



WAYFARER MAGAZINE

The Monthly Magazine of the Green Belt Motor Club

News

Updates from the MSA

AUGUST 2013

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WAYFARER

The Magazine
Of

THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club

September 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

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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

This month I have been “bullied” (by my Grand Daughter, Melanie) in to writing the editorial for the club magazine and this is the first time I have had to do this for about 9 years since I stood down as Chairman of the BARC South Eastern Centre. I have been involved in motor sport for some 50 years but have only been a member of Green Belt MC for the last 5 years. I have got to know a lot of Green Belt members before and during this time. I was Chairman of the Association of Eastern Motor Clubs until I stepped down at the AGM this year having been Chairman for around 30 years. We had an AEMC meeting last Tuesday evening with Allan Dean Lewis and Nicky Moffet as guests from the MSA. At the start of the meeting I was surprised and delighted to receive a life time achievement award from the MSA and AEMC and also a crystal decanter recognising my contribution to the AEMC over a 40 year period at club and regional level in all capacities.

My association with motorsport started by being invited to the Witham and District Motor Club dinner some time before 1960. I was invited again a year later and it was suggested by the then Chairman, Austin Beardwell, that I ought to become a member of the club. A few weekends later I went out marshalling with one of the senior club members and that was the start of my involvement in motor sport other than going to watch Grand Prix events. A few weeks later I took

part in a local road rally with a navigator from Witham and District and I carried on rallying for a great number of years. When Autocross started I competed in that. We all drove to the events, took the back seats, spare wheels and tools out, had a good days motor sport and then put it all back in the car and drove home. I became Comp Sec and then eventually took over as Chairman of Witham and District MC, whilst still competing in rallying and autocross. I started off with standard rally cars then moved over to a Mini Cooper S 1071. At the end of 1968, I bought Marigold which was a 1293 Cooper S and I rallied her successfully for many years winning several championships. As a lot of people know I still have this car and you may have seen it at various shows that I have attended representing the club, most recently St Mary’s Car Show last weekend. There are photos of our club stand in this edition of Wayfarer. I then moved on to Rallycross again with faithful Mini’s competing at Lydden, Snetterton, Brands Hatch and Swindon winning various championships. The last car I competed in was a Triumph TR7 starting off with a Dolomite Sprint 16v engine and finishing with an ex works V8 with 4IDA webers and of course in marigold and black. I competed in this car in autocross and rallycross finally hanging my helmet up in 1987.

To be continued in the next edition.

John White

Club Nights

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

Upcoming Events

North Weald Sprint - 29th September 2013



Competition Calendar June 2013

Date	Event	Club	Venue/Start	Format
29.09.13	North Weald Sprint	Harrow/GBMC	North Weald	Tarmac
05.10.13	Sprint	BARC	Curborough	Tarmac
05.10.13	Sprint	BARC	Curborough	Tarmac
20.10.13	Lynn Stages	Kings lynn MC	RAFSculthorpe	Tarmac
8-10.11.13	RAC Rally	RAC MC	Pickering	Forest
15-17.11.13	Wales Rally GB	MSA	North Wales	Forest
9/10.12.13	Rockingham Stages	Middx County	Rockingham Race Circuit	Tarmac



Competition Chat



Stages as a final shakedown before the main event in north Wales.

The Car Spares Ford Escort Mk2 had a great run on the recent Woodpecker Stages at Ludlow, with a nearly full entry of 130 cars competition would be fierce.. From the AEMC area we did not have many cars, just us and one other crew..

This year Tudor Davies agreed to sit in the left hand seat and was looking for a finish after the disaster on the BTRDA Dukeries Rally

This event was the final shakedown in the forest before the Wales Rally GB to ensure we can finish an event without bits breaking and falling off. The stages were very similar to previous years and remembered them well, especially Bringewood, Haye Park and of course Radnor Forest, they were all great.

On reflection the car went as planned it was of course in the hands of Andrew Harris & Paul Watkins, nothing broke or fell off, great job.

Well the entry has gone in for the Wales Rally GB (National Event), this year Green Belt member Rob Cook has been talked into sitting in the left hand seat, looking forward to another good result after our 2nd in class with Chris Deal on last year's event.

The Cars Spares Escort will be out on the Chelmsford Motor clubs Woodbridge

Stage one was short 4.27 miles of Hopton, this was the first time with Tudor on pace notes, well it was not a good start with Tudor getting lost on the notes within the first half mile, then found the right page of the notes as we passed the flying finish, hence we lost a staggering 40 seconds to the class winner. Next was 11.36 miles of Radnor, this time the pace notes were called perfectly.

After the first loop of 3 stages we were back in service at Ludlow Race course where the nearly new rear tyres were a very bald., a pair of new Dunlop's were called for.

On the second run of Radnor we caught the car in front a Historic Datsun 260Z who kindly pulled over a mile or so from the end, this cost us 20 seconds in lost time this unfortunately is Rallying.

At the finish back in Ludlow the only damage to the car was when traversed a man made chicane in Radnor we went down a 18 inch hole, which tore

the mud flap off and bent the wheel arch. The results, well 50th overall and 6th in class is actually the best result on this event .

Sprint

Another date for the diary is the Harrow/GBMC Sprint at North Weald on Sunday 29th September if you cannot enter and want to see the action and assist with Marshalling please give me a call 07958 632082 and I will send you a gate vehicle pass.

Championship Points

Have not had too many results last month, well Ian Barnard has been out competing in that Rapid nova on the recent Epynt Stages and picked up a second in class .if you have been out competing please can you send me your results so I can update the Championship tables, good hunting !!!!

Wales Rally GB 14th – 17th November 2013

This year's event route has just been released.

From its new base in Deeside, Flintshire, the 2013 Wales Rally GB will be won or lost over 24 competitive stages, more than half of which are either totally new or haven't been featured in the World Championship since the Nineties.

Adding to the challenge and spectacle, the opening three timed sections on

Thursday evening will take place in darkness and some classic Welsh forest The first was the stages in Snowdonia will be reintroduced, including Penmachno, Clocaenog & Gwydry.

The event's ceremonial start will be hosted in Conwy on the Thursday evening with the finishing line celebrations in neighbouring Llandudno on Sunday afternoon.

Making the event more attractive to the wider audience now within easy visiting distance of the rally, both Saturday's and Sunday's schedule will include a family-oriented 'spectator stage' what ever that means.

Sweet Lamb, is scheduled on Friday and the weekend's two spectator stages Myherin & Hafren will be designated RallyFest Stages As well as seeing the WRC stars and cars in action twice, RallyFest Stages will include a big screen, catering village, public address commentary, special displays, a Rally Dome, on-stage shows as well as other attractions.

Providing a fitting finale not just to Wales Rally GB but also to the entire 2013 FIA World Rally Championship, the event will reach its climax with a blast around the Great Orme early on Sunday afternoon.

Well the plan is for the Car Spares Escort to be out competing in the National section of the Wales Rally GB, watch this space !!

Richard Warne

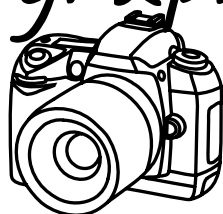
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The Ward Construction AEMC Stage Rally Championship 2013

Date	Event	Location	Organising club
17.03.13	Flying Fortress Stages	Northants	Dukeries MC
12.05.13	Middlewick stages	RAF Woodbridge	GBMC/Middx C AC
09.06.13	Abingdon Carnival Stages	Oxford	Sutton & Cheam MC
30.06.13	Brands Hatch Stages	Kent	Chelmsford MC
22.09.13	Woodbridge Stages	RAF Woodbridge	CMC
20.10.13	Lynn Stages	RAF Sculthorpe	Kings Lynn MC
03.11.13	Snetterton Stages	Norfolk	GBMC/WAC
6/7.11.13	Rockingham Stages	Northants	Middx AC /S & CMC

Looking above is the list of our local stage Rally Championship. This year it will consist of 10 rounds, in addition for those wishing to do mixed surface events the following 5 events will count.

Date	Event	Location	Organising Club
20.04.13	The London Rally	Hants & Surrey	Southern CC
08.06.13	Dukeries Rally	Notts	Dukeries MC
08.09.13	Twyford Wood	Notts	Mid Derbyshire MC
02.11.13	Tempest Rally	Hants	Sutton & Cheam MC

**Well it looks as if nobody has come forward this year to Marshall on this major International motorsport event (Wales Rally GB)
I have normally organised this excursion to the Welsh forest for the last 10 or so years, it's a shame the club members have voted with their feet !!!!!!!!!!!!!**

Robert's Racing Round Up



Club chairman Malcolm Wise has had some mixed fortunes of late. He has competed in four races in the Quaife Motorsport News Saloon Car Championship and notched up finishes in third and fourth places in two events, and retired from the other two.

During the course of these four races

he has involuntarily visited two gravel traps. He has also battled against dodgy rear suspension settings, wet weather tyres that were getting a bit long in the tooth and "slick" tyres that were too slow in warming up.

Furthermore his car very nearly caught fire while he was driving it!

★ ★ ★ ★

The practice session for the eleventh round of this championship, at the 2.4 mile long Brands Hatch Grand Prix Circuit, was run in wet conditions. Malcolm's 600 bhp Ford Escort Cosworth was equipped with wet weather tyres that were a couple of seasons old. Obviously they were incapable of supplying the high level of grip that new wet weather tyres would have provided.

Despite this slight handicap he was fourth fastest in this practice session with a time of 1min 55.9 sec (75.3 mph).

Ahead of him were championship

class leader Rod Birley in his WRC specification Ford Escort and Dale Gent in his ultra powerful Subaru Impreza. Immediately ahead on him was the leader of the class below the one in which Malcolm competes. This was Ian Butler in his Ford Focus, who was reaping the benefit of using some brand new wet weather tyres.

★ ★ ★ ★

During the first lap of the 15 minute race, which was also run in wet conditions, Malcolm overtook Butler's Focus to move into third place. However his car's inferior wet weather tyres, and some outstanding shortcomings with its rear suspension, meant that he could not close on race leader Dale Gent, or second place man Rod Birley.

In fact the gap from between his Ford and Gent's Subaru steadily increased from 5 seconds, at the end of lap one, to 20 seconds when the race finished on lap nine.

"I couldn't quite keep up with the front

two runners and it was just a pretty lonely third place for me. I kept it on the island and didn't do anything silly – and that was about it!" was Malcolm's description of what was a supremely uneventful race for him.

★ ★ ★ ★

The second race was run on a track that was still damp but on which a dry racing line was clearly developing. Consequently most competitors (Malcolm included) decided, at pretty much the last minute, to put "slick" dry weather tyres on their cars.

From the rolling start Malcolm managed to latch his Escort Cosworth right on to the tail of Rod Birley's similar car. He stayed there for the first two and a half of laps - which was a not insubstantial six miles, or four minutes, on this long track.

Then, at the left hand Surtees bend – where the Brands Hatch Grand Prix track diverges from the Indy Circuit – his car spun off the road and into a gravel trap.

When I asked him why this had happened he said "Basically the car's rear suspension is not correct. A lot of head scratching has gone on about finding the right settings.

I also think that fitting a softer compound of the Dunlop British Touring Car Championship specification tyres than the ones that I currently use – like

those employed by Rod Birley - would be beneficial"

Marshals got his car back onto the track while the rest of the huge 43 car field were led around the long circuit at much reduced pace by the safety car. Thinking that his car was undamaged Malcolm joined this long train of cars – albeit a lap down on all of them.

Unfortunately, when he got back up to racing speed, he found that his car's engine was misfiring at over 600rpm. So he pulled into the pits to retire from the race at the end of his fourth (and everybody else's fifth) lap.

Subsequently he made the unsurprising discovery that the misfire was indeed the direct result of damage that occurred to the engine when the car went into the gravel trap.

★ ★ ★ ★

Rounds 13 and 14 of the Quaife Motorsport News Saloon Car Championship were held at the 1.6 mile long Silverstone National Circuit.

Prior to practice for this event some changes were made to rear suspension settings on Malcolm's Escort Cosworth. Unfortunately these changes did not improve its handling - but actually made it worse!

The result of this was that the rear tyres did not get sufficiently warm to develop enough grip for high speed cornering, and the car became almost

undrivable. “It was so tail happy that it was unreal” was Malcolm’s pithy comment on this sad state of affairs.

His best practice time of 1min 6.4sec (88.8mph) reflected the car’s shortcomings. It was slower than six of the other seven cars in his class. It was also behind a pair of BMW M3s that were running in a division that is two classes below the one in which our chairman competes.

Put another way our man was ninth of the 28 Quaife MN Salon Car Championship cars that lined up on the grid to start this race.



Prior to the race some major revisions were made to the car’s shock absorber settings. These resulted in Malcolm being able to make a good start to the 15 minute race, from the fifth row of the starting grid.

By the end of the first lap he found out that the shock absorber setting changes had not allowed his car’s tyres to warm as quickly as he needed. The consequence of this was that his Escort shot off the track into a gravel trap on the outside of Luffield Corner.

He managed to drive himself out of the gravel trap and rejoined the fray in 24th place. With the car now handling quite well he was able to drive his way back up the 37 car field.

On lap five he was in 13th place, on

lap ten he was eighth and at the finish, after 15 laps, he was in a very satisfying fourth position.

The only cars ahead of him on the track were Rick May’s Ford Escort, Dale Gent’s Subaru and Alex Sidwell’s Holden Commodore – plus another 22 cars that had been lapped at least once!



Rod Birley had blown up the engine of his previously all conquering WRC Ford Escort in the first race and Alex Sidwell Holden Commodore also did not start second event due to suspension problems.

These non-starters provided Malcolm with an opportunity to dice with Dale Gent’s Subaru and Rick May’s Ford Escort for the top three places during the opening laps of the second race.

Our man could not keep with the Impreza which steadily pulled away from him. However he was side by side with Rick May’s similar car as the rocketed down the Wellington Straight, at around 150mph, on the first lap. As he was still a bit unsure whether his car’s tyres were fully warmed up Malcolm did not challenge May for second place as they rounded Brooklands Corner at the end of this straight.

At the next corner, Luffield, May’s Ford Escort spun off leaving Malcolm in

what he later described as a “nice safe second place”.

Then it all started to go wrong .The engine started to misfire, the fuel pressure gauge stared to flicker and there was a very strong smell of fuel in the car. Malcolm dived into the pits to retire the car at end of lap six. There it was very quickly established that there was indeed a severe fuel leak and that he had been very lucky that the entire car had not gone up in flames!

Robert Taylor

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GREEN BELT MOTOR CLUB MOTORSPORT CHAMPIONSHIP

As at : 16.09.13

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														974
2	Paul Phillips	251	350	251															852
3	Ian Barnard	200	350	290															840
4	Andy Bull	200	350	290															840
5	Rob Choules	251	137	164	242														794
6	Mick Davis	350	275																625
=6	Frank Trueman	170	200	242															612
=6	Simon Higgs	299	251																550
9	Mark Blackmore	251	275																526
10	Paul Bowden	350																	350
11	Richard Warne	50	50	236															336
12	Bill Duffy	110	185																295
13	Keith Perry	290																	290
14	Paul Blackmore	251																	251
15	John Ridgeon	125	125																250
16	Rob Cook	50	50	131															231
,=16	Will Barnard	200																	200
,=16	Simon Higgs	200																	200
19	Gill Welham	200																	200
20	Simon Norwood	149																	149
21	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	Abingdon 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

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															100
2	Mark Blackmore	67															67
3	Will Barnard	50															50
																	0
																	0
																	0
																	0

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															100
2	Paul Blackmore	67															67
3	Gill Welham	50															50
=3	Simon Higgs	50															50
																	0

Chalk Trophy- SPRINT

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Paul Phillips	67	100	67													234
2	Rob Choules	67	29	38	64												198
3	Mick Davis	100	75														175
4	Frank Trueman	40	50	64													154
5	Simon Higgs	83	67														150
6	Rowland Knott	125															125
7	Paul Bowden	100															100
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

Multi Venue Stage Trophy Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Ian Barnard	50	80														130
2	Richard Warne	5	5	62													72

Multi Venue Stage Trophy

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Andy Bull	50	80														130
2	Rob Cook	5	5	27													37

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Social Secretary's Report

Since the last edition of Wayfarer, the weather has changed dramatically. I can't say I'm complaining given the fact that I can't stand being too hot. As I say, you can always put more layers on but there are only so many you can take off without being arrested!



On Sunday 15th September, Green Belt had a stand at the St. Mary's Car Show in Bishops Stortford. When Ollie and I arrived at 9:30, the sun was shining brightly in the lovely blue sky. Unfortunately, by the time we set up and the gates had opened, the sun had gone and down came the rain. There were many club stands where there were no cars at all or just one or two had braved the weather. We were very fortunate and had a gaggle of cars. Peter Thorn brought Jan's Toyota MR2, Louise and David Hughes brought Jasmine the Mk II Jaguar whilst Loyd Gerken brought not only his MkII Ford Escort Mexico but he also brought friends Dave and Gloria with their BMW Z4 and 63 plate BMW MINI. John White (or Grandad as I like to call him) brought Marigold the Mini Cooper S and Ollie brought his Ford Focus. The stand looked excellent with

so many cars, and not just because there were so few others with so many either. Thankfully we took a gazebo, table and most people brought chairs so we had quite a party whilst others trudged through the rain. When it did brighten up it did give us a chance to look round. Sadly there was no where near as much on display as normal. The awards presentation was meant to be at 4pm but due to the weather it was brought forward to about 1pm. We were all packed up and home in the dry by 3pm.



On the bright side, we possibly might have gained 3 new members as a result of our presence at the show.

Other forthcoming social events include our Christmas meal (date tbc), and of course the 50th anniversary event on Sunday 29th June 2014.

Melanie Stiles

Tewin Classic Car Show



September saw the club attend the Tewin classic Car show, the weather this year was not bad with plenty of scattered sunshine. This annual event attracted just over 300 cars from your humble Austin 1100 to the Rolls Royce and E type Jaguar's. On the Green Belt front we had only two cars that of my Competition Ford Escort and Loyd Gerkins immaculate 1978 Escort Mexico. I understand over 2000 people attended this event. It was remarkable that I spoke to more ex Green Belt members during the day than anyone from this year's membership. The highlight of the day was that Loyd and myself were asked to take our cars to the arena and explain a little about our different cars. Overall a great day out.

Richard Warne



Scrutineering Bay

Since my last article in the recent issue of Wayfarer, I've been quite busy scrutineering, mostly race meetings at Snetterton, and showing my Mk2 RS Mexico at classic car shows at Tewin, Knebworth and St Marys School Bishops Stortford. The club had organised stands for the Tewin and St Marys shows.

Richard Warne displayed his stage rally Escort; along with my friends BMW Z4 and my Mk2 RS Mexico, on the Tewin village green (near to the former home of F1 racer Lewis Hamilton) in glorious hot sunny weather. Richard and I were invited to take our Escorts into the show arena to chat about the differences of our two respective cars and to push Green Belt Motor Club. I hope we didn't bore the audience!!!

Knebworth House, August Bank Holiday Monday was the next classic car show my Mk2 RS Mexico attended. We have done this show for ten or more years now and this show was probably the best so far, I think the sunny weather had a helping hand. About 1000 cars of various ages and condition were on show and I decided to put the Mexico into the Concours judging section. Although the Mex didn't win anything, a rally prepared Mk2 Escort won our group section.

For the St Marys School show in mid-September, GBMC had seven cars on display, but in contrast to the hot sunny weather enjoyed at Tewin and Knebworth, St Marys was cold and showers with the threat of heavy rain

for the afternoon. Sadly the show was very poorly attended with many exhibits leaving before lunch after the first shower and displays were cancelled. The club stood its ground and despite more rain showers we stayed until about 3pm. Many thanks to the White family for their EZEUP for shelter from the rain. Again I put the Mexico forward for Concours judging and was beaten by a very good Mk1 Escort Twin Cam in an unusual grey paint with an appropriate reg number 1970 TC!!! Looking at the write up of the car, it was a rally car in its early life, found in a very bad state and restored over the last few years. It won Best Car of Show award and it was well deserved too.

The race meetings at Snetterton were mostly MSVR club events with BRDC F4, F3, GT's and various single seaters and saloon races. The most unusual race meeting was the BARC 24 hour 2CV race with....2CV's!!! It's a good job they were only using the 200 circuit as most of the cars were taking on average two minutes to complete a lap!!! But 24 hours!!!!!!! I believe the winner, a team from Belgium with a car that resembled a 2CV but had a BMW motorcycle engine fitted, did 723 laps, fastest lap being 1m 40s at an average speed of 70mph!!! My duty stints were 8pm to midnight and 8am to 12noon, so I had time to go to my nearby B&B for a shower, a few hours' sleep and a most welcome cooked breakfast.

The Chief Scrut decided to weigh the cars during the race, after they had

pitted for fuel and driver change over, during our stints. Some cars were very close to the minimum weight limit; even with twenty litres of fuel...small standard fuel tanks must be fitted...so some cars had to add spare wheels or other items to make "Fuel Corrected" weights!!! Most cars ran reliably, but many pit garages had spare engine/gearboxes ready just in case, one garage had five waiting to be fitted. The record changeover was 15 minutes... incredible!!! Can't see a main dealer doing that on your road car!!!

By the time you read this article, the club will have run its second sprint at North Weald with our friends from Harrow Car Club at the end of September. Because of my many race commitments, I've missed quite a few AEMC Championship sprint meetings. So I will catch up with the latest gossip with my many sprinting friends and colleagues. Let's hope the weather is kinder to us and doesn't rain. Hopefully, we will be joined by three new GBMC members we were approached by at the St Marys School car show to help marshal, enjoy yourselves and you never know future competitors.

Two items of Scrutineering news for you. Firstly, ALL stage rally cars seats will now have to be FIA homologated and in date. It will affect stage rally cars more which were Competition Car Log Booked (CCLB) before January 2009 which were allowed to use out of date FIA seats. Stage rally cars CCLB'd after January 2009 (when the new CCLB came in) are running with in date FIA seats

already...or should be if the Scrutineer is doing his job!!! Sorry people, I tried my best, you'll need to make sure your stage rally car is now fitted with FIA homologated and in date seats from January 1st 2014.

The other news item concerns fire retardant overalls, gloves, boots, balaclavas and underwear manufactured/branded/supplied by Power On Racewear (UK) and concerns the "Pro Power 3" range which has had its FIA homologation withdrawn with immediate effect. I understand the manufacturer applied for FIA homologation for its clothing and didn't wait for their overalls and clothing to be tested by the FIA before approval. So, if you have overalls, gloves and boots that are from Power On Racewear and is from the "Pro Power 3" range, you will need to replace them with the correct FIA homologated items.

In October, a group of former Stort Valley AC members will be making their annual pilgrimage to the Isles of Mull for the Tunnocks Tour of Mull Rally. A report will hopefully be in the next issue of Wayfarer.

Any scrutineering issues please e-mail me on lpgerken@googlemail.com or before 9pm please ring 07778 403403, leave a message if I don't answer straight away.

Remember, shiny side up and dirty side down.

Loyd Gerken

general



SCOTTISH MOTOR SPORTS

sportscotland boost for motor sport north of the border

Scottish Motor Sports, the new strategic body representing the interests of both two- and four-wheel motor sport in Scotland, has secured funding from sportscotland to recruit a full-time Development Officer.

The MSA and the Scottish Auto Cycle Union (SACU) founded SMS in 2011. The group provides a single channel for the sport to communicate with the Scottish Government and its associated agencies, such as sportscotland, Event Scotland and Visit Scotland.

Reporting to the SMS group and acting as an integral part of the SMS management team, the role of National Development Officer will be to:

- Lead and manage the Development function of SMS, taking responsibility for the creation of a new SMS Strategic Plan
- Shape the strategic direction of Scottish Motor Sports at senior management, local and grass roots levels
- Provide impetus to vital development priorities
- Maximise the benefits to both four-wheel and two-wheel motorsport of strong partnerships at national, regional and local levels.

"This is an exciting time to be involved with motor sport in Scotland," said Tom Purves, SMS Chairman and a non-executive Director of the MSA. "Initially we wanted to demonstrate the significance of the sport to our country and I am delighted that as a result sportscotland has subsequently supported our funding application. The role of the Development Officer is now a critical one; he or she will be required to work with us in establishing what the sport needs in Scotland and how best that can be achieved. If we get this right, it will have a significant impact on our sport and all its participants."

Louise Martin CBE, Chair of sportscotland, added: "We are delighted to have supported Scottish Motor Sports with an investment of £40,000 to create a Development Officer role. Scotland has a proud motor sport history, and this position will help the next generation of champions to flourish, as well as providing a solid base from which to progress the sport to another level."

The full job description and application form can be found at www.scottishmotorsports.co.uk/news

For further information, follow @SMS_Scotland on Twitter or download the SMS brochure here: www.msauk.org/uploadedfiles/SMS_brochure.pdf

Countdown to ASI 2014 begins

Tickets for Autosport International 2014, which takes place at Birmingham's NEC on 9-12 January are now on sale with a £5 discount for MSA members.



Event organisers will make a headline guest and feature announcement in the coming weeks, but have already confirmed that all levels of the sport, from karting to Formula 1, will be represented over the four-day show.

Meanwhile the MSA will be on hand once again to field sporting, technical, licensing and development queries, while Go Motorsport will show visitors how easily they can get involved in the sport.

The industry will also be out in force; AP Racing, Bosch, Brembo, K&N Filters, Lifeline, Öhlins, Quaife, Yokohama and Xtrac are just a handful of names that have already signed up as exhibitors, while medicals and development workshops will also be available.



For further ticket information and the latest show news, visit www.autosportinternational.com

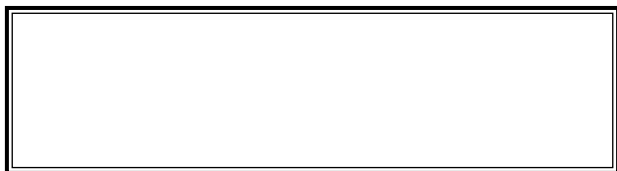
Classified Ads

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)

OLD HELMETS WANTED

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	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	Upshire Car Breakers Max-ens Yard, Galley Hill Yard, Waltham Abbey. 01992 711305	Damar Webbing Products Ltd damarwebbingprod ucts.com Ratchet & towing straps and accessories.
Kalvin Tyres 259 High Road, Broxbourne 01992 462728	East Herts Signs for car decals -No.3 Old Cross, Hertford, SG14 1HX 01992 553004 e-mail: EHS@oldcross. demon.co.uk	Wheelbox Caterham / Lotus 7 / Westfield specialists. Chris 01992 470480	Tilgear Station Road Cuff-ley. Wood and metal working tools etc. 01707 873434
Lee Industrial Suez Road, Brimsdown. All types of fixings, screws and small tools etc. No min. charge, and open Sat morning. 0208 8053535	Vauxhall Performance Spares Centre (standard road going parts only), run by Eddy. 01255 670670		At last they have their new catalogue out. Black Circles.com very competitive tyre prices fitted free at your local tyre place.

Tailpieces

He was in ecstasy with a huge smile on his face as his wife moved forward, then backwards, forward, then backwards again.....

back and forth...

back and forth.....

in and out.....

She could feel the sweat on her forehead, between her breasts and trickling down the small of her back.

She was getting near to the end.

Her heart was pounding.....

her face was flushed.....

Then she moaned, softly at first, then began to groan louder.

Finally, totally exhausted, she let out an almighty scream and shouted,

“Okay, Okay!!!

I can’t park the car!!! You do it, you smug b*%@!#d!!!”

Green Belt Motor Club Committee Members 2013

President: Gerry Thurlow
Vice Presidents: Dan Chalk, Geoff Jackson, Tony Strong

Chairman:

Malcom Wise
23 Brackendale
Winchmore Hill
London
N21 3DH
(H) 020 8351 4953

Secretary:

Chris Deal
209 Latymer Road
London
N9 9PN
(M) 07920 840689
chris.deal@greenbeltmc.f9.co.uk

Treasurer:

Ed Davies
9 Rosary Court
Potter Bar
Herts.
EN6 1HA
(H) 01707 658715
ed.davies@greenbeltmc.f9.co.uk

Competition Secretary:

Richard Warne
9 Chandlers Way
Hertford
Herts.
SG14 2EB
(H) 01992 302669
(M) 07958 632082
richard.warne1@ntlworld.com

Press Officer:

Robert Taylor
52 Hillfield Park
Winchmore Hill
London
N21 3QL
(H) 020 8886 6428
roberttaylor1024@btinternet.com

Social Secretary:

Melanie Stiles
Old Cottage
Church Lane
Debden
Saffron Walden
Essex
CB11 3LD
(H) 01799 542929
(M) 07748 952005
turkeystile@hotmail.com

Marshalling Co-ordinator:

Eris Robertson
Flat 1
12 Old London Rd
St Albans
Herts
AL1 1QQ
(M) 07865 058233
robe.inc@sky.com

Magazine Editors

Eris Robertson
(see left for address)
(M) 07865 058233
robe.inc@sky.com
Oliver Camp
(see Melanie Stiles
for address)
(H/W) 01799 542929
(M) 07860 318258
ollie@mercury-designs.co.uk

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.
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ARTICLES FOR PUBLICATION

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Please continue to send in those reports and articles to
gbmc-mag@mercury-designs.co.uk

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all GBMC Members**

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