



WAYFARER OCTOBER 2019

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
October 2019

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

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Front cover: Stephen Laing (FTD) at North Weald on 8th September 2019 (Chris Deal)

Editorial/Club Sec News

A very brief Editorial this month due my report on the National Wales Rally GB below.

Good news the Club's printer has a new home, which leaves me some room in the house to juggle this whilst I get ready for some painting etc.

At the start of last month we had the Wethersfield Stages and the Harrow CC North Weald Sprint on the same day. John Davie and Richard Warne went to Wethersfield to help run the stages whilst I help Harrow CC with signing and results. Marcus Foreman run the start with William Dragicevic, new member from New Zealand – welcome.

Chris Deal

National Wales Rally GB report – A World Apart

Once again Richard and I attempted to finish the National Wales Rally GB with the help of Hilary, Martyn Andrews and Steve Greenhill. As normal Richard booked the accommodation back in March when the route/service park was confirmed as Llandudno. Richard applied for an entry with an hour of the entries opening on the 7th August and we got entry number 19 out of 70, normally the event is oversubscribed, but this year there was only 64. Plus, the International event was undersubscribed with 59 out of 90!!

Whilst I was away in France on a river trip sampling the local food and of course wine, Richard was preparing the car. The new suspension parts hadn't arrived, so more work for Richard to refit the old ones. When back at home I ordered the pace notes and a few days later I settled down for many hours of viewing, nearly 3 hours at normal speed to check the notes, either to add or delete or amend the notes. I must say the ones we are using now they don't need any changes, you could use them unseen. However, it was good for me to practice and get quicker by speeding up the video.

I collected the spares from Richard etc on the Wednesday lunchtime our normal time for departing, but as the service park wasn't being built until overnight the night before it was needed, we delayed our departure until early morning of Thursday. When I say early Richard and Hilary left Hertford before 04.00 and I left London at 05.15 with the aim of being in Llandudno around 09.00. The motorways were fine apart for the signs and the satnavs saying that some sections were closed, whether they weren't, so everything was good until on the A55 near Llandudno there was a contra flow which had a 40 mins delay. We knew the area for servicing was tight, at 6mx6m, when Richard's motorhome is nearly 8m long, but the organisers said it can

overhang the kerb onto a grass strip. However, they put us with an area with a flower bed and a fence. With some help from the officials the fence was moved. Some the competitors had huge trucks, the organisers need to play fair for all. Scutineering was in a local car dealer workshop with the workforce pushing the cars through the showroom, without any problems apart the Scrutineer noting the belts had different dates. Signing on was done, so with everything done early we set out the walk around town and find a place for lunch. Steve and Martyn arrived around 15.00 and Richard gave them a couple tasks, including adjust my seat and change the tyres. With those tasks done Steve, Martyn and I went to check out our accommodation near Llandudno Jn, an Airbnb cottage, perfect for us with 3 bedrooms, Richard and Hilary staying in the motorhome. Back to the service park for dinner and a walk around the service park and to watch the first stage on the big screen before an early night.

The Internationals had the recce on the Monday/Tuesday with Scutineering on Wednesday. On Thursday they had a shakedown stage in the morning then a ceremonial stage in Liverpool and the first stage at Oulton Park. The early runners had an advantage due to the rain making the stage greasy, beating most of the top crew.

Friday was bright and dry at the seafront, by it was a different story in the forests, plus you can see the live video of the Internationals on their first run through the stages. Our start time was 09.16 compared to the Internationals who started at 05.30. As normal we were running between the Internationals first and second runs, apart for one – Slate Mountain. Their first stage was Elsi, near Betws-y-Coed, at 7.24 miles, where we are greeted by some familiar faces by marshals from ASMC clubs. I got myself a bit ahead with the pace notes, but soon recovered. At the end the stage Richard said I was giving him too much info ahead, a first for me to slow down by speech. Our time was 11mins 31secs, 27th overall. The second stage was Penmacnho at 10.06 miles, covered in 13mins 59secs. The wipers weren't working properly, Richard said he only needed 5 mins, but the schedule didn't allow it. However, the next stage was Slate Mountain at 0.99 miles with a re-group after it. So the necessary changes was done there, along with a repair to the rear offside light/bumper as Richard caught the car on a bale at one the chicane at the finish. Steve and Martyn had climbed to the top of the Mountain to see us. Also at the regroup control was Brian Hemmings. Next was a refuel stop before 12.03 miles of Dyfnant, which was covered in 15mins 38secs. Richard thought we had a puncture, a quick check and we didn't. The final of the stage of the day for us was 6.51 miles of Aberhirnant, which had been regraded since used on the Plains Rally when it was really rough. We ended the stage with a time of 8mins dead.

After a 50 mile road section were back in Llandudno service park at 16.33. Steve, Martyn and Richard set to checking the car and changing any broken parts and replacing tyres etc. All done by 19.00 we had dinner before walking around the service again to watch some action on the big screen before going off to our digs for some rest and recharge. The results had us 25th overall and 4th in class, which gave us a restart time of 10.58 on Saturday morning.

Day Two started with my drinks bottle exploded in Steve's car on the way to the service park, then the in car camera remote didn't re-charge overnight. For us there was only three stages (Dyfi, Myherin and Sweet Lamb Hafren), but they were roughly 15 miles each, so in total a normal event length, a tough day laid ahead. After the start we had to refuel for 130 plus to the next refuelling point, which we wasn't sure we could without an extra top up. The fuel stop and the traffic in Llandudno etc put us behind schedule, plus we were stopped at Dolgellau to drop off some passes for Gerry & Nial Moroney. Dyfi start was marshalled by our friends from AMSC again. With the belts tightened it was different to start the camera, so asked Clive Grounds to reach in, but with gloves it was hard to press the button, so we didn't have any footage. Around halfway through the stage I noticed a red light on the dash and later on Richard said we had a problem. We reached the end the stage without being caught, Richard had no power steering, no idea which gear he was in as the dash had gone blank. We gave a thumbs down to Stanley Graham and the rest at the finish and we went downhill to the passage check where the car stopped with alternator failure and we retired from the rally. That was around 13.45 when I texted/called Steve/Martyn and Richard called Hilary. Steve and Martyn had came south to watch. They got to us around 15.00, Steve volunteer to stay with the car whilst Martyn drove Richard and I back the 70 miles to Llandudno to collect the trailer. It took us another 6 hours to get the car back to the service park, by that time all the Internationals and the Nationals had finished for the day. On the way back to Llandudno with the car we had a brake problem on the trailer, the brakes were on resulted on with one the bearing running hot.

The plan for Sunday was to repair the trailer, then watch the Great Orme stage, then make our way home. The repair took longer than planned, however, the Great Orme stage was cancelled, so we saw the cars in service and we make our way home.

So, until next year.

Chris Deal

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, Beulieu, Hants
Whitewebbs Museum of Transport, Enfield

Club Diary

11 December – Xmas meal – see advert

Event dates

(ASMC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and without a licence.

(AEMC) – events run by clubs of the Association Eastern Motor Clubs and GBMC is invited to and normally you need a competition licence.

October

19 AutoSolo at Bovingdon by Harrow CC
20 Trial at Ivinghoe run by Falcon MC (AMSC)
20 Autosolo at Debden, run by West Suffolk MC (AMSC)
20 BTRDA RX at Knockhill
24-27 Rally Spain (WRC)
26-27 British RX at Croft
27 Mexican GP, Mexico City

November

1-2 **MotorsportDays LIVE and the NEW Motorsport Engineering + Technology Show at Silverstone Wing**
2 Rally at Oulton Park (MNCRC)
2 Lydden Sprint (am only), run by Sevenoaks & DMC (AEMC)
3 United States GP, Austin
3 Trial at Kensworth, run by Falcon MC (AMSC)
3 Targa at Wethersfield, run by Chelmsford MC (AMSC)
3 Malton Forest Rally
7-10 Rally of the Tests, from Torquay to Chester
8-10 Rally Hungary (ERC)
9 Wyedean Rally
9-10 World RX, Cape Town, South Africa

9-10 H W Clark 20/20 Trophy Rally, run by Borough 18
 14-17 Rally Australia (WRC)
 17 Brazilian GP, Interlagos
 17 The Challenger Stages, run Bournemouth & DCC (AEMC)
 17 Trial at Lyng, run by SCCoN (AMSC)
 17 Rally at Cadwell Park (MNCRC)
 21-25 R.A.C. Rally (2WD)
 22-23 Saudi Diriyah E-Prix
 23 Hall Trophy Stages at Blyton

December

1 Abu Dhabi GP, Yas Marina
 1 Trial at Belchamp run by West Suffolk MC (AMSC)
 7 Grizedale Stages
 8 Rally at Knockhill (MNCRC)
 14-15 The Preston Road Rally run by Chelmsford MC
 14 ? E-Prix
 29 Targa at Stanta, run by SCCoN (AMSC)

Free MOTORSPORT on TV

F1 on C4 (only GB GP live), WRC on Red Bull TV on the web (highlights on Spike on Freeview), 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 the red button. Don't forget there are loads of videos on the internet and some live stuff on youtube.

CHAMPIONSHIP POINTS - 2019

Gerry Thurlow Memorial Trophy (formerly the Trent Park Trophy)

	1	2	3	4	5	6	7	8	9	10	Total
Malcolm Wise	170	290	275	251	200	230	275	275	299	299	2564
Rob Choules	125	200	251	290	350	125					1341
Steve Greenhill	236	290	272	326	137						1261
Richard Warne	251	185	269	149	275	50					1179
Martyn Andrews	236	272	326	137							971
Sam Fordham	221	350	50	269	50						940
Chris Jones	239	179	350								768
Mark Blackmore	350	329	50								729
Mat Blackmore	350	329	50								729

Gerry Thurlow Memorial Trophy (formerly the Trent Park Trophy) - continued											
Ashley Davies	269	50	350	50							719
Chris Deal	251	185	149	50							635
Aaron Rix	326	185	50								561
Rob Cook	326	185	50								561
Glenn Pickett	200	137	221								558
Mark Goddard	116	200	179	50							545
Frank Trueman	164	92	137								393
Preston Ayes	350										350
Andy Wishart	269	50									319
Laszlo Erdos	116	200									316
Kevin Hugill	230										230
Niall Moroney	200										200
Gerry Moroney	164										164
Chris Blyth	110										110
Archie Wishart	50										50
Gavin Pink	50										50
Stuart Parrish	50										50

Events

19/01/2019 – Brands Hatch Stages

16/02/2019 – Snetterton Stages

13/04/2019 – Rallynuts Stages

14/04/2019 – Sevenoaks North Weald Sprint

28/04/2019 – Clacton Stages

11/05/2019 – Plains Rally

12/05/2019 – Hethel Sprint

19/05/2019 – Dimanche Sprint

08/06/2019 – Abingdon Sprint

09/06/2019 – Abingdon Stages

23/06/2019 – Red Kite Stages

13/07/2019 – Nicky Grist Stages

21/07/2019 – Twyford Stages

28/07/2019 – TAMS Packaging Summer North Weald Sprint

08/09/2019 – Stirling Moss North Weald Sprint

08/09/2019 – Wethersfield Stages

04-05/10/2019 – National Wales Rally GB

Malcolm's race dates aren't included at the moment, John Ridgen Autocross dates.

Chalk Trophy

1st Rob Choules (347), 2nd Chris Jones (206), 3rd Glenn Picket (136), Ashley Davies (100), Frank Trueman (81), Richard Warne (75), Kevin Hugill (60), Niall Moroney (50), Mark Goddard (43), Gerry Moroney (38) and Chris Blyth (20).

Single Venue Rally – Driver

1st Mark Blackmore (105), 2nd Aaron Rix (92), 3rd Andy Wishart (78), Mark Goddard (77), Richard Warne (73), Ashley Davies (5) and Gavin Pink (5).

Single Venue Rally – Co-Driver

1st Sam Fordham (235), 2nd Matt Blackmore (105), 3rd Rob Cook (92), Ashley Davies (73), Laszlo Erdos (72), Archie Wishart (5), and Stuart Parrish (5).

Multi Venue Rally – Driver

1st Martyn Andrews (257), 2nd Richard Warne (150), 3rd Mark Blackmore (93), Aaron Rix (50) and Ashley Davies (5).

Multi Venue Rally – Co-Driver

1st Steve Greenhill (337), 2nd Chris Deal (150), 3rd Preston Ayres (100), Rob Cook (50) and Sam Fordham (5)

Thatcher Trophy

1st John Ridgen

Jackson Trophy

1st Malcolm Wise (768), Ashley Davies

Clubmans Trophy

Ashley Davies

Marshals Trophy

1st John Davie (230), 2nd Chris Deal (70), 3rd Peter Thorn (50), Marcus Foreman (40), Neil Munro (30), Malcolm Wise (20), Mel Camp (20), John Pilgrim (20), William Dragicevic (20), Richard Warne (20), Brian Wright (15), and Graham Frary (10).

The list of events John has been to is too long at the moment. The main ones for others are Snetterton Stages, Clacton Stages and our North Weald Sprint.

TREASURE HUNT

Sunday 6th October 2019

RESULTS

1st	Ian, Emma & Arthur Bishop-Laggett (Land Rover Discovery)	330 pts	Best Non Experts
2nd	Melanie Camp / Georgina Parkin (Ford Fiesta)	235 pts	Best GBMC
3rd	Sonja & Noah Whincup / Dolly & Lucy Bishop-Laggett (Kia C'eed)	170 pts	
4th	<i>Donald Berry / Desmond Meldrum / Felicity Brown (Volkswagen Golf)</i>	<i>150 pts</i>	Best Experts
5th	Martin Prescott / Suzanne Franklin (Mercedes GL63)	0 pts	
6th	<i>Malcolm Wise / Ian Bennett (BMW 116D)</i>	<i>– 210 pts</i>	Wooden Spoon

Expert crews in italics

Christmas Meal – Wednesday 11th December 2019

at The Two Brewers

19.00 for 19.30

£28.50 (including service charge)

Please let me know your choices by 15th November with a £10 deposit, by bank transfer to GBMC account 04331982, sort code 60-07-38 at Nat West, with your name as a reference. 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 kumquat marmalade compote

Duck Liver Pate

Flavoured with a hint of orange and Armagnac encased in Parma Ham served with a lightly spiced plum preserve and toasted brioche

Crispy Garlic Mushrooms

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

Hot and Warming Homemade Tomato and Red Pepper Soup

Topped with crisp Garlic croutons

1970s honeydew Melon gondola

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 Sea bass

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

Prime Sirloin Steak

(cooked to your liking) dressed with a green peppercorn sauce served with bacon wrapped French beans parcel and sauteed potatoes

Paupiette of succulent Breast of Chicken

Wrapped in Parma Ham, filled with French Brie and Fresh Cape grapes 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

Salted Caramel Cheesecake

topped with a walnut praline served on an orange caramel lake finished with a fruit and nut chocolate crisp

Selection of Cheese and Biscuits

Stilton, Cheddar and Brie served with cape grapes

Refreshing Fruit Salad

served with lashings of fresh cream

Castle Coombe Rally Day 21st September

A glorious sunny day greeted visitors to Castle Coombe race track for what has now become an annual event. The paddock display area was full of rally cars from many eras, mostly arranged in groups such that four Metro 6R4s were parked in line; four Lancia Integrales lurked together as did a row of five Lancia Stratos (or is that Strati?), originals alongside replicas, one of which appeared to be '19 registered. The most populous cars were the Subaru's with some five '555' liveried cars. (Could Colin McRae really have driven them all?) Fords abounded, Fiestas, Sierras, Escorts, a couple of RS200s and the odd Cortina. Coupled with a sprinkling of Fiats, Volvos, Renaults, Peugeots, Toyotas and BMC 1800s and Minis, visitors were presented with a cornucopia of nostalgic rallying on display. To complement this there were a number of celebrity interviews throughout the day.



However, I was there to help marshal the 'Legends' stage, which was set up to provide maximum spectator exposure, starting in the paddock, looping around the scrutineering bay, through a chicane, out of the pit entrance and hairpin back onto the track proper which was sprinkled with temporary chicanes. The hairpin where I was stationed provided spectators with much entertainment but no serious incident. Only tyres and grass suffered any damage. Invited drivers included Craig Breen driving a 6R4, Jimmy McRae, son Alistair and grand-son Max, (who had apparently flown over from Perth, Australia) driving a selection of the Subarus and a Toyota GT4. Didier Auriol made an appearance, but I wasn't sure what he was driving (it might have been one of the Integrales) as the tannoy system was often drowned out by engine and tyre noise. Allegedly, Nicky Grist also had a drive round. I was not privy to any official timing, but the two quickest cars appeared to me to be the Hendy Ford Fiesta RS and the Dean Darrian T90. Most drivers had three or four attempts at the stage, or at least those whose cars kept running.

After a short gap during which the stage was altered to use just the whole main track with several man-made chicanes, we then had the 'Feature' stage with many of the same cars plus a few others with invited drivers. Again, the Darrian and the Hendy Fiesta appeared amongst the quickest.



During another short break, the track was returned to its normal layout for the 'Clubmans' session, which was really just a track test session. What was slightly odd, was that I was then joined by the normal race marshals, who had been presiding over the morning track test sessions, but had stayed away during the rally stages.



In any event it was a great day out, only slightly marred by hearing that one of the gate marshals from Bath MC had suffered a broken arm after being run down by a car who had been refused entry and then tried to force his way in.

Brian Wright

CORGI VANGUARD MODEL OF MY FORD ESCORT RS MEXICO

For many years people have tried to buy my 1978 Venetian Red Ford Escort RS Mexico which I've owned since it was a year old, and of course, I've always turned them down! Now, you can buy my car - not the real car - but as a model!

It started in October 2018 with a 'phone call from the RS Owners Club's RS Mexico Registrar. Corgi Vanguard had photographed my car at the St Marys School, Bishops Stortford, Knebworth House, Tewin village and Capel Manor, Enfield classic car shows but couldn't find out who owned the car, and in their search for my car, Corgi contacted the RS Owners Club asking if my car was registered with the club, which luckily it was!

Soon after, I was contacted by Corgi's representative, John Lakey; we had a chat about my car, its history, and a little bit about me. John told me that a colleague in the art department, Mark Pinnigar based at Hatfield, had photographed my car at the classic car shows and thought it would make an excellent addition to the Corgi Vanguard model range. They already had a Signal Amber and a yellow rally version of the RS Mexico in their catalogue, and were looking to add more colours of the Mk2 Escort, and my Venetian Red example would be ideal. They are looking at adding a Diamond White RS Mexico and a Signal Orange Mk2 1600 Sport to their Vanguard range in the future.

Mark sent me a copy of the art work of my car, and after a few alterations to the decals etc. the art work was sent off to the prototype department. They kindly sent me a photograph of the prototype model for approval, and it was then signed off for manufacturing. Because their factory was in China, Corgi said it was too late for Christmas, but should be ready, hopefully, in the New Year.

During the spring of 2019, looking on the Corgi website, I saw my model advertised for release in the summer. It was to be a limited number of 1200 models. Summer release went to autumn, and after what seemed an age, Corgi contacted me to say that my model was on its way, and I was to get a free model!

The parcel arrived, I carefully opened it, and there it was a model of my RS Mexico! It looked great in its gleaming red paint; the detailing was superb with the decals in their correct positions, the interior with the correct "roll-top" seats, and the accurately detailed steel wheels too. I was also pleasantly surprised to see that the build certificate had the same number as my car's VIN chassis number! Disappointingly, the box label says "Signal Red", and not "Venetian Red"! Corgi are aware of the error.



The model can be ordered on the Corgi Vanguard's web site, corgi.co.uk. Go to the Vanguards section, the model's number is VA12615. Be quick, they're selling very fast!

Loyd Gerken

Three shires Rally 7th September 2019

This was one of two closed road rallies running this weekend, the other being Cardigan Bay on the Sunday. The event was run by Cheltenham MC with support from Worcestershire, Gloucestershire and Herefordshire Councils. I went up to Ledbury with some friends from Devizes MC, who were operating one of the six stages, each run three times.

Our stage was relatively short at 1.96 miles but, on dry roads, the pace was quite high despite the narrow twisty lanes. Ten cars in we had to halt the stage as a Subaru Impreza arrived at a hump back bridge too fast, locked up, but, luckily, went off to one side, up the bank and down into the brook, which was a much softer landing than the bridge parapet. Fortunately, both crew members were pronounced OK, and we were able to restart the stage after only about a five minute delay. Our marshal point was on a short straight after a sharp right but an innocuous looking undulation towards the end caught most by surprise with almost every car at least two wheels in the air.

We heard on the radio that stage 3 had to be closed after one of the tail enders went off into a field and, whilst attempting to regain the road, forgot that there would be another car only 30 seconds behind resulting in both cars being wrecked and all four competitors being taken to hospital. I trust they are all OK.

Needless to say, on the second and third runs the pace hotted up as competitors became more confident. Inevitably, one became a little too confident arriving at the sharp right far too fast ("I misheard the pace notes") and then proceeded to rearrange the scenery and their steering. They were pushed well off the track and, after running repairs were able to continue although rather slowly.

It quickly became clear that there was an unusually high attrition rate, despite there being only 48 stage miles. Of the 117 starters, only 90 completed the first loop, only 78 the second with only 72 finishers. The entry consisted of the usual mix of four-wheel drive machinery, a host of mk1 and mk2 Escorts, three Davrians and dozens of front-wheel drive variants. The battle for the lead soon developed between two of the Davrians, two Fiesta RS, a Mitsubishi Mirage and a very quick mk2 Escort, these six easing ahead of the rest of the field which included a Hyundai I20 WRC car. The attrition continued throughout the event which was finally won by Martyn England/Dawn England in their Fiesta RS over a minute clear of the Davrian of Andy Fraser/Alan Jones with the Mk2 Escort of Alex Allingham/Ross Wier some 35 seconds further back.

As with any such event, keeping the public on side is paramount. However, the organisers had chosen to hire a security company to police every possible stage entry point. They had no previous experience of motorsport being more used to football matches and had no knowledge of the event timetable so were unable to offer the public any helpful information. Fortunately, several of us were on hand to smooth over a small number of disgruntled residents and provide up to date information to those that wished to spectate, which were far the majority. Hopefully, everyone considered the event a success and it will continue next year.

Brian Wright

ROBERT'S RACING ROUND UP

Since the last RRRU was published GBMC Chairman Malcolm Wise has competed, in two events at Brands Hatch in his yellow and white Ford Escort Cosworth and in a further pair of races at Donington, in his Ford Sapphire Cosworth.

These four starts resulted in finishes in second and third places overall at the Kentish venue and in two third places at the Leicestershire track.

Earlier this year Malcom competed in his Escort Cosworth in the Ford Saloon Car Series, but this competition has been wound up due to a lack of entries. However, Motor Sport Vision, who own Brands Hatch circuit, put on two events for Ford All-comers at their Ford Power Live meeting last month. Consequently, our man, and most of the other former Ford Saloon Car Series competitors, took part in this pair of races.

In practice Malcom's 2002 vintage Escort was 1.5 sec slower than his arch rival Rod Birley. This may well have been because the latter's black Word Rally Championship specification Escort was rumoured to be using an increased amount of turbocharger boost.

But faster than both of them was Eastbourne's Neil Jessop in his lightweight Ford Escort Mk 2 who claimed pole position on the starting grid. His best lap time for the 1.2 mile long Brands Hatch Indy circuit was 51.1 sec (85.0 mph).

In the 15 minute race, in which there were 18 starters, the tables were turned and Birley finished ahead of Jessop to notch up his 250th win at Brands Hatch and his 345th win in this current car.

In third place, a disappointing 26 sec behind Jessop was Malcom with the Paul Neville's Escort RS2000 a couple of seconds further back. A slight antidote to his disappointment was the fact that Malcolm recorded a fastest lap that was marginally better than his best practice lap.

Prior to the second race Malcom's ace engine man Dave Wild plugged in his laptop PC into the car's two litre power unit and took a long look at the data on the screen. He then made the decision that it might well be a good idea to make a small increase to the amount of turbocharger boost.

Jessop whom had been pretty close behind Birley in the first race was a non-starter in the second event because of a half shaft failure on the warm-up lap. This left Birley and Wise to fight it out for the win – both driving highly modified Ford Escort Cosworth cars.

Unsurprisingly Birley's car was still faster and, after another quarter of an hour of whizzing around the undulating kidney shaped track, he won the second race. However, this time he took the chequered flag a mere flag three seconds ahead of our man, who occupied an unchallenged second place.

Despite Rod Birley being in the same class as Malcolm he did not have the satisfaction of recording the fastest race lap in this class. This was recorded by Malcolm whose time of 52.8 sec (82.3 mph) was actually not as good as his practice time or his best lap time in the first race, but nevertheless it was 0.1 sec better than Birley's best lap time in this race.

Donington was the venue for Malcolm's two races in his blue and white Ford Sapphire Cosworth in the Burton Power Blue Oval Saloon Series (BOSS).

At its last outing at Castle Combe this car had performed very badly due to a mysterious major loss of engine power.

As reported in the last RRRU, subsequently extensive investigations, back at Dave Wild's race engine building business in Harlow, revealed that this had been due to a serious leak in the induction system. This was repaired in time for the Donington event and larger front brakes were also fitted to the car.

It was also mentioned, in previous RRRU articles, that these BOSS races are all combined events with Classic Thunder Saloons. The latter category's cars, which are generally much quicker, constituted 16 of the 25 entries for the first race at Donington.

It was therefore no surprise that Malcolm's 550bhp Sapphire Cosworth recorded only the 13th overall fastest practice time but – more significantly – he was the third quickest in the BOSS class. His best practice time for the 1.9 mile long Leicestershire circuit was 1 min 22.9 sec (85.9mph). This was a rather disappointing five seconds slower than the fastest BOSS car – Piers Grange's 2.5 litre Ford Escort MkII.

Malcolm spent much of the first race dicing with Classic Thunder racer Colin Voyce, in this 2.3 litre Ford Escort, for eighth place overall. When the chequered flag was shown, after 15 minutes of racing, he took this position by the tiny margin of 0.3 sec.

Of more importance were the facts that he finished in third place in the BOSS section of the race – albeit six seconds behind the BOSS winner, Martin Reynolds (Ford Escort Mk1) – and that his best race lap time was a second faster than his practice time.

Malcolm made his rolling start to the second race from the inside position on the seventh of the ten rows of the grid.

From there he soon became involved in a dice for sixth place with the Classic Thunder Ford Escort Mk1 driven by Tony Palmer, which is fitted with a 4.4 litre V8 engine!

He lost out on this fight but was, once again, placed third the BOSS section of the race. This was won by Piers Grange in his 2.5 litre Ford Escort, who had retired in the first race.

ROBERT TAYLOR

TAILPIECES

A customer asked, "In which aisle can I find the Irish sausages?"

The sales assistant asks, "Are you Irish?"

The customer, clearly offended, replied "Yes I am, but let me ask you something. If I had asked for Italian sausage would you ask me if I was Italian? Or if I had asked for German Bratwurst would you have asked me if I was German? Or if I asked for a kosher hotdog would you ask me if I was Jewish? If I had asked for a taco would you ask if I was Mexican? Or, if I asked for Polish sausage would you ask if I was Polish?"

The assistant says, "No, I probably wouldn't."

So, the guy says, "Well then, just because I asked for Irish sausage why did you ask me if I'm Irish?"

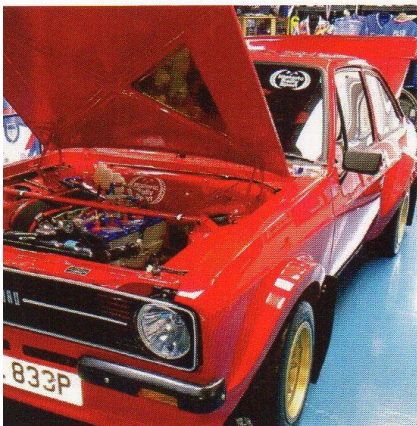
The assistant replied "Because you're in Halfords."



David Hughes suggested this applies to him and Louise since their move

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