Crisp

Portobello mushroom and asparagus risotto

crowned with a wild rocket, piquillo pepper and Parmesan Pluche

Desserts

Traditional Christmas Pudding

served with a rich Brandy sauce

Warm Cherry Bakewell

served with traditional English Custard

Cappucino and Tia Maria Creme Brulee

served with Homemade Lemon shortbread

Orange and Cointreau cheesecake

topped with a chocolate hazelnut crisp

Selection of cheese and biscuits

(stilton, Cheddar and Brie) served with cape grapes

Refreshing fruit salad

served with lashings of fresh cream

Remember to book place by the 31st October with Mel.



Officials Training Session

Saturday 24th November 2018

Horringer Community Centre, Horringer, Bury St Edmunds IP29 5RU

AMSC Committee members have been very impressed by the Training Sessions provided at MSA Seminars. These sessions have been largely aimed at bigger events such as stage rallies and Nat B and we thought there was real scope to help those organising a Club event.

With great support from Alan Page, Head of Training at MSA, Colnbrook, we have constructed a one day Training Seminar directed towards running any Club event for all people regarded as Event Officials. That means:

Clerk of Course	Event Secretary	Chief Marshal	Scrutineer	Timekeeper
Results Team	Club Steward	Entries Sec	Safety Officer	

And anyone else having a role in the management.

The day is designed for EVERYONE who is an EVENT OFFICIAL currently or who would like to get in to event management in the future.

Emphasis will be put on the new pressures facing the Organising Team, particularly regarding Safety and Incident Management, Regulation Changes, Public Perception etc. It will not be a Lecture. We hope for a lot of interaction and, since the group will be coming from local clubs, most people will know each other. We hope for around 40 attendees from 'old hands' to total newcomers. We would like each AMSC club to send several members.

Doors open at 1030 for coffee etc., with the first session beginning at 1100. There will be a buffet lunch provided, followed by a couple of afternoon sessions, finishing formally at 1530 with plenty of time to chat afterwards. Tea and coffee will be available all day. The whole day will be free to the individual, the MSA providing considerable financial assistance.

It will be led by Alan Page who is coming personally to help deliver the sessions. We hope this will be a worthwhile day, helping to ensure our sport thrives into the future.

Please book the day in your diary and speak to your Comp Sec about representing your Club.

ROBERT'S RACING ROUND UP

After a bit of a shaky start GBMC Chairman Malcolm Wise's season of racing is really going quite well - both in the Quaife Modified Saloon Car Championship (QMSCC) and in the Blue Oval Saloon Series (BOSS).

Unfortunately, his first QMSCC race meeting was a bit of a disaster. Malcom's turbocharged Ford Escort Cosworth's front differential expired during the practice session for this championship's only race on the Brand Hatch Grand Prix Circuit. So, he took no further part in that particular race meeting.

However, the next four races in this championship went rather well. He finished in second or third overall in all of them and recoded three wins and a second place in his class on the way.

Driving his blue and white Ford Sapphire Cosworth, he also finished in second place in his class in both of the pair of BOSS races in which he has competed.

Malcolm's Ford Escort Cosworth's first outing (with a new front differential fitted, of course) was at the soon to be closed Rockingham circuit. His pair of races were run on this race track in Corby on its's 2.4 mile long International Circuit. This uses part of its 1.5 mile long banked tri-oval track, plus the sinuous infield section.

On his fourth practice lap Malcolm clocked a time of 1 min 53.4 sec (77.4mph). This was second fastest but nowhere near the time set by the rumbling five litre engined Holden Commodore, driven by Alex Sidwell. This Holden was a significant 1.85 sec quicker.

Our man did not do any more timed laps because, most unexpectedly, his car's bonnet flew off. So, he went straight back into the pits. There he was relieved to be reunited with this rather vital bit of his car's bodywork, which the track marshals had helpfully retrieved.

After taking the rolling start to the first 15-minute race from the front row of the grid, our man immediately got ahead of Sidwell's Holden. He did this by outbarking him into this circuit's unique feature - a "first lap only" chicane. This was made from traffic cones and it was hastily removed, by marshals, during the course of the first lap of the race!

Sadly, Malcolm could not keep the five litre V8 engined Aussie supercar behind him for more than one lap. Consequently, eight laps later, his Escort Cosworth duly took the chequered flag, a hefty 15 seconds behind it.

Rod Birley, who normally makes a habit of winning these races, limped over the finish line in a most uncharacteristic fourth place. His normally all-conquering World Rally Championship specification Ford Escort had been suffering from a serious engine misfire.

In the second race Sidwell in his Holden made a better start and drew out good lead over Malcolm's Ford. After two or three laps the latter car was understeering due to deteriorating front tyres. Nevertheless, Malcolm looked to be set for another satisfying finish in second place.

However, that was not to be. The reason for this was that Rod Birley had managed to cure his Escort's engine misfire and he was rapidly carving his way through the field from the back of the grid. Whist doing this he nipped past Malcolm's somewhat hobbled Escort as they re-joined the banked track, with a couple of laps to go – thus demoting the Green Belter to third overall and second in class.

Once back in the paddock Malcom discovered that his car's left front tyre had worn down to the canvass and he considered that he was lucky not to have had a blowout.

Malcolm's next pair of QMSCC races were at Snetterton. They were run on the Norfolk former airfield race track's 200 Circuit – which is a fraction under two miles long.

In practice for his first race he completed ten flying laps and, on the last one, clocked a time of 1 min 23.5 sec (85.5 mph). This was the third fastest time with only Sidwell's Holden and the 2.3litre Ford Escort MkII of Paul Neville, which has an ultra-powerful 2.3 litre Duratec engine, ahead of him.

After taking the rolling start to the first 15-minute race from the second row of the 2x2 starting grid, our man immediately led Sidwell's Holden for the first lap - but only for the first lap.

Malcolm spent much of the remaining ten laps of this race dicing with the Ford Escort MII which was driven by Neil Jessop. In fact, the latter driver managed to get his car's

nose ahead of Malcolm's Escort as they hurtled across the start / finish line on a couple of laps, but could not actually manage to overtake him. Eventually Malcolm managed to pull out a lead of 6 sec over Jessop by the end of the race.

At the start of the second race Malcolm once again managed to out-drag Alex Sidwell's Holden Commodore and to lead the race - but only for a short time.

His second place was then challenged by Neil Jessop in his Escort MII but he managed to stave off this attack which came on the start / finish Senna Straight.

By lap eight drizzle was making the race track surface increasingly slippery. It was then that Sidwell's Holden, which was two seconds ahead of our man, spun at Montreal Corner, which is about a third of way around the track.

Malcolm jinked his car around the gyrating Commodore but then found that Jessop's Escort was right beside him and that it was also spinning – probably because there was some oil on the track.

Jessop's car just missed hitting Malcolm's Escort Cosworth so he was able to set off along down the Bentley Straight in the lead of the race. However, before he got to the end of this straight the race was red flagged.

The results were then officially declared to be the positions as competitors finished the previous lap. These were that Malcolm was in second place, three second behind Sidwell's Holden and just 0.6 sec ahead of Jessop's Escort.

The only pair of races in the Blue Oval Saloon Series, in which Malcolm competed in his Ford Sapphire Cosworth, were run at the one mile long Lydden Hill circuit, near Dover. These events were combined races for BOSS cars and Classic Thunder Saloons – which were generally much quicker.

In practice Malcolm was having trouble with his 550bhp Sapphire Cosworth's gearbox – which was not letting him make gear changes quickly. His best lap time of 48.6 sec (74.0mph) was only seventh fastest overall, but fourth in the BOSS section and second in class within that section.

In the first 15 minute race Malcolm found himself running in sixth place. On lap four he was promoted to fifth when his nemesis, Rod Birtley (Ford Escort WRC) who was leading the race (as a guest competitor in the Classic Thunder section) retired with a broken throttle cable.

Soon after that Malcolm had the satisfaction of overtaking the Jaguar XJ6 of Peter Thurston which had qualified with a practice time that was half a second quicker.

After 19 laps of zooming around this ultra-short track the results sheet showed that Malcolm's Sapphire Cosworth was fourth overall. He has been preceded over the finish line by two Classic Thunder cars and by Nigel Craig's Ford Escort RS2000, which was in the same BOSS class as him.

Malcolm's fourth place in the first combined BOSS / Classic Thunder race earned him a place on the second row of the 16 car starting grid for the second event. From the rolling start he struggled to hold this position because he was still having severe difficulties with his car's gear change.

Rod Birtley (Ford Escort WRC) started from the back of the grid but rocketed up the field - demoting Malcolm from fourth to fifth place in the process.

A further loss of position happened to Malcom near the end of the 15 minute race when he was passed by another Classic Thunder car. This was Mary Grinham in her Spaceframe Mini and she overtook his Ford Sapphire Cosworth as they went up Hairy Hill. Both of them had, by that stage in the race, been lapped by the first four cars.

The race result sheet showed that Malcom was sixth overall, fourth the BOSS section and second in his class.

ROBERT TAYLOR

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

Wales Rally GB – National Rally – Part One

Richard Warne and I entered the National Rally which ran between the International Rally on Friday and Saturday. There was roughly 85 miles of stages spread across 10 stages, five each day. There was 35.42 miles on Friday and 49.25 miles on the Saturday. If you wanted to do the Sunday stages you had to enter the International event where you could be the full 200 miles of stages, which could be done at a price (double entry fee, more tyres, more fuel, more helper etc etc).

Karl wasn't able to help us with the servicing due to work, so Richard asked Steve Greenhill at the Woodpecker Stages at the start of September and Steve asked Martyn Andrews, who agreed. Normally Richard books the accommodation months ahead, but it was a bit last minute and when Richard thought it was sorted the pub called back and said sorry they made a mistake they didn't have any room. Eventually Richard found another pub about 20 minutes away, more on that later. I was staying in Richard and Hilary's motorhome in the service park, at Deeside.

On the Tuesday evening Richard said the motorhome was packed and ready, but it was looking on the heavy side, so I suggested I should drive as well and take some the spares in my car. On Wednesday lunchtime we set off from Hertford having transferred the spares to mine and 4 hours we arrived at the service park, after mile and mile of speed restrictions on the M6 due to roadworks to upgrade the motorway to a smart motorway in 2022! The closest garage to the service park was a BP one had raised their prices to £1.47 a litre for diesel!! The nearest Sainsbury was £1.31, but on the M1 one the way home I saw £1.55, again it was BP. On the International side everything was set up as they had been reccing and scrutineering was that day for them and the Shakedown was on Thursday. Having found our spot we unloaded and set up the awning etc we had a walk around after dinner.

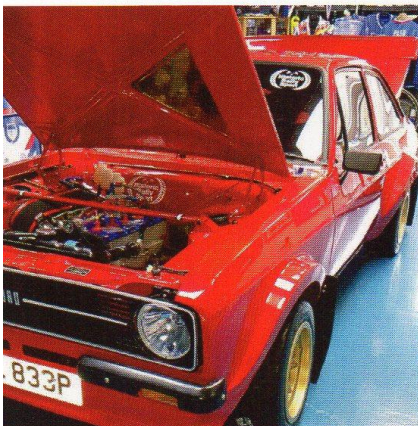
Thursday was a quiet day for us, collect the decals from the rally office and apply them to the car before going to scrutineering and back to sign on. In the evening Gerry and Niall Moroney visited and we watched the first stage (Prince Tir) on the big screen. We also had a visit from Tudor Davies, who is working for Pirelli, which can be useful.

Our start for Friday was 10.45, the Internationals left at 07.00. We had a early visitor, Mark Goddard, who drive overnight and was staying in Colwyn Bay. I managed to break part of a tooth, so a result I had a saw tongue, not good when you are meant to reading out instructions. Just before we were due to go to the first control I checked the in car camera only to find the battery had gone flat. A quick change to the spare and we where ready and at 10.45 we departed for the first stage, Clocaenog 4.77 miles – the last half had been used on the day before as the shakedown.

Found out how we got on next month.

Gavin Pink @ The Paint Shop

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We are based in Hertfordshire and offer a high quality car body refinishing service, welding & restoration, on classic, modern & sports cars.

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GREEN BELT MOTOR CLUB

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Members of the ACSMC, AEMC , AEMC and WAMC
part of the Anglia Motor Sport Club Ltd

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Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.
Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

The copy date for the next issue is **30th October 2018**.

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