

Wheels

TABLE PLAN

Maybe we don't shout enough about the skills you hone by organising motor events. This applies to running an annual dinner as much as to competitive events, in fact the experience is perhaps even more relevant to mainstream business life.

A successful dinner means relaxed guests no matter what panic there is behind the scenes, and this in turn means attention to detail with, preferably, just one person masterminding things. Then you need a clear timetable listing when to book the venue (establish who will be your contact on the day – and if the venue seems vague, look elsewhere), when and how to sell tickets, invite guests and so on. We ought to make an effort to get MPs to our events – if the Stop Motorcar Use Group (aka the 'Smugs') invite them and we don't we may miss a trick or two on the lobbying front.

Preplanning should include a financial breakdown; I've been to a dinner recently which had even got puddings sponsored with due acknowledgement on the menus. As for the Big Day, the timetable should highlight points where time can slip away, never to be recovered. Biggest danger is at

the start so shepherd people to their tables in good time. Cattle prods may be useful.

Ideally, guests should be standing for grace but if half are already seated, don't get them up again because with the advancing years of some clubs, the clicking joints may sound as if you've booked a flamenco dance group as a cabaret.

I may just have been unlucky this year but there often seems to be a long lull between main course and pud – keep an eye on this and chase the venue if necessary. If you have a comfort break, asking people to be back at a specific time, 9.45 or whatever will get a better result than a vaguer in "ten minutes".

If you have two or three speeches (You've got four? Care you don't get reported to the RSPCA, where the A stands for Audiences) but only one mike, seat speakers so that it can be passed along without a tangle of wires. Absolutely vital that serving staff are out of the room before speeches start; I've been at events where I think the staff were on sponsored walks.

Awards? If people have won things they deserve their moment

in the sun but keep things flowing, and don't let raffles become a major saga – incidentally several clubs now ask you to put ticket stubs into a tankard by the particular prize you hope to win, then each tankard is drawn in turn. At least you may avoid the car rug left over from last year.

Auctions? Leave them until the wine has flowed but take care – it's embarrassing for all concerned if a star lot fetches only a fraction of what it's really worth.

All quite minor points? Agreed, but attention to detail can make the difference between a memorable or mediocre event.

I nearly forgot, if it's a long rectangular room, place any top table and speechmakers in the centre of one of the long sides with their backs to a wall. This is to help eye contact not to make it easier for people to throw things. I refute the suggestion that it was at a motor club dinner where a guest threw a bottle at a boring speaker. By mistake, he hit the chairman who staggered to his feet crying "Hit me again, I can still hear him".

Stuart Turner

KARTING

LONDON KART SHOW ON TRACK

The organisers of the London Kart Show – which this year runs in conjunction with the newly launched London Motorsport Show – are confident that their first show at ExCeL London (9-10 December 2006) will exceed all their expectations, with interest high and stand space selling strongly.

The show represents affordable motorsport. Apart from being the major showcase for European karting, visitors can also expect to see exhibitors from all the entry-level disciplines including single-seaters, racing saloons and rallying as well as some exotic race machinery.

The London Show also offers a 'one-stop' shopping experience for competitors and teams preparing for the 2007 season, with a complete range of parts, accessories and clothing on sale, many of them at bargain prices.

For lovers of live action, there will be an 'arrive and drive' kart track, where anyone can have a go and compare lap times with some of the world's top drivers, plus an opportunity to experience rally driving.

The organisers plan to include workshops for both karts and cars at the show, designed to inform those already participating, but created specifically with the newcomer in mind. Representatives from the MSA, ABkC and BKIA will be on hand to give advice. The London Kart Show and the London Motorsport Show are supported by the Motor Sports Association, RacecarsDirect.com and the British Kart Industry Association.

AUTOSCENE



REVIEWS FROM



A TO Z BRITISH CARS 1945-1980

ISBN 0954106393 Graham Robson, Herridge & Sons, £27.50

This bumper 500-plus-page hardback is a handy update to all those old A-Zs that seem to have fallen off the radar of late. Considering it is such an immense topic, it is refreshingly free from factual errors though eagle-eyed enthusiasts will find a few. Then again, how much of a crime is it to caption an Allegro 1750 SS as a 'Sport'? Or to miss out Jensen's single lhd manual early Interceptor to give a total of 23 instead of 24? Or to refer to the Vauxhall Cresta E-series as E-type? There may be more to be found, but those examples give an idea of how rare – and generally piffling in nature – the errors are.

As for format, each marque is given a useful introduction before

the models are dealt with individually – meaning a full text run-down and useful panels with basic specifications. We couldn't find anything of significance that is missing and Robson has found space for all sorts of wonderfully obscure Brits such as Heron, the 1960 Lynx sports car and Russon. It is nicely produced, the layout is simple, there is a vast amount of – largely correct – information in an easy-to-read-and-stow format and at £27.50, it is phenomenal value for money for an essential reference work.

BRITISH AT LE MANS – 85 YEARS OF ENDEAVOUR
ISBN 1 899870806
Ian Wagstaff, MRP, £40

A wonderfully parochial look at the event once described as the world's biggest British club meet, Wagstaff's charity effort (hence the adverts) catalogues the lure of Le Mans with superb archive, great anecdotes and a sense of irreverence that epitomises

the British attitude to the event.

The format is simple: a largely chronological run-through with emphasis on the glory years, but never losing sight of the sideshows, the race itself and the key players, many of whom get their own chapters. There are entertaining panels and expert views from various devotees, all rounded off with fascinating appendices on the British drivers and cars that have competed. Funny, superbly illustrated, fiercely outspoken in places and hugely informative, the only question mark is over whether the whole thing is a little patronising towards the gracious hosts.

1½-LITRE GRAND PRIX RACING 1961-65 – LOW POWER, HIGH TECH
ISBN 1 84584 016X
Mark Whitelock, Veloce Publishing, £39.99

This impressive work is the result of Whitelock's frustration with 1990s Grand Prix racing. Since his father took him to Goodwood on Easter Monday 1957, he has followed motor sport's premier league and the 1½-litre years are his specialist subject.

This extensive book covers every year in depth from 1961-'65, highlighting races, drivers, circuits and car design development. Packed with pictures and a superb selection of contemporary cutaways, it's an enjoyable and insightful review of a golden age. Typical sidebars include a points review listing every driver's results with Jim Clark heading Graham Hill and, intriguingly, with Richie Ginther coming in fifth. A superb achievement for Whitelock's first book.



COD FILLET QUIZ

1. In which rally did Vic Elford first drive a Porsche 911?
2. Which company won the Ferodo Trophy for 1959?
3. Who is the only woman to win a Formula One Race?
4. Who was Britain's first European F2 Champion?

ANSWERS ON PAGE ii

WAYFARER

The Magazine
of
THE GREEN BELT MOTOR CLUB

November / December 2006

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A Merry Christmas to all our readers

Editor - Geoff Foot

Race Reporter - Robert Taylor

Classified Ads - You tell us, we'll put it in.

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 accordingly.

From the Editor's Chair

Hopefully you will be reading this in good old fashion printed form. Those of you who are net savvy will have noticed that the e-version is much better, on account of the photos being reproduced in glorious colour, not to mention the fact that the definition is also a lot improved over our "church hall" type of printing process. Some of our members would like to see a nice glossy colour production - wouldn't we all? - but have absolutely no idea of the practical problems and the cost (not to mention the difficulty of sourcing a steady supply of good photos). Ian Barnard (IPB Motor Services) has volunteered to house the printer and all the bits that go with it, so when I've finished printing off the hard copy (no, we don't run to electronic transfer!) we'll see how the new arrangement runs.

We heard a few weeks ago that engine guru Dave Wild had suffered a heart attack whilst on holiday in the Canaries - he was forced to stay on until declared fit enough to travel, and is now recuperating at home, although we hear he is finding it difficult to stay away from the business. We send him our best wishes for a full and speedy recovery.

Some better news: Dale Glover, driving a Nova (what better car? - don't tell me, it will take too long) scored an overall win in the Lombard Enduro - more details in Richard Warne's piece. Well done Dale.

Reference my recommendation last time to visit mreugenides.blogspot.com: I have just spent the better part of an hour trawling through Mr. E's comments. A salty and pithy view on the public scene, some of which cannot be reproduced

here. Take a visit and you'll see what I mean. What does this have to do with motor sport, I hear you ask? Quite a lot. If our freedoms continue to be eroded by stealth (or simply by the naked arrogance of a government that believes it can do virtually what it likes) in they way that they are at the moment, it will firstly become politically incorrect to indulge in an activity which actually burns fossil fuels for fun, then it will become illegal. Don't believe me? Try fox-hunting. Or small arms target shooting.

This time of year things tend to slow down a bit, and the only thing we have going in the next month or two is our annual Christmas beano at the Two Brewers. Talking of which, our hosts for the past year or two, Malcolm and Sandra, have just departed into retirement, for which we wish them all the best, and thank them for their kind support. We have met the new landlords, Christine and John, who have said that they intend to keep the Brewers running much as it is, which is welcome news for us. We look forward to a fruitful relationship. They have agreed to keep the price of the dinner as booked; we had a room full last year, and we hope to do the same this year. So, if you fancy coming along, contact Gerry Thurlow to secure your place - we'll want some money up front before the evening to make sure you turn up. Gerry can be found on nearly all club nights at the Two Brewers, although don't expect to find him there too early. Failing that, a call to any committee member will get you on the list, although we would like you to pre-order your menu choice, to give the kitchen a chance.

More ramblings anon.

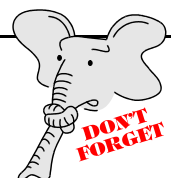
Geoff Foot

Club Nights

Club Members meet informally each Wednesday
at The Two Brewers, Northaw, Herts. from 9.30 p.m.

Upcoming Events

Wednesday 14th December - Christmas meal at the Two Brewers



Fire extinguishers.

Richard Warne still has a few 5kg extinguishers, mainly dry powder, out of certification date but still OK. Give-away 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...

Competition Calendar Nov / Dec 2006

Date	Event	Club	Venue /Start	Format
18-20.11.06	Roger Albert Clark Rally			Mixed
1-3.12.06	Wales Rally GB	MSA	Cardiff	Forest
9-10.Dec 06	Rockingham Stages	Thame MC/Middx CAC	Rockingham motor speedway	Tarmac
30.12.06	Longmoor Loco Stages	Sutton & Cheen MC	Longmoor Camp	Tarmac

CHRISTMAS MEAL

AT THE TWO BREWERS

WEDNESDAY 14TH DECEMBER

We sit down at 7:45 p.m.

**MENU AVAILABLE AT CLUB NIGHTS
(PRE-BOOKING ESSENTIAL)**

**PRICE £17.50 FOR THREE COURSES OF TRADI-
TIONAL FARE INCLUDING COVER CHARGE.
SEE GERRY THURLOW ON CLUB NIGHTS, OR
CONTACT ANY COMMITTEE MEMBER**

Licence renewal

Motor club webmasters may wish to put a link on their websites to make it easy for members to renew their MSA competition licence. A suggested form of words is:

Competitors - renewed your licence? Download the application form from www.msauk.org

Automatic updates

Here's another one for motor club webmasters. If you have the appropriate weblink, visitors to your club website can opt for free automatic email updates when a selected page changes (eg What's On or News). It's an excellent way to keep members and non-members informed about what is happening in the club. It's called a web page change detection service and two examples can be found at:

www.changedetection.com/
<http://changealarm.businessmatter.com/>

Club night talks

With winter approaching, club night talks, advertised widely, can be a good way to attract new members. Few clubs have access to 'A list' motor sport celebrities, so the subject of the talk has to be the attraction. Try to describe it succinctly but in a way that will attract a broad audience. "How to go motor racing for under £500" is probably better than: "My first season as a novice competitor by A Unknown."

The pack sent to all clubs for National Motorsport Week contained useful motor sport images and guidelines for speeches – (short) extracts can be used to set the scene and promote your club's message to the audience ahead of a guest speaker. And don't forget that information display boards can be borrowed from Volunteers in Motorsport (www.volunteersinmotorsport.co.uk) to add interest to a venue.

Get yourself a web page

Many motor clubs have web pages. However, it need not stop there. The MSA knows of at least one chief marshal and one flag marshal who have their own websites. They are packed with useful information about what they do, what equipment is needed, the events they attend and so on. The subliminal messages are that marshalling is interesting and rewarding.

Further funding

Volunteers in Motorsport (ViM) was set up to address the issues of recruitment, retention, training and development among the motor sport volunteer community (marshals).

Funding has been extended (beyond the original 12 months) to the end of March 2007. This will allow many of the initiatives developed in the first phase to be put into action.

For example, a number of orange overalls have been supplied to clubs to be lent to trainee marshals – so that they don't look out of place.

More information at www.volunteersinmotorsport.co.uk

Awards for young talent

The MSA is inviting submissions for the fifth Renault MSA Young Motor Sport Journalist and Photographer of the Year awards. The winners not only receive recognition but also cheques for £1,000.

Candidates must have been aged 25 or under on the 1 January 2006 and be able to demonstrate published work involving UK motor sport. They can come from local, regional, specialist or electronic media and are required to submit a minimum of three published articles or photographs from the UK media this year. Entries must be submitted by 1 December 2006.

Application forms are available by email from:

msapressoffice@fingal.co.uk

2007 race championships

The MSA's Race Championship Control Panel considered 116 applications for championship race permits in 2007. One hundred and eight were accepted. As new applicants, the existing series comprising the European Endurance Racing Club's (EERC) BritSports, Production S1 and BritCar Endurance were all granted championship status.

QUIZ ANSWERS

1. *Tour of Corsica 1966*
2. *Coventry Climax for the FPF engine*
3. *Desire Wilson – Brands Hatch in Theodore Wolf WR3 1980*
4. *The late Mike Hailwood 1972 Surtees*

More new fuels are coming into motorsport and may provide different challenges for marshals. Petrol was replaced for a time by methanol, which is still used in some top flight hill climb cars, and we have recently seen cars fuelled by LPG (Liquid Petroleum Gas) diesel, bio-diesel and bioethanol.

Each produces a different type of hazard, but, in general, none is as dangerous as petrol.

Methanol originally became popular in the UK because it could be supercharged into an engine without risk of pre-ignition.

In Britain, we see Methanol as dangerous because it burns with a clear flame, but the Americans introduced it into Indycar racing because they reckoned it was safer than petrol as its Flash Point – the temperature at which it can be ignited – and its Auto Ignition Point – the temperature at which it will spontaneously ignite – are far higher than petrol.

And, although methanol will dissolve the foam from a standard foam extinguisher, unlike petrol it mixes with water, so plenty of water will easily put a methanol fire out.

Since bioethanol is just another alcohol, it behaves similar to methanol – and actually has higher Flash and Auto Ignition points.

Diesel and biodiesel have higher Flash Points, but lower Auto Ignition Points than methanol and bioethanol, so, again, present a far lower fire risk.

LPG is a different matter. To begin with, it's a liquified gas – a mixture of propane and butane which has a lower Flash Point, but a higher Auto Ignition Point than petrol.

But, an LPG tank is many times stronger than a conventional liquid fuel tank, will retain its structural integrity if it comes free from its mountings in a crash and has shut off valves which protect against a ruptured fuel or filler pipe.

Unlike conventional fuel tanks, an LPG tank has a safety valve designed to release gas well below the pressure at which a tank would explode. The venting gas will probably produce a jet of flame, but in one, clearly visible, direction.



Christmas cards

From an oil painting by Matt Bruce RI (1915–2000) of the Mk II Ford Escort of Hannu Mikkola/Arne Hertz en route to victory in the 1979 RAC Rally.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:

Motorsport Safety Fund, PO Box 200, Sevenoaks TN15 8WZ



Competition Chat

Another competition year is nearly over with only few more events to come during December, Christmas won't be long now

The highlight of last month was another club member joins the FIRST OVERAL CLUB this was on the Lombard Enduro Rally and went to Dale Clover, what an achievement, leading up to the last day last year, and pulled off unspeakable for 2006. After three days and 800 miles in the seat Dale Glover / Sean Ward Vauxhall Nova won by a margin of 40 seconds from Carl Hawkins / Ian Tullie in a Vauxhall Corsa.

On the local front the Kings Lynn West Raynham Stage Rally did not run this month,

Middx Counties Rockingham event in Bedford was very doubtful 7 weeks ago, miracles do happen The event is now back on after re negotiations with the speedway management, as of the middle of November the entries are now full with 100 crews signed up. From the Green Belt camp, we are well represented, yes I did succumb to a weekend away and will be sitting in the hot seat next to Ian Barnard in his Rapid Car Parts Escort RS2000, well you have got to give it a go.

Entries so far:

Richard Watton/ Luke Rainbow Escort Cosworth

Ian Barnard/ Richard Warne Escort RS2000

Graham Jackson Escort Cosworth

Eris Robertson/ Gareth Smith Rover 200

The Club will be marshalling over the weekend at Rockingham, if you are interested in watching the motorsport action and supporting your club members and wish to come along, give me a call on (07715 480228) and I will add your name to the list. Or see me or Chris Deal at Club nights.

The Green Belt Marshalling team ventured down to Aldershot last Sunday to Marshall on the Tempest Stages, Myself, Chris Deal, Ian Barnard & Ed Britton went to assist Peter Nathan on the Rushmoor Arena Stage, although small in distance at 1.65 miles, this stage had a mixture of surfaces and conditions. With the stage being used 3 times during the day the cars were getting use to the layout unfortunately on the second run the course was slightly altered, to my

amazement 9 crews wrong slotted at the split and only did one lap of the two lap course, not good, would imagine they all got imposed a stage maximum.

If your looking for an event around Christmas there is always the Longmoor Loco stages at Longmoor Camp which is always good fun. Normally only 60 cars allowed for this event get your entry in quick!!

On the stage Rally front I haven't heard many club members out and about in competition except new club members this year Paul & Alex Markham in their Peugeot 1600. On the recent Premier Rally run by Dukeries Motor Club as I understand in dreadful conditions had a frustrating day with the car and conditions and finished a lowly 79th overall. Their last outing on the Tempest Stages in and around Aldershot I again understand they filed to finish, well I did not see them on the last couple of stages !!

IPB Motors Autocross October 2006

October was kind to us for event organisation the weather leading up to the event was rain and more rain. On the day before the event we just managed to get in and out of the 40 acre field in Much hadden.

Big thanks again to Ian Barnard for supporting the second of our two Autocrosses for 2006. It was good to see 40% of the entries were from the club although total entries for the day were a little down on last year with 22 cars.

With heavy rain again overnight the field was a little wet under foot, as such it was preferred to take the cars off the trailer before getting into the field. After having to pull cars into the field they would have sunk otherwise, everybody was in by 10am.

Ian Barnard Clerked the event and kept the event together, not ideal for the first event to organise.

The field was hard going with most cars requiring a push off the start line. The times were a lottery depending when you went out for your timed run. I even put a set of new tyres on the Car Spares Escort,

did it make any difference to the times, did it hec.

The first casualty of the day was Colin Smith in his Mk1 Escort 1600 with a broken valve, and called it a day. Andrew Harris in his Escort 1300 I thought was going well until I realised he screaming the car round in first gear, then all of a sudden it went bang, closer inspection ventilated block, one broken con rod, Ouch!!!

The Car Spares Escort decided to have alternator dermal function and stopped working, I think Dunnell engines said " These Mitsubishi race alternators are in destructible" "? I don't think so!!!!

With the weather deteriorating after the second timed run Ian decided to call it a day as it was impossible to get the cars off the start line.

FTD this year went to Roger Brunt in his rapid Corsa 4X4 2000, who made it so easy with 4WD.

Of the Green Belt Crews how did they finish:-

Name	Car	B e s t Time	Class	Overall
L e e Brooks	P e u g e o t 1600	278.52	4 th	14 th
Geoff Foot	Nova SR 1300	247.14	2 nd	9 th
A n d r e w Harris	Escort 1300	263.92	2 nd	12 th
Paul Wat-kins	Escort 1300	278.84	3 rd	15 th
Melanie Stiles	Citroen Ax 1400	352.67	4 th	18 th
R i c h a r d Warne	Escort 1600	240.52	2 nd	6 th
Chris Tay-lor	C h e v e t t e 1600	226.22	1 st	5 th
S i m o n Clark	Astra 1998	242.61	2 nd	8 th

A big thanks to Ian for the organisation on the day, the marshals for braving the weather and Chris for keeping the paperwork dry, and anyone else I forgot.

The clearing up was another story, most cars by now had sunk into the mud by a few inches, the paddock was like a mud bath, to the rescue came Martin Liddell who towed a number of crews out. The land-owner Anthony Ashwell then arrived with a very large tractor, an hour & half later all the competitors were towed out of the field, the Caravan was last to be extracted, an event not to be forgotten.

Championship Tables 2006

The positions include results received up to 12th November. If you have competed and wish to claim your points please send a copy in the post, the results with an entry list, or see me at club nights.

I do not automatically receive event results, however, you will get points if I have competed on the same event as you, good hunting.

Thanks for all the results sent in last month, I have finally sorted out a pile of sprint results and the last couple of Autocross results. Please look at the listing of events that have been included so far.

On the sprinting front this year Paul Bowden has dominated the Chalk Trophy with Richard Kirby comfortable in second place. It must be a record with 23 club members being awarded points in Sprinting for 2006.

Paul has now pulled in front of Malcolm Wise for the Trent Park Trophy and has a small advantage.

THE TABLES ARE CORRECT I HAVE INCLUDED ALL RESULTS TO HAND, IF ANY ARE MISSING YOU HAVE NOT SENT THEM TO ME.

If you have been competing last month please send me your results in the post or if you have an electronic copy Email me on **richard.warne@royalmail.com** ????

Please Can I have the Annual Perpetual Trophies returned to me by the second week in January to enable this years winners to be engraved on them for presentation at our Award presentation and Din-

ner in the new year

The clubs championships will be posted in the next magazine and will be provisional for 7 days from the publication of the January 2007 Wayfarer. After that date the results will be final for 2006. If you are competing over the Christmas period please let me know

Wales Rally GB 2006

We are now in November, its not too late put a date in your diary for this years event, we will again be heading for darkest South Wales to Marshal on this years event. The event is a little later this year in contrast to the summer conditions of 2005.

Due to popular demand this year we are actually marshalling 4 stages over 2 days

The Date is Friday 1st December Stages 1 & 4 Margam Park

Saturday 2nd December we attending Stages 8&11, Epynt 1&2

Remember you need a MSA marshals licence to marshal on this grade of event, please see me for details if you require one,

It is now too late to obtain a new Marshals licence, you had your chance.

If you have a Marshals Licence and wish to come along give me a call I may have a spare Vehicle pass for the forest

Finally for all the readers of the Wayfarer have a happy Christmas and New Year and look forward to a new motorsport year in 2007

Home Counties Autocross Championship 2006

The Championship has now concluded,

This years Calendar consisted of:-

Date	Organising Club
24 June	Bournemouth
8 July	Green Belt Motor Club
9 July	Green Belt Motor Club
13 August	Southsea MC
27 August	Witney MC (inter-assoc)
9/10 Sept	Central Sussex MC
17 Sept	Wickford AC
1 October	Green Belt Motor Club final

This year Green Belt crews didn't fair too bad :-

Melanie Stiles 1st class B

Andrew Harris 2nd Overall

Richard Warne 2nd Class C

Chris Taylor 1st Class C

Stuaet Batey 4th Class C

Bob Batey 5th Class C

I do hope this championship is better supported for next year ?

Green Belt Events - 2006

Date	Event
16th April 2006	North Weald Sprint
7th May 2006	Oakington Stages
21st May 2006	Old Fox Revival T Hunt
28th June	Concours d'Elegance
8th-9th July 2006	Summer Autocross
16th July	Celnik Scatter T Hunt
24th September	Last Chance Treasure Hunt
1st October 2006	Autumn Autocross

GREEN BELT MOTOR CLUB 2006 MOTORSPORT CHAMPIONSHIP

As at 15.11.06

Trent Park Trophy - All Motorsport Events

POSITION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Paul Bowden	350	350	296	350	350	350	314	251	299	350	350					3359
2	Malcolm Wise	251	320	50	350	251	50	251	287	269	299	308	305				2991
3	Ian Barnard	299	200	50	101	251	50	260	308	137	263						1919
4	Andrew Harris	179	251	50	275	275	251	275	350								1906
5	Richard Kirby	173	263	101	263	149	290	221	179	149							1788
6	Richard Warne	215	242	308	179	221	50	275	290								1780
7	Simon Higgs	89	200	50	200	230	221	251	263								1504
8	Chris Carter	275	314	350	101	50	350	50									1490
9	Chris Taylor	251	221	350	110	200	275										1407
10	Martin Gould	299	131	149	50	260	137	218									1244
11	Melanie Stiles	137	200	200	125	251	92										1005
12	Alex Markham	215	50	164	299	152											880
13	Paul Markham	215	50	164	299	152											880
14	Paul Watkins	92	149	50	149	200	149										789
15	Geoff Jackson	251	290	179	50												770
16	Gerry Moroney	50	350	350													750
=16	Charles McEnery	50	350	350													750
18	Brian Wood	149	92	50	92	125	92										600
19	Stuart Simpson	221	350														571
20	Stewart Batey	221	308														529
21	Keith Perry	158	164	182													504
22	Simon Gudgeon	200	296														496
23	Frank Trueman	149	221	50	68												488
24	Stuart Parrish	350	50	68													468
25	Lee Brooks	149	149	125													423
26	Dale Glover	350															350
27	Simon Clark	290															290
28	Geoff Foot	275															275
29	Richard Bunn	221	50														271
30	Clark Devey	149	101														250
31	Steve Tammadge	242															242
32	Neil Burgess	218															218
33	Dave Males	215															215
34	Arun Dhanapala	200															200
35	Dave Wild	50	149														199
36	Bob Batey	92	92														184
37	Philip Haydon	179															179
38	Shaun Lytollis	137															137
39	Ed Britton	131															131
=39	Chris Meanwell	131															131
41	Frank Urso	125															125
=41	Ashley Presland	125															125
43	Anita Higgs	50															50

Trophy	Event	Date	Trophy	Event	Date
SV Stages	Oakington Stages	05.02.06	Chalk	North Weald Sprint	19.03.06
SV Stages	Mini Tempest Longcross	26.03.06	Chalk	Tams Packaging N/Weald Sprint	16.04.06
TPT	Race Mallory Park	24.03.06	TPT	Race Snetterton	09.04.06
SV Stages	Spring Stages	09.04.06	SV	Hillbilly Oakington Stages	07.05.06
SV Stages	Longcross Stages	21.05.06	TPT	Race Pembrey	13.05.06
TPT	Race 2 Pembrey	13.05.06	Chalk	Debden Sprint	14.05.06
TPT	Race Croix	29.04.06	TPT	Race Donington	26.05.06
SV Stages	Carnival Stages	11.06.06	SV S	Millbrook Stages	29.05.06
TPT	Race Mallory Park	02.07.06	Thatcher	IPB Autocross	8/9.07.06
Chalk	Debden Sprint	16.07.06	MV	Woodpecker Stages	02.09.06
Thatcher	Witney Autocross	27.08.06	Chalk	Brighton Speed Trial	09.09.06
MV Stages	Essex Charity Stages	02.07.06	Thatcher	Autocross	17.09.06
Thatcher	IPB Motors Autocross	01.10.06	TPT	Race Oulton Park	23.09.06
SV Stages	Scaffex Stages	03.09.06	Thatcher	Mad Hatters Autocross	25.06.06
Thatcher	Syd Taylor Autocross	13.08.06	TPT	Race silverstone	07.10.06
TPT	Race 2 Silverstone	08.10.06	Chalk	Sevenoaks Sprint NW	02.04.06
Chalk	BARC Sprint Curborough	06.05.06	Chalk	Bentwaters Sprint	28.05.06
Chalk	Rochester MC Sprint	03.06.06	Chalk	Lydden sprint Bor 19	17.06.06
Chalk	Hethel Sprint Bor 19	06.08.06	Chalk	North Weald Sprint 7oaks mc	20.08.06
Chalk	Harrow Sprint N/Weald	03.09.06	Chalk	Bentwaters Sprint	23.07.06
Chalk	TWMC Lydden Sprint	19.08.06	Chalk	TWMC Brands Sprint	09.09.06
Chalk	HCAAC Debden sprint	01.10.06	MV	Premier Stages	04.11.07
Bowyer	Lombard Rally	27-29.10.06	Chalk	Carnival Sprint	10.06.06
Chalk	BARC Lydden Sprint	07.10.06			
Dropped Score Maxiumn of 10 events per discipline					

Single Venue Stages Trophy							
Driver							
POS	NAME	1	2	3	4	5	TOTAL
	1 Gerry Moroney	5	100	100			205
	2 Ian Barnard	83	5	5	70		163
	3 Simon Gudgeon	50	82				132
	4 Richard Warne	55	64				119
	5 Alex Markham	55	5	38			98
	6 Stuart Simpson	57					57
	7 Shaun Lytollis	29					29
	8 Ed Britton	27					27
	9 Simon Higgs	5					5
	=9 Andrew Harris	5					5

Multi Venue Stage Trophy																
Driver																
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 TOTAL
	1 Alex Markham	83	34													117
	2 Ian Barnard	29	71													100
	3 Richard Warne	57	5													62
Multi Venue Stage Trophy																
Co Driver																
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 TOTAL
	1 Paul Markham	83	34													117
	2 Simon Higgs	71														71
	3 Richard Bunn	57	5													62
	4 Martin Gould	29														29

Chalk Trophy- SPRINT																
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 TOTAL
	1 Paul Bowden	100	100	82	100	100	100	88	67	83	100	100				1020
	2 Richard Kirby	41	71	17	71	33	80	57	43	33						446
	3 Chris Carter	75	88	100	17	5	100	5								390
	4 Geoff Jackson	67	80	43	5											195
	5 Simon Higgs	13	50	50	67											180
	6 Ian Barnard	50	17	67												134
	7 Keith Perry	36	38	44												118
	8 Martin Gould	27	33	56												116
	9 Stuart Parrish	100	5	6												111
	10 Andrew Harris	43	67													110
	11 Malcolm Wise	100	5													105
	12 Brian Wood	33	14	5	14	25	14									105
	13 Frank Trueman	33	57	5	6											101
	14 Stuart Simpson	100														100
	15 Chris Taylor	67														67
	16 Arun Dhanapala	50														50
	=16 Clark Devey	33	17													50
	18 Paul Watkins	14	33													47
	19 Philip Haydon	43														43
	=19 Melanie Stiles	29	14													43
	21 Dave Wild	33	5													38
	22 Frank Urso	25														25
	=22 Ashlev Presland	25														25

Thatcher Trophy Autocross											
Pos	Name	1	2	3	4	5	6	7	8	9	TOTAL
	1 Andrew Harris	75	75	67	75	100	100				492
	2 Chris Taylor	57	100	20	50	75					302
	3 Richard Warne	86	43	75	80						284
	4 Melanie Stiles	50	50	25	67						192
	5 Stewart Batey	57	86								143
	6 Simon Higgs	60	57								117
	7 Paul Watkins	33	50	33							116
	8 Lee Brooks	33	33	25							91
	9 Ian Barnard	86									86
	10 Simon Clark	80									80
	11 Geoff Foot	75									75
	12 Bob Batey	14	14								28

Clubmans Trophy								Total
Pos	Name	1	2	3	4			
	1 Ian Barnard	299	260	137	263	200	251	308
	2 Malcolm Wise	50	350	320	308			1718

Clubwomans Trophy					Total
Pos	Name	1	2	3	4
	1 Melanie Stiles	200	251	92	137
					680

Treasure Hunts					Total
Pos	Name	1	2	3	4
	1 David Hughes	100	100	50	
	1 Ian Davis	100	100	50	
	3 Louise Hughes	100	100		
	4 Brian Aldridge	75	33	75	
	5 Robert Taylor	50	67		
	=5 Doug Williams	50	67		
	7 Gerry Thurlow	75	33		
	=7 Geoff Foot	75	33		
	9 Chris Deal	75			
	10 Malcolm Wise	67			
	11 Donald Berry	25	25		
	=11 Desmond Meldrum	25	25		
	=11 John Bowyer	50			
	14 Felicity Brown	25			

Bowyer Trophy -Road Rally					Total
Pos	Name	1	2	3	4
	1 Dale Glover	100			
					100

Four drivers went into the final round of the Matador British Off-Road Championship with a chance of taking the 2006 title. The wet conditions on the Army test track at Driffeld in East Yorkshire caused problems for some drivers on the first days runs, but on Day 2 dry conditions saw quicker times being posted by most, as the championship was still to be won or for that matter lost. The 2005 title, holder Keith Lewis, went into the last round leading the championship but was forced to retire 3 runs short of the finish complete with a mechanical failure. It was Colin Gould who set the best times of the day, with Simon Bown just a couple of seconds behind, but just unable to better Colin's times. Meaning Colin took the 2006 MSA Matador British Off-Road Championship by a narrow margin, after a close and hard fought season.

Results for the 2006 Championship

1st Colin Gould,
Mattserati: 327 points

2nd Simon Bown,
Land Rover Special: 314

3rd Keith Lewis,
Simmbughini: 299

4th Alec Lofthouse,
Lofthouse Pro LD4: 287

5th Carl Duffield,
Tornado 2: 279

CHRISTMAS CRACKERS

A recent newspaper article highlighted the fact that keeping the brain active helps stop memory loss (I'd quote from the piece in more detail but I can't remember where I've put it) so to help this noble process here is a longer Cod Fillet Quiz to drive you crackers whilst whiling away the winter hours. Before turning you loose on it though, on behalf of all those involved in Wheels I'd like to wish you a very Merry Christmas and great motorsport in 2007.

Stuart Turner



COD FILLET QUIZ

1. What engine powered the Morgan Type F Super 3 wheeler?
2. Which racing driver was known as "Il Pirata" (the Pirate)?
3. In 1952 which coachbuilder bodied the Continental Bentley (the fastest 4 seater in the world)?
4. Who won the first Dundrod TT?
5. Who designed the Alfa Romeo Monoposto Tipo B GP car?
6. When and where was the first victory for the H.W. Alta?
7. Which make of British car was the first to have a steering column gearchange?
8. In what year was the Monte Carlo Rally and Le Mans won by the same make of car?
9. Where, when and who drove the FI Shadow-Ford to its GP victory?
10. The 1928 TT held at ARDS ... Who won and what was unusual about the winning car?
11. Name the drivers/co-drivers of the factory team of Riley 1.5's in the 1958 RAC Rally?
12. Whose initials did FI teams MARCH and ARROWS have in common?
13. Name the co-driver to Jim Clark in the 1966 RAC Rally?
14. Which car was noted for being advertised in the 'Church Times'?
15. In which year was the Formula 1 manufacturers championship inaugurated?
16. Which car is reputed to have had the original team GT model?
17. Name the two Triumph works drivers who should have driven the prototype 2.5 saloons in the ill-fated 1967 RAC rally.
18. What make was the much loved Brooklands racing car called 'Vieux Charles Trois'?
19. Who was the first official World Rally Champion and when?
20. Who joined forces with John Heath to form HWM?
21. Who designed the Jaguar E type and the XJ13?
22. Who was 'The Flying Celt'?
23. Who, in 1951, won the last major Formula libre race at Gamston, Notts?
24. What do the initials NASCAR stand for?
25. What is the colour 'Granatelli Green' as described by Colin Chapman?
26. Who was the 'second' driver to Jim Clark (Team Lotus) at the '65 Indy 500?
27. Who won the 57th and last Targa Florio?
28. In 1967 Alvis ceased car production. What was the last model?
29. When and where was the first Grand Prix win for BRM?
30. Who won the very first Motoring News rally and when?
31. When did A.J. Foyt win his first Indy 500?
32. Who won the inaugural Birmingham 3000 super prix?
33. Name the first woman to start a World Championship GP.
34. How many times have SAAB won the RAC Rally?
35. Tiff Needell started in which WRC FI race only to retire with engine problems?
36. On the 1981 Liege-Rome-Liege there were 85 starters. How many finished?
37. What was the make and type number of the 'Birdcage'?
38. What make and type number were the 'Cream Crackers'?
39. On which car did the name 'Jaguar' first appear?
40. Which was the first British car to sell one million examples?

ANSWERS ON PAGE ii

AUTOSCENE



REVIEWS FROM



THE LOST GENERATION - The brilliant but tragic lives of rising British FI stars Roger Williamson, Tony Brise and Tom Pryce

ISBN 1 84425 205 1

David Tremayne,
Haynes Publishing, £30

Beautifully written and exhaustively researched, this moving story chronicles the lives of F1 hopefuls, Williamson, Brise and Pryce, whose lives were cut short by tragic accidents - two on the track and one in an aeroplane.

Tremayne tracks down family, friends, rivals, wives and lovers to bring this story vividly to life. It's an emotional rollercoaster, from early success to the tragic inadequacies of 1970s motor sport safety and the pain of those

closest at each grim end. Tremayne's aim was to ensure Williamson, Pryce and Brise are not forgotten and this is better than any cold statue or memorial stone. You can't help but be absorbed by the poignant story and, like foreword author Tom Wheatcroft you'll want to read it from cover to cover undisturbed.

MOTOR RACING AT OULTON PARK IN THE 1960s

ISBN 1 84584 038 0 Peter
McFadyen, Veloce, £12.99

We're fans of Veloce's enjoyable picture-led *Those were the days...* series and this latest effort focuses on the action at Britain's most beautiful racing circuit, Oulton Park, during its glory years. Author McFadyen was

Autosport's regular photographer in Cheshire during this era and saw the racing first hand, so the extensive captions to his evocative photographs make this much more than simply a picture book. Most of the top formulae appeared at Oulton - F5000, F3, saloons and big-banger sports-prototypes - and as well as vivid action studies there are some intriguing behind-the-scenes paddock studies.

Anyone with fond memories of spectating at Oulton will relish this bargain paperback.

AVE ATQUE VALE - The story of the Vale Special ISBN 0 9553010 0 9 Dave Cox, Martin Publications, £25.95 plus £5.25 p&p (available from Dave Cox, Brambles, Tavern Lane, Newnham Bridge, Tenbury Wells, Worcs WR15 5LR)

Thank heavens for amateur publishing. No mainstream company would consider a

history of the 1932-'35 Vale Special and its captivating story would have gone untold. Marque fanatic Cox has done a superb job in unearthing every facet of the life and times of the Triumph-powered, double-underslung sports car. Conceived by a tuberculosis-afflicted aristocrat whose dancer girlfriend went on to be one of film director David Lean's six wives, the Vale might have survived longer had its creator not been forced to retire to a sanatorium and his lieutenant not smashed himself up in a racing accident. Using the testimony of key players, and a comprehensive selection of photos, Cox tells the colourful saga well, details the car's racing successes, and lists all known Vales from the 60-odd produced. A superb effort.

The phone number for Veloce in the 9/06 issue of Wheels should have been 01305 260068.

Secretary's News

The good news is that we have a printed magazine again, courtesy of Ian Barnard and his company IPB Motor Services which is where the printer is located. As always it was an interesting exercise looking at the various ways that we could communicate with the membership. The letter that was sent out instead of the magazine last month produced three responses (one by post and two by email). The placing of the magazine on the main part of the web site rather than being hidden in the members section saw a dramatic increase in the number of downloads and don't forget that this issue is on the web site in full colour – which still means black text for this section. The committee has also looked at changing to an A5 booklet style to take advantage of the new postal rates, although this is more of a problem from the production point of view. As always there have been suggestions about a colour cover, but this adds significantly to the cost. So for now we will continue as we have done for the last few years and the committee will consider the options periodically.

As a result of settling the magazine issues the committee is pleased to report that the subscription fees will not be increasing in 2007. Your renewal forms will be in the next issue in early January.

Four GBMC members went marshalling on The Tempest Stages the other Saturday and had a very quiet day. In fact it was a lot quieter than it should have been as 9 out of the 60 plus competitors got the split junction wrong and rather than doing an extra lap they went straight to the finish only to get a stage maximum. Some crews even managed to get it wrong on the next visit to the stage later in the afternoon. Obviously their co-drivers need to attend our Rallyschool. Hopefully everyone saw that Dale Glover, who did attend our Rallyschool, won the Lombard Endurance Rally the other week.

This will be the last magazine of 2006 so Happy Christmas to all members and let's hope 2007 is kind to us all. For the Club we are gradually putting together the competition programme and are hopeful that we will be able to replace Oakington with another venue. Dates will be announced in the magazine as they become available along with details of the AEMC championships.

The skiing season is starting early for me this year as I am off to Les Deux Alpes for the first week of December. Just need to hope that there is some snow to ski on. I will be back for the Xmas meal at the Two Brewers on Wednesday 13th December (book your ticket now).

Chris Deal

New members – Nil.

Marshals to be heard

The MSA has announced a series of initiatives to ensure that the 13,000 registered marshals and volunteer officials have a stronger voice in the development of the sport.

In 2007, under the existing Training Steering Group, the MSA will create the Marshals Working Group and the Volunteers in Motorsport Working Group. These sub-committees will be responsible for bringing issues affecting marshals and volunteer officials to the legislative process, particularly pertaining to recruitment, retention, training and working conditions.

It has also been proposed that marshals' interests should be better represented on the Motor Sports Council and this particular responsibility will be taken on by Nicky Moffitt, Chairman of the Regional Committee.

In addition, the hugely respected Barry 'Whizzo' Williams – President of the British Motorsport Marshals Club – will join the Race Committee from the start of 2007, bringing his wealth of experience to the table with regard to circuit racing.

Colin Hilton, Chief Executive of the MSA, said: "Volunteer officials and marshals are essential to the sport and the falling numbers have been identified as one of the most serious issues facing the future development of the sport. In recognition of this, we launched the MSA Volunteers in Motorsport programme last year

and this has not only helped to halt the decline but has led to an increase of more than 500 registered marshals in its first year.

"We have now looked at the structure of the sport to make sure that the marshalling community is well represented on our committees and these changes should ensure that they have a stronger voice in the legislative process. We believe that this is a significant step forward and is recognition of the important role of marshals and volunteer officials in the sport."

These proposals will be taken to the Motor Sports Council for approval at its next meeting in February 2007, after which time the composition of the sub-committees will be finalised.

International Baja GB

The Baja GB, on 17-19 August, is now a round of the 2007 FIA International Cup for Cross-Country Bajas, following the World Motor Sport Council's decision to include the event in the FIA championship calendar.

FIA Cup for MSA

The MSA congratulated Scottish driver, Ryan Sharp, on his title-winning weekend at Estoril Circuit, Portugal on 21/22 October). The 27-year old dominated both S2000 races at the wheel of his GR Asia Seat Leon to take the 2006 FIA European Touring Car Cup. Sharp's achievement also earned the MSA the FIA Touring Car Nations Cup.

Third young Brit

The MSA also congratulated British driver, Paul di Resta, on winning the 2006 Formula 3 Euro Series championship. The 20-year-old Scotsman – a cousin

of IRL star Dario Franchitti – is the third British driver in succession to lift the coveted junior title.

Colin Hilton, MSA Chief Executive, comments: "The achievement of Paul di Resta is truly outstanding and hugely significant for UK motor sport. What is especially pleasing is that like so many other aspiring F1 drivers Paul began his career in UK karting before graduating to the Formula Renault UK Championship. His success in the F3 Euro Series, added to that of Jamie Green and Lewis Hamilton in previous years, is a great inspiration for all young drivers currently racing in the junior categories in the UK".

No piercing

Extract from recent MSA Scrutineers e-bulletin

Some competitors pierce the shoulder straps on harnesses to use such as small tie wraps to secure communication cables etc. This is not acceptable and any harness that has had such or similar treatment is to be rejected. Some harness manufacturers now provide small Velcro loops or similar and if part of the original harness then that is fine. It is generally very obvious if the harness is as originally supplied by the manufacturer or otherwise.

This issue of *Wheels* is dedicated to the memory of JOHN HOPWOOD who died recently. The driving force behind *Ecurie Cod Fillet*, John brought much-needed fun and laughter to our sport. He will be greatly missed.

For some, the Marshalling season is over, for the hardier among us, the best is yet to come.

But, if you are taking to the woods this winter, it's not a bad idea to pause for thought first and do a few checks.

Start with "Number 1." Are you going to be warm enough? Thermal "long combs" might still arouse derision amongst some, but there are plenty of bright – and warm – people under the age of 30 who wouldn't be without them on a winter rally.

Whether you go for them or something else, wrap up warm and take plenty of extra layers.

Keeping warm means not neglecting the extremities, either, so pack a woolly hat – or two – some thermal gloves – and some waterproof gloves that will fit over them – and wear thick socks inside those stout boots.

Always, always have a decent waterproof coat, with a hood that will cover your thermal hat and a pair of waterproof trousers with you. If your waterproofs aren't reflective, then pack a reflective vest, too.

Next comes internal warmth – a flask or two of hot coffee, tea or, best of all soup, plus plenty of food and chocolate. Forget the diet for a day and make sure you have all the additional energy you are likely to need. The really well equipped will pack a camping stove, food to cook and water, with a windshield and other ancillaries.

Then there's the torch – and plenty of spare batteries. Having a head torch – the sort that cavers use – is not a bad idea to avoid stumbling in the dark, but also have a traditional "flashlight," that can throw a big beam with you too.

Pack your First Aid kit – and make sure it's bigger and more comprehensive than the standard car kit. If you know how to use them, include Guedel airways and a set of collars. You don't have to be a doctor or a paramedic to use either, but you do need to know what you are doing.

Almost there now, but a fire extinguisher would be nice. A hand held, dry powder extinguisher is perfect – but make sure it has an "ABC" rating. Some dry powder extinguishers sold for car use are "BC" rated, which means they will deal with fuel and gasses, but aren't intended for paper or wood.

Last of all, pen, paper and something waterproof to put them in – and don't forget the kitchen sink!

QUIZ ANSWERS

1. Ford I I 72cc
2. Felice Bonetto
3. H J Mulliner, costing £6,928
4. Stirling Moss, Jaguar, 1950
5. Vittorio Jano
6. MANX Cup 1949
7. Triumph (1946)
8. 1956 (Jaguar)
9. Austrian GP, 1977, Alan Jones
10. Kaye Don in a S/c Hyper Lea-Francis with Front Wheel Drive
11. Nancy Mitchell and Joan Johns, Ken Lee and Archie Sinclair
12. Alan Rees (AR)
13. Brian Melia
14. Trojan
15. 1958, won first by Vanwall

16. Lancia Aurelia GT (Gran Turismo) from 1951. The term GT has been devalued since due to indiscriminate use!!
17. Roy Fidler and Denny Hulme
18. Lorraine – Dietrich 15 litre, 1912
19. Bjorn Waldegard in 1979 (Ford)
20. George Abecassis.
21. Malcolm Sayer
22. John Godfrey Parry Thomas, died 1927, Pendine Sands
23. Reg Parnell, 2 ltr ERA R4Dsc
24. National Association of Stock Car Auto Racing
25. Red (STP colours)
26. Bobby Johns (finished 7th behind winner Jim C)
27. Gijs van Lennep, Herbert Muller, Porsche 911 Carrera
28. Alvis TF 21
29. Dutch GP 1959, Jo Bonnier, BRM P25
30. Michael Sutcliffe/Phil Crabtree, Mini – Yorkshire Rally 1961
31. 1961
32. Luis Sala (rain stopped the race after 24 laps)
33. Maria-teresa de Filippis – Belgian GP '58
34. 5 times (3x Carlsson, Blomqvist, Lampinen)
35. 1980 Belgian GP, Zoldar, Ensign N180
36. Eight
37. Maserati Tipo 60/61
38. 1937 MG Type TA
39. The 1935 SS Jaguar 21/2 litre
40. The Morris Minor (1948 to 1961)

ROBERT'S RACING ROUND UP

The club's sole active motor racing competitor Malcolm Wise rounded off a somewhat disappointing 2006 racing season with two rather good races at Silverstone.

They were the last round of this year's BRSCC's Autosport Euro Saloon series and, of course, the final race in the Ford Saloon Car Championship.

Our only race ace did pretty well by finishing in second and third places in these two events - and by starting the latter one from pole position on the grid.

All of this goes to prove that, at the very least his Ford Escort Cosworth is once again capable of running with the top contenders in both of these championships. But - and there always seems to be a "but" - as has so often been the case this year, there are still some lingering doubts about integrity of his car's engine.

* * * * *

The Le Mans Autosport Euro Saloon Car Championship is run by Stuart Cunningham who is a friend of Malcolm's engine man - fellow Green Belter Dave Wilde.

Dave, who was at Silverstone helping Malcolm, has recently been rather seriously ill but he is now getting better. Of course, he has our very best wishes for a complete recovery.

His mate Stuart invited our chairman to enter one the Euro Saloon races in order to help generate more interest in this series - which earlier in the season had lacked entries.

Malcolm was competing in Class A which also accommodated several former British Touring Car Championship cars. They are allowed to use the more grippy slick tyres but Malcolm decided to stay with the less exotic Dunlop tyres that he uses in Ford Saloon Car Championship races.

Malcolm had previously looked at the practice times that the Euro Saloons had achieved at some of the race meetings where they had been on the same programme as Ford Saloon Car Championship races. Consequently he was not surprised when he discovered that his best lap time around the 1.64 mile Silverstone National circuit (1 minute 2.5 sec (94.4 mph)) was fast enough to put him in third place on the starting grid.

Ahead of him were Peter Challis in a Nissan Primera and Simon Blanckley in a Honda Accord - both of which were ex BTCC cars. Behind him was a very varied assortment of 21 saloon cars which included a couple of Rover Tomcats, a BMW 318is, a Vauxhall Calibra 4x4 Turbo and a Fiat Kappa.

* * * * *

The beginning of this race presented Malcolm with a new challenge - a rolling start. He was pretty much undaunted by this because he felt that his Escort Cosworth's four wheel drive would give him a distinct advantage, even though he was starting from the second row of the 2x2 grid.

This was exactly how it turned out when the 24 car field roared past the green starting lights and our man was able to move into the lead before the first bend - Copse Corner. Once he had arrived there he was unable to "shut the door" on Blanckley's Honda but he did manage to hold on to second place, despite constant pressure from Challis in his Nissan.

After a couple of laps Challis succeeded in getting past Malcolm but on lap 11 he pulled off the track with a mechanical defect. This put the Green Belter's Ford (one of only four in the race - the other three all being Fiestas) back into second place.

Malcolm decided that he was not going to be able to catch the leader and that he was in no danger from behind. Consequently he turned

down the turbocharger boost so as to ensure that his car's engine stayed healthy for the Ford Saloon Car championship race the next day.

Towards the end of this twenty minute race he was somewhat puzzled by the rather frantic pit signals that Dave Wilde was giving him. These were telling him to speed up. The reason for this was that Richard Hawken - in his ex BTCC Nissan Primera - who had started the race from the back of the grid, had managed to carve his way right through the field and was rapidly closing on Malcolm's Escort.

Luckily the chequered flag appeared before he could overtake yet another car and so Malcolm retained second place. He was 19 seconds behind race winner Blanckley but less than three seconds ahead of the rapidly closing Hawken.

* * * * *

As his car's Cosworth engine had been blowing out oil through the breather pipe, and had filled up the catch tank during the Euro Saloon race, Malcolm decided to limit himself to five or six laps in the practice session for the Ford Saloon Car Championship race.

That did not actually work out because a car went off the track at Luffield Corner when he had done around this number of laps. As he was not convinced that he had yet done a really good time he decided to do a few more laps. This decision paid off because he then recorded a best lap time of 1 min 3.6 sec (92.8 mph) which - much to his surprise - gave him pole position.

Of course, the fact that the Escort Cosworths of his arch rivals Stewart Whyte and Steve Scott - who are usually quicker than him - both had mechanical problems went some way to help him to be the fastest driver in this practice session.

* * * * *

Malcolm made a reasonably good start to the 20 minute race from pole position on the starting grid. Rather to his surprise, the Escort Cosworths of the two Scottish drivers, Stewart Whyte and Andrew Gallacher, passed him by the time that they reached Copse Corner.

Even more to his surprise, Steve Scott, who had started from row six of the 34 car grid, also overtook him before Copse. It was only then that he realised that his engine's turbocharger boost control was on one setting below its maximum - so he then turned it up to maximum!

Our chairman was now in fourth place but there was less than two seconds between the first four cars as Gallacher led them across the start/finish line at the end of the first lap.

This group of cars stayed close together and a pretty close dice for the lead ensued. It was resolved after the two Scottish drivers got tangled up with each other at Copse Corner and Steve Scott managed to get past both of them to head the field.

Malcolm stayed in touch with the leaders but remained in fourth place until lap nine when Gallacher retired to the pits with his Escort's Cosworth engine smoking badly. This promoted him to third place where he eventually finished - less than two seconds behind Stewart Whyte's second placed Escort Cosworth.

* * * * *

During the 2006 motor racing season Malcolm scored a total of 101 points in the Ford Saloon Car Championship. This put him in sixth place in the hotly contested over 2100cc class. In fact no less than 16 drivers scored points in this class - which was won by Andrew Whyte with 210 points.

Even that was not good enough to win the overall championship. That prize went to Rob Wells, in his Ford Fiesta XR2, who scored 217 points - but he had the advantage of running in the up to 1650 cc class where there were only eight point scorers.

In terms of individual race results Malcolm had the opportunity to start 16 races (15 in the Ford Saloon Car Championship and one in the Euro Saloon Championship) and in 12 practice sessions.

The reason for the difference in these numbers is that four of the Ford Saloon Car Championship race meetings were “double headers”. At all of these the starting grid positions for the second race were determined, not by practice times, but by the finishing positions in the first race.

Malcolm’s complete set of results for the season are in the table below:

Position	1st	2nd	3rd	4th	5th	Rt'd	DNS	Tot
Practice	1	1	3	4	0	0	3	12
Race Results	0	1	4	2	2	1	6	16

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Well, that just about finishes the 2006 series of RRRU articles but – of course – they will be back next years, so long as there are one or (hopefully) more Green Belters in motor racing for me to write about..

ROBERT TAYLOR



It was either this or yet another shot of Malcolm's car. Any questions?

Langley Park Rally School

LEARN HOW TO RALLY DRIVE WITHOUT BREAKING YOUR CAR. LANGLEY PARK RALLY SCHOOL WILL MAKE THIS POSSIBLE. BEGINNER OR EXPERT CATERED FOR, OUR FRONT WHEEL DRIVE AND REAR WHEEL DRIVE RALLY CARS ARE PROFESSIONALLY MAINTAINED AND EQUIPPED TO A HIGH STANDARD.

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E-mail: langleyparkrallyschool@hotmail.com
www.langleyparkrallyschool.co.uk

PRIVATE OR CORPORATE EVENTS ARE AVAILABLE

Green Belt Motor Club

40th Anniversary Polo Shirts

In White or British Racing Green

All sizes catered for

Special Offer

£14.95

See Richard Warne at Club nights or Tel : 07715 480228

Discounts and Directory

Car Spares

**Delamare Road, Cheshunt
01992 639844**

Green Belt members get full trade discount on production of their membership card.

All types of pattern parts stocked. Full range of accessories, tools etc. etc. etc.

R P M

**Redhouse Service Station, London Road, Ware
01920 460800**

Green Belt members get at least 5% discount on production of their membership card

Lots of competition parts and most of the products shown in the Ripspeed catalogues. Geoff Foot holds a copy of the catalogues. If anyone wants a look, give him a call.

Latitude

**27 - 28 The
Service Road
Potters Bar
01707 663090**

Green Belt Members get 10% discount on all Ordnance Survey products on production of their membership cards (Note that they are open only on weekdays now)

Latest copies of the OS Map Finder Publication available free from Richard Warne.

The Directory

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

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

Kalvin Tyres, 259 High Road, Broxbourne 01992 462728

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

ParkSide Steel, Units 7/8 Mowlem Trading Est. Leaside Road, E17 OQ1 All shapes & sizes of mild

steel, min. chg £15.
020 8808 1484

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

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

Upshire Car Breakers, Maxens Yard, Galley Hill Yard, Waltham Abbey.
01992 711305

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

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

Essex Star Gas - for LPG Dual fuel conversions - Les Holden
01255 852777

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

Garage Clearout

Most parts are for a Crossflow Ford Escort 1600

Starter Motor LRS102 2 Bolt fixing (as new)	£8	Prop Shaft RS2000 to Atlas one inch shortened	£45
Rear Drums, Back Plate, Brake Shoes, W/Cylinders & H/B Assembly	£50	Two Colway M/S Tyres 185/70/12 10mm Tread	£20
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
Cosworth 5 Port Dry Sump Pump	£60	Two Front Bilstein Inserts 260/60 (good)	£60
PolyV Water Pump & Pulley (Non Alternator)	£40	Alloy Rocker Cover	£20
Four to One Competition Exhaust Manifold 1.650 / 2.50 O/D	£40	Shock Absorber Bearing Mount (Very New)	SOLD
Oil Cooler sandwich plate, new	£10	Camshafts, Kent A6, A9, 1FR4 & Vulcan V111	£10
Dry Sump Remote Oil Filter Housing	£10	Pedal Box complete (Std Twin Cam)	SOLD
H/D, H/C Oil Pumps	£15	Pair 3 Point Full Harness Belts, Blue Good	£20
Tuffrided/ Balanced Crankshaft 1300 Crossflow	£50	Big Winged Baffled Sump & Pick Up	SOLD
Gearbox Escort Mexico Type (Dead)	£15	Steel Rocker Shaft, Posts & rockers (as new)	£45
Offers most welcome. See me at club nights or call:-		Various Std Flywheels	£10

Contact Richard Warne for further details :- Home 01992 302669

Mobile 07715 480228

Please someone buy this lot so Richard gets some room! - Ed.

Set of five 15" x 7" Sapphire Cosworth wheels with Hoosier slick tyres. Suitable for sprints or track days £250 .

Set of six Dunlop slicks suitable for 15" x 7" rims £85.

Contact Malcolm Wise on club nights, or call 020 8351 4953

(....cont'd)

"What the hell do you think you are doing?" asks the incredulous trainer. Take this squirrel back and get me a rabbit like I asked you five hours ago!

So back they go. Minutes pass. Minutes turn to hours, night drags on and night turns to day. The next morning, the trainer and the other teams are awakened by the police, still holding the handcuffed squirrel, now covered in bruises with one eye nearly shut.

"Are you taking the piss!???" asks the now seriously irate trainer.

The police team leader nudges the squirrel, who squeaks:

"Alright, alright, I'm a f*ckin' rabbit!"

TAILPIECES

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). I have a complete catalogue of all Haynes books, so contact me (Geoff Foot) for further details. They will send you their free catalogue on request, or you can order through their website (and still get discount)

New books on F1, Ford GT40 and Rubens Barichello, plus re-issue of biog. of Gerry Marshall out now

A Shaggy Rabbit Story

The SAS, the Paras and the Police decide to go on a survival weekend together to see who comes out on top. After some basic exercises the trainer tells them that their next objective is to go down into the woods and catch a rabbit, returning with it ready to skin and cook.

Night falls.

First up - the SAS. They don infrared goggles, drop to the ground and crawl into the woods in formation. Absolute silence for five minutes, followed by the unmistakable muffled "phut-phut" of their trademark silenced double-tap. They emerge with a large rabbit shot cleanly between the eyes.

"Excellent!" remarks the trainer.

Next up - the Paras. They finish their cans of lager, smear themselves with camouflage cream, fix bayonets and charge down into the woods, screaming at the top of their lungs. For the next hour the woods ring with the sound of rifle and machine-gun fire, hand grenades, mortar bombs and blood curdling war cries. Eventually they emerge, carrying the charred remains of a rabbit.

"A bit messy, but you achieved the aim; well done", says the trainer.

Lastly, in go the coppers, walking slowly, hands behind backs whistling Dixon of Dock Green. For the next few hours, the silence is only broken by the occasional crackle of a walkie-talkie "Sierra Lima Whisky Tango Fanta One, suspect headed straight for you..." etc. After what seems an eternity, they emerge escorting a squirrel in handcuffs.

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ARTICLES for PUBLICATION

*Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**. Please continue to send in those reports and articles to me (Geoff Foot) at my address (on the back page), or to my email. Please note that my fax is now broken!*

*The **final** copy date for next month's issue is:
Friday 30th December 2006*

Surely **YOU** could have filled this space?



Green Belt Motor Club

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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)

VACANT COMMITTEE POSITIONS

Marshalling co-ordinator, Social Secretary, Ordinary Committee Members

*The above positions are currently vacant. Should you wish to help your club and get more involved in its running,
please contact Chris Deal (or any other committee member shown above).*