

# WAYFARER MAGAZINE



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The Monthly Magazine of the Green Belt Motor Club



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now!**

SPECIAL BULLETIN:

# **Act now: Government launches consultation on closed road motor sport!**

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# **WAYFARER**

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

March 2014

Page	Article
Frontpiece	MSA News - Closed Road Edition
2	Editorial
4	Secretary's News
5	Social Secretary's Report
6	Competition Chat
10	I Survived the Scrappage Scheme - The Review
16	David Hughes Reports!
18	MSA News - Closed Road Edition Contd.
22	Classified Ads
23	The Directory
24	Tailpieces
Inside Back Cover	2014 Committee & Wayfarer Article Submissions

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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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

I'd like to start by congratulating all the award winners at our recent awards dinner and dance. A good night was had by all.

Other upcoming events are the quiz against the CSMA and a karting challenge against Harrow CC and Middlesex AC. Good luck to all those who participate.

I don't watch much television these days, partly because I don't get time and partly because there isn't much worth watching these days. One night whilst writing this editorial, I was watching the tv when an unusual advert caught my eye. There were several original or "proper" (as my family like to call them) mini's standing on their boot. One fell over and it started a domino effect which seemed to go through the years of the mini ending up with the latest BMW version which is out this month.

The advert got me thinking, how many classic cars have been ruined by these "tribute" acts? Correct me if I'm wrong but I think it started with the VW Beetle. Another car to have fallen victim is the Fiat 500. The question is, what other iconic classic car is next? I Ford Escort? I do hope not.

None of these new cars have been created to celebrate the older, original models but to fill some probably already rich persons pockets with even more money. Don't get me wrong, some of these new cars are nice cars, but they're not a patch on the original.

That's my rant over for another month.

**Melanie Stiles**

### Competition Calendar 2014

Date	Event	Club	Venue/Start	Format
16.03.14	Flying Fortress Stages	Dukeries MC	Graffton Underwood Northants	Tarmac
16.03.14	Sprint	Bor 19mc	North Weald	Tarmac
30.03.14	Sprint	7Oaks	North Weald	Tarmac
30.03.14	TRS Targa Rally	Chelmsford MC	RAF Woodbridge	Tarmac
06.04.14	Alan Healy Memorial Stages	Border MC	Cadwell Park	Tarmac
13.04.14	Auto solo	CSMA	North Weald	Tarmac
20.04.14	Tams Packaging Sprint	Green Belt MC / Harrow CC	North Weald	Tarmac
11.05.14	Middlewick Stages	GBMC/ Middx	RAF Woodbridge	Tarmac

### Club Nights

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

## GBMC Events 2014

Saturday 22nd February – Awards Dinner

Wednesday 12th March – Quiz against CSMA

**Wednesday 16th April – Annual General Meeting**

Sunday 20th April – North Weald Sprint

Sunday 11th May – Woodbridge Stages

Sunday 29th June – 50th Anniversary gathering, North Weald

Sunday 27th July – Debden Sprint

Saturday 9th/Sunday 9th August - Autocross

Sunday 21st September – North Weald Sprint

Saturday 27th/Sunday 28th September - Autocross

Wednesday 17th December – Xmas Meal



## GBMC vs CSMA Quiz Night

**Green Dragon Public House  
62 Churchgate, Cheshunt, EN8 9NF**

**12th March 2014  
8pm for 8:30 start**

**Refreshments Provided**

**For more details contact**

**Melanie Stiles  
on  
01799 542929 / 07748952005**



## Secretary's News

Last Saturday night we had our Dinner and Awards night at the White Horse in Hertfordingbury. We almost had a capacity, a part from of couple who had the flu, we wish them well. It was good to see Tony Strong for our 50th Dinner and to hear Tony talking about the early years of the Club (may be Tony should write a book of the Club's history – sorry). We had the right balance of people where, competitors with those like social events and youth etc. Hopefully this with be seen at all our events from now on.

In March we had the Quiz against CSMA on 12th March, I will be on the sidelines thinking I knew at one but just too slow. Maybe next year.

Just two days later we have the Karting evening against Harrow and Middx County at Maidenhead. I think we will need a few Drivers from outside our normal boundaries.

In April we have the AGM on the 16th and your chance to help run the Club, I am not sure I can go on at Secretary or running events. I saw that Chelmsford MC have more than 500 members, we have around 110!

On Easter Sunday we have our Sprint at North Weald with Harrow CC. Regs will be this mag and on the web site. If you want to enter send you entry to me and if you can help let me or Richard know.

May 11th see us running Woodbridge

Stages with Middx AC. Again we need helpers to make it a success.

Appeal for former members we need for them to get in touch with us so we can tell them about the 50th anniversary get together at North Weald on Sunday 29th June.

Looking to the Internationally Motorsport scene the World Rally championship has two main Brits at the front (Meeke and Evans) so let's if it is to seen in more numbers taking up the sport, plus with the TV coverage. Formula One starts next month and I will be interesting if the Red Bulls are at the front by the end of the season. The interesting sport will be is Rallycross (RX) and see if it becomes popular like the 80's.

At the start of April I am hoping to going skiing for the first time since my accident (apart from a indoors ski slope).

### Chris Deal

New members – None this month, so why not introduce a friend. We have got some old members re-joining. This will be the last mag until those haven't paid to this year!

## Social Secretary's Report

Greetings all. For those of you who attended the dinner and dance last weekend, I hope you all enjoyed yourselves. We certainly did. It was lovely to see so many members. We were at full capacity with approximately 70 people in attendance. Who knows, maybe we need to look for a bigger venue! The raffle raised a very healthy £200 for club funds, so thank you to all those who generously parted with their money and thank you to my glamorous assistant, my Mum, who helped me sell the tickets. My family should know by now that they can't attend a GBMC event without getting dragged off to help with something!

The next event we have is the quiz against the CSMA on Wednesday 12th March. Start time is 8pm for 8:30pm. The event will be held at the Green Dragon Public House, 62 Churchgate, Cheshunt EN8 9NF. The Green Dragon is opposite the church. There is a huge car park at the rear. Drive in under the

building, minding the speed bumps. The function room is on the first floor accessed from the alleyway opposite the bar. Refreshments will be provided. This is the same venue as last time the CSMA NEL hosted and I seem to remember some very tasty roast potatoes. Please do come and join us. The more hecklers the better!

Two days later we are taking on Harrow CC and Middlesex AC in an inter club karting challenge. At the time of writing, we still need more people to participate, so see the advert elsewhere in Wayfarer for more details and contact Richard Warne if you can come along. Good luck team GBMC!

Club nights have now moved back to the Two Brewers as they have recently reopened so we'll hopefully see you there soon.

**Melanie Stiles**

## Competition Chat

February is also a quite month for motorsport and this year is no exception, not sure if any club member has been out competing, no results received so far this year.

The Car Spares Escort this year had an engine make over with compression and oil pressure all fine it was all the auxiliary bits that were changed, Cam and Oil pulley belts, water pump and idler pulley. The main issue when the engine was out was to sort out the broken sump bolts, of the 12 bolts holding the dry sump pan in place there was only 7 bolts actually doing the job. Thanks to Ian Barnard of IPB Motors for re threading the block and Dave Wild of DW engineering Harlow for modifying the idler pulleys. With the engine out I could not resist re spraying the engine compartment, well also the wheel arched had a make over.

With the new regulation on seats (Have to be in date) and of course mine were not, so a new pair of Sparco Rev Seats were acquired. The car is nearly ready for the first event.

The first outing this year will be on the 6th April at Cadwell Park on the TJS Self Drive Alan Healy Memorial Stages. The IPB Motors Nova WRC 1400cc will also be out, at the time of writing only 4 weeks to go to finish the car Ian .

The second round of the AEMC stage Rally Championship takes to the Flying

Fortress Stages on the 16th March, we have actually two Green Belt crews in the name of the Mark and Matt Blackmore in their 1400 Corsa, also Will Barnard & Simon Higgs in the Peugeot 106 Rally. The half crew is Rob Cook sitting next to Claire Rix in the KA.

### 2014 Awards Dinner

This year our annual awards dinner was very well supported and were looking for a full house which has not been known for a number of years. It was good to see Tony Strong at this function and of course members that live further afield who we only see once a year.

The function I thought went according to plan and thank the rest of the committee that helped on the night, to make it such a success. Congratulation again to all our award winners.

### Richard Warne

GBMC Trophy	Club Member
Trent Park Trophy	1st Malcolm Wise
	2nd Ian Barnard
	3rd Andy Bull
S/v stages Trophy Driver	1st Ian Barnard
	2nd Mark Blackmore
Single Venue Stage Rally	3rd Richard Warne
S/v stages Trophy Co-Driver	1st Mat Blackmore
	2nd Andy Bull
Single Venue Stage Rally	3rd Simon Higgs
M/v Stages Driver	1st Niall Moroney
	2nd Ian Barnard
Multi Venue Stage Rally	3rd Richard Warne
M/v Stages Co Driver	1st Andy Bull
Multi Venue Stage Rally	2nd Rob Cook
Thatcher Trophy (Autocross)	1st John Rigden
Chalk Trophy (Sprints)	1st Rob Choules
	2nd Paul Phillips
	3rd Simon Higgs
Bowyer Trophy (Juniors)	Not Awarded
Autotest Trophy	Not Awarded
Clubman's Trophy (All Rounder)	1st Ian Barnard
	2nd Andy Bull
Clubwoman's Trophy (All Rounder)	1st Gill Weham
Marshals Trophy	1st John Davie
Walner Celnik Memorial (Treasure Hunts)	1st Brian Aldridge
	Ian Davis
	Chris Deal
Ross McNeil Trophy	Dave Ward
Jackson Trophy	Malcom Wise
Bangham Trophy	Matt Blackmore
Enthusiasts Trophy	Peter Thorn

Smee Trophy	Chris Payne
Glover Trophy (GBMC Events)	1st Mark Blackmore
	2nd Paul Phillips
	3rd Simon Higgs
<b>Concours D'Elegance</b>	
Best in Show	Ray Kelly
Best Car Over 5 years	Scott Austin
Best Car under 5 years	David Hughes
Best Car over 40 years	Helen Barnard
Best Competition Car	John White

## Latitude Mapping

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## Harrow Car Club presents an Inter Club Go Kart Night

Harrow Car Club  
vs.  
Green Belt Motor Club  
vs.

Middlesex County Automobile Club

*Friday 14th March  
£40 per driver*

*Friday 14th March  
£40 per driver*



Venue: Absolutely Karting in Maidenhead

3 Teams of 11 drivers  
4 Heats per Driver  
5 minute heats  
6 Drivers Per Heat  
Total 22 Heats  
Final at the end

7:30pm – Briefing  
8:00pm – First race  
10:30pm Finish

**First come first served**  
**Contact: Gary Fryer**  
**[fryer\\_g@yahoo.co.uk](mailto:fryer_g@yahoo.co.uk)**  
**07973 540018**

**[www.harrowcarclub.net](http://www.harrowcarclub.net)**

## I Survived the Scrappage Scheme (Mk2) - The Review

Some readers might remember that at the beginning of 2013 I started a project to record all the cars I saw that could have been scrapped under Labour Chancellor Alastair Darling's scheme to take older and, in theory, less fuel efficient and more polluting cars off the road.

It is my reaction to seeing lines of traffic and car parks full of cloned cars, identical but for badge and colour.

This is a personal view from someone who hasn't driven far this year and is largely based on observations around Teesside and North Yorkshire, as well as Croft circuit.

### What has survived?

More than you might have thought actually.

Most numerous of the older cars seems to be the ubiquitous VW Golf from the late eighties, I've seen a couple of dozen of these all over the area driven by all sorts of people



The young owner of this Golf was very proud of his vehicle

Equally popular, sturdy and stylish is the BMW 3 Series from the early 1980s, these seem in plentiful supply and generally in good condition. I've also seen examples of the rather ugly 5 series from around the same era.



The owners of this 3 series are obviously keen as they seem to have a pair of them



This 520i often parks near me at my local Tesco

Unsurprisingly the Peugeot 205 has survived in numbers in its various forms; two and four door as well as Gti. Always a neat looking car it still stands out from the crowd today



Nice 205 Gti in Billingham

Other models that survive in numbers up here are the rather uninspiring Rover 214/216 from the early nineties, plenty of them as there are Escort Xr3is and the odd RS Turbo. The neat little Honda CRX from the very late eighties seems to be holding up well as does the V Tech Honda Civic from the same time. Having said this about popular hatchbacks, Novas and Metros are in very short supply up here, very rare indeed, rarer than the ugly eighties Micra that I learned on and the remaining Metros are the face lifted nineties examples. In fact I've seen less of these two models than I have the early eighties VW Scirocco.

Older cars are still around giving variety to otherwise dull uniform lines of traffic. Doesn't the sight of a Morris 1000, MGB or Midget, Stag, VW Beetle or Triumph TR6 cheer you up? All these seem to be surviving in numbers as do Porsche 924s and 944s.



RS Turbo at my local Tesco



Honda CRX stands out from the crowd in Billingham



Nice late 80s Nissan Micra-one lady owner .only drove it to the shops?



Morris 1000 in Coulby Newham



Nice MGB GT at Croft

### What hasn't survived?

If any classic car is in decline it seems to be the original Mini, up until a couple of years ago it was a fairly common sight this year I've struggled to see a dozen and they're even rare at classic car shows. I questioned an official of the Mini Club and he reckoned that loads have gone to Japan. This year they have stood out simply because of their rarity.



Smart Mini soft top in Coulby-Japan bound?

The Citroen 2CV was a reasonably popular car in its day, bearing in mind that it was built until 1990, who hasn't known a teacher that owned one? Maybe many have been donated to racing teams, there were more than 30 at Croft this year, many well used, but I've seen only a handful on the

road this year.



Lovely 2CV at Hurworth, near Croft, an ex-teacher's car?

Many of the staples of motoring of the late eighties and nineties seem to have gone altogether; Renault fives, early Clios, those barge like Volvo 240s, thankfully those hideous Daf based Volvo 340s, Nissan Bluebirds, early Cavaliers, big Vauxhalls like the Senator, all seem to have disappeared altogether or exist in very low numbers, maybe these were all traded for Darling's money

For me the second biggest shock after the Mini has been the decline of the older Ford saloons; early Fiestas, Capris, Sierras and Sapphires and even early Mondeos are incredibly rare. There is a group of Capris that turns up at all the classic shows but I've never seen these on the roads as for Sierras, have they all gone banger racing as all the hot mark three Cortinas did?



A very rare sight indeed, but so common until recently



Well maintained Capri at Croft, the only one I've seen on the road

As for any older performance cars-forget it! Up here we had a rash of early nineties Nissan Skylines two or three years ago, none seem to exist now. I've clocked a couple of Sapphire Cosworths but that's about all, certainly no RS 500s. Up to the last few years older performance cars were at least seen on the roads; Quattros, Jaguar XJSs, Calibras, BMW M3s, Supras could all be seen around Teesside but no more, these are extinct or at least very very rare, even at classic car shows and as for my favourite, the SDI Rover, I haven't seen one on the road in years, though Malcolm Wise once said that the natural place for one of these was by the roadside with its bonnet up, which

may explain their disappearance, but as for the rest is it insurance, lack of spares, the emergence of cheaper high performance cars, or are they being garaged to appreciate in value?



The closest I've been to Sierra Cosworth this year

Having said that, two performance saloons from the late eighties are still around in numbers; the Audi 80, which was rallied in the late eighties and the Toyota Celica GT, the type rallied successfully at the end of the eighties into the nineties.



Pretending to be Didier Auriol's car, Toyota Celica at Croft



Almost extinct, Nissan Bluebird in Stockton



Likewise Volvo 244 in Middlesbrough

**Cars which probably weren't meant to be covered by the scheme**

The scheme was intended to remove cars which were polluting, unreliable cars from the eighties and nineties, not classic cars from an earlier era. These cars still exist in the hands of owners who eschew modern, warm cars with power steering and heated seats for the joy of owning something that stands out from the herd. These cars are undoubtedly harder to maintain and less comfortable to drive than modern cars but thankfully they exist providing welcome variety on our roads. These are a few examples that I've come across around Teesside.

Close to where I now reside in Coulby Newham there is a two tone (no, not like The Specials ) Ford Anglia which passes my flat at 5.30 on most days, In the same vicinity lives a maroon Morris 1000 which seems to be used on most days.

At Croft one of the marshals drives a beautiful two tone Triumph Herald, come rain or shine , indeed it was there in January for the appropriately named 'Jack Frost' Stages which was run on sheet ice when the country was under six inches of snow- the Herald

still turned out. Regular visitors to Croft include Ford Anglias, Triumph Spitfires, MG Midgets and even a Citroen 2CV van!

A startling sight in the summer was a Jaguar XK120 parked at a parade of shops close to me. MGBs are a fairly common sight up here but I've only seen one Reliant Scimitar but that seems to be used all year round rather than being cosseted in a garage.



This Anglia is used daily



I saw this earlier example at Croft



Vintage MG in Stokesley



This smart Herald belongs to a Marshall at Croft



Certainly not what the scheme was designed to remove, a Jaguar XK120 in smart Marton



Not afraid to be different, PR and management guru Mark Hutchinson drives a Morris Traveller called Elsie.

He keeps a boxful of spares in the back just in case.



MGB being used to do the weekly shop



Rare Reliant Scimitar-ex Princess Ann?

What does it all mean? Well, there is variety on our roads, you just have to look for it but for what it's worth I reckon that there is less variety than ever and what I've seen just proves that.

Does it matter? Most people would say 'no' I guess, but many of these are classic cars and for me they shouldn't be confined to garages and shows, they should be seen on the road doing what they do best.

**Chris Payne**

Owner of a Citroen C3

## David Hughes Reports!

David Hughes (Club member # 31. Member since 1977) would like to use this opportunity to up-date his friends and acquaintances of his situation following surgery to re-attach a tendon in my shoulder last December 14th.

This is a fairly common procedure. A lot of sports players, particularly squash, tennis and rugby players require it, although my reason for requiring this operation was quite different, of course!

The surgery itself went well and, as far as it is possible to tell (an ultrasound scan on January 31st confirmed it) the healing is on track. It is, however, very slow. The tendon has to grow back to bone and because neither of these have their own blood supply getting the right nutrients and cells that give rise to cell regeneration where they are needed is a slow process.

I had my first six weekly review on January 31st at which the surgeon seemed satisfied with my progress. But he told me then that the recovery period would be much longer than he had previously given me to understand which was that it would be about 3 months. However he is now saying that it could be as long as six months before I can revert to using my crutches in the same way as before the operation. That is until the joint/repair is fully healed as required for someone applying the additional stress and strain on their shoulders as

I do. He also said at that time that my physiotherapist and I could advance my exercise regime to increase the range of movement. Subsequently, however, he sent an email in which he instructed to the contrary - that I must not advance or extend the exercise regime on the grounds that the repair is 'healing' and not 'healed'. We are to maintain the same regime at least until my next review on March 14th as we have been using since December 15th.

This is very disappointing as it means that it will be that much longer until I can start to use my crutches, or drive, again. I am very fed up about this. It is difficult to maintain a positive attitude when faced with these kinds of setbacks. I was very much looking forward to getting back to my usual activities, in particular the office and my work. But they seem to be receding ever further into the distance. All quite distressing but no apparent alternative.

I close by thanking all of you who have kindly taken an interest in my present situation. Your concern is much appreciated.

Best regards  
**David Hughes**

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link to consultation: <http://bit.ly/1mHgBq3>

MSA BULLETIN | FEBRUARY 2014



## Closed roads is back on!

The entire British motor sport community is urged to come together and respond en masse to a government-backed public consultation on closed road motor sport, launched today by Maria Miller, Secretary of State for Culture, Media and Sport.

The MSA has been pushing successive governments to empower local authorities with the right to suspend the Road Traffic Act without having to resort to an Act of Parliament. Such an amendment would open up the way for competitive motor sport events such as stage rallies, sprints and hill climbs to take place on a limited number of British roads, as happens across most of mainland Europe.

Rob Jones, MSA Acting Chief Executive, hailed the consultation as a huge step forwards for the MSA's long-running closed roads campaign. "This is the news that British motor sport has been waiting for," he said. "It represents a once-in-a-lifetime opportunity to change the landscape of our sport, allowing local communities across the country to host motor sport events and enjoy all the excitement and economic benefit they bring.

"However to make that vision a reality we need everybody involved in our sport, from competitors and volunteers to clubs and organisers, to respond positively to the government consultation before the 10 April deadline.

"The government's enthusiasm for closed road motor sport, and its launch of a public consultation, is the culmination of years of hard work behind the scenes, started by former MSA Chief Executive Colin Hilton. I would like to thank everyone that has contributed to the process so far. We now have to demonstrate the support that exists for closed road motor sport around the country."

The MSA has produced template responses to the consultation questions, which can be found on the following page.

## "This is the news that British motor sport has been waiting for"



**MSA @MSAUK**  
Which public roads would make for great motor sport events if the MSA's campaign for Closed Roads is successful?  
**#ISupportClosedRoads**

**HYDRORACE @HYDRORACE**  
@MSAUK Grove Mill Lane that runs past the Grove Golf Course between Watford and Rickmansworth. #Yahoo

**Chris Ingram @1ChrisIngram**  
@MSAUK cat and fiddle - Macclesfield to buxton. Smooth as a circuit and as twisty as a rally stage!

**Rider-X @beardybiker**  
@MSAUK @BMF\_Chris Cat and Fiddle Road in the Peak District  
**#ISupportclosedroads**

**pete walker @hot\_pete @MSAUK**  
a161 eastoft to crowle.awesome if you like corners

**Jamie Livingston@pyebibby**  
Back in the #navigator seat tonight for the #woolbridgemc #12car!  
Hope we make a good result!  
#motorsport @MSAUK #rallying #roadrally

**Rob Blackburn #RB95**  
@scuderiarob47 @MSAUK  
Washingborough to Horncastle. Brilliant road, my route to @CadwellPark!  
**#ISupportClosedRoads**

**Mark @RupturedDuck**  
**#SupportClosedRoads** Cheddar Gorge Speed Hillclimb? @MSAUK  
@Speed\_Hillclimb

**Dave Pearce @Tollrd @MSAUK** top of Porlock through to Exford only a couple of farm buildings in about 3 miles of Exmoor.

**Simon Gregg @atemyleg**  
@MSAUK The Broadway in Church Stretton #Isupportclosedroads  
**david harley @davidharleymsc**  
@MSAUK @WnRC the elan valley road that runs from rhyader to near Aberystwyth.

**mark holmes @Holmes6mark**  
@MSAUK Trough of Bowland Lancashire including Beacon fell,some proper roads with not many residents.

**Meirion Evans @TheMeirionEvans**  
@MSAUK @WnRC there are just too many to name, so many amazing roads in wales alone!

**Mike Calnun @beat\_the\_bogey**  
How about Buxton as a start venue. Loads of great roads, Axe Edge and Goyt Valley spring to mind

**@MSAUK #ISupportclosedroads**  
**Dave Brenton @Dbrrally1**  
@MSAUK pretty much any road in Cornwall **#ISupportClosedRoads**

**Rallying UK @RallyingUK**  
@MSAUK - a) B4391 Llangynog to Bala road and b) the nearby Rhos-y-Gwalia to Lake Vyrnwy mountain road - both would make brilliant stages!

**Andrew Trenoweth @KHK\_Media**  
@MSAUK St. Ives to Lands End coast road in Cornwall. Stunning scenery with both fast and technical sections. Not that I've tried! ;)

**Rockingham @RockinghamUK**  
@MSAUK All of them near Rockingham, then we could run an awesome multi-stage rally including a stage in the middle of Corby!  
**#AwesomeFun**

## How to respond

You will find the official consultation document on the website of the Department for Culture, Media and Sport. Please click here to find it: <http://bit.ly/1mHgBq3>

The consultation asks for your response to a series of specific questions listed below. Only Questions 1-5 are really relevant, but you can answer as many of the questions as you like. We have suggested below some template answers to these questions, but if you would like to compose your own response, please feel free to do so.

If you wish to make a submission without reading the full consultation document, simply copy the suggested answers on the next page and send them by email to [mcs@culture.gsi.gov.uk](mailto:mcs@culture.gsi.gov.uk)

If you have any questions, please contact the MSA Press Office on **01753 765005 or [media@msauk.org](mailto:media@msauk.org)**

The closing date for submissions is Thursday 10 April 2014 but please try to make your submission as early as possible.

Thank you for your support and assistance.

"I think it would change the perception of British motor sport because it brings the fans closer to the action. It will help all forms of motor racing, not just hill climbs or karting. For the competitor it will bring them more to the forefront, it will help them in sponsorship, it will help them get their name across to the general public, and it will bring the public in as part of the event and I think that's important. Obviously in terms of helping the area it's going to bring massive revenue in terms of hotels, restaurants etc. So I think it's a fantastic initiative that has my full support."

Derek Warwick,  
Former F1 driver, President, British Racing Drivers' Club

"As a young racing driver I was lucky enough to compete in the Birmingham Superprix which raced around the Bull Ring area of the city. It was an important international race televised across the world, as well as being an excellent experience in the art of road racing, something that I relied on throughout my career at races like Monaco F1 GP and Le Mans 24 Hours. The UK has a great history in producing World Champions and world-leading technologies in motor sport, and I support the amendments to the Road Traffic Act to bring the UK in line with our next door neighbouring countries to run a limited number of closed roads events to allow the competitors, local business, tourism industry and fans to enjoy the sport in an exciting environment."

**Allan McNish,**  
**2013 FIA World Endurance Champion, BBC F1 presenter**



Issued by the Motor Sports Association  
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**Q1. Do you agree with the proposal to give local authorities the powers to allow motor sport events on public roads subject to the local consultation? If you disagree please give reasons.**

**Answer:** Yes I agree. The UK leads the world in terms of motor sport with the industry generating an estimated £9bn for the economy annually and employing 41,000 people in 4,300 companies. Yet the UK lags behind much of the rest of the world, including the Channel Islands, the Isle of Man and Northern Ireland, in not allowing motor sport events to take place on closed public roads.

Allowing motor sport events to be held on closed public roads will provide an economic boost to host communities; support the growth of UK motor sport and the associated industry; allow engaging events to be created; and create a valuable platform for taking road safety messaging to the wider public.

**Q2. Do you agree that local authorities should be able to close roads for motor sport events? If you disagree please give reasons.**

**Answer:** Yes I agree. Empowering local authorities to be able to close roads for motor sport events would represent a positive devolution of power. It will mean that local people, rather than politicians in Westminster, will be able to determine what happens on the roads in their region and will ensure that Parliament does not need to spend its valuable time debating whether or not to close a road somewhere in the country. It is an important principle that no organisation other than the Local Authority should be granted powers to close its roads, as this ensures that no event can be forced upon a region against the will of the locally elected Authority.

**Q3. Do you agree that local authorities should have the power under certain circumstances to suspend the speed limit and applicable road traffic regulations? If there are any traffic regulations you would prefer not to see suspended, please give reasons.**

**Answer:** Yes, I agree that local authorities should have the power under certain circumstances to suspend the speed limit and applicable road traffic regulations. This is on the understanding that the road traffic regulations are replaced by established and robust sporting regulations, as laid down by the MSA and ACU, to ensure that all events are well organised, properly regulated and fully insured.

**Q4. Do you agree that the Motor Sports Association and the Auto Cycle Union should be the "Authorising Authority" for any motor sport events on public roads?**

**Answer:** Yes I agree. The Motor Sports Association (MSA) and the Auto-Cycle Union (ACU) both have many decades of experience of governing four- and two-wheel motor sport in the UK. The MSA is recognised by motor sport's world governing body, the Fédération Internationale de l'Automobile (FIA), as the sole national sporting authority for four-wheel motor sport in the UK. The ACU is similarly recognised by the Fédération Internationale de Motocyclisme (FIM) as the national sporting authority for two-wheel motor sport in the British Isles. They are the only organisations with the experience, knowledge and resources necessary to act as the Authorising Authorities for any motor sport events on public roads.

With the MSA and ACU as Authorising Authorities, only drivers and riders who have been formally licensed for competition by the governing bodies would be eligible to take part in motor sport events on closed public roads. The MSA and ACU licensing structures are suitably robust and rigorously enforced to ensure that licensed competitors are suitably competent to take part in the motor sport events they enter.

**Q5. Do you agree that the Sports Ground Safety Authority could provide valuable expertise and guidance to ensure motor sport events on roads can be delivered safely?**

**Answer:** No, I doubt that the SGSA would be able to add value in this environment. Both the Motor Sports Association (MSA) and the Auto-Cycle Union (ACU) operate comprehensive, long-established and successful risk management programmes for four- and two-wheel motor sport respectively.

Motor sport is a unique and complex sporting activity and requires specific experience and expertise to deal with its diverse events and venues, and especially to manage the risks associated with vehicles travelling at speed which is unique to our sport. It seems unlikely that the SGSA would be able to offer anything valuable in this context over and above the experts from the MSA and ACU, other than perhaps the facilitation of a forum for liaison with the necessary statutory bodies.

Furthermore, the involvement of another body simply introduces an additional layer of bureaucracy that inevitably adds costs to organisers and competitors alike.

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## 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!



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;o)

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### 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
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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

A man was dining alone in a fancy restaurant and there was a gorgeous redhead sitting at the next table..He had been checking her out since he sat down, but lacked the nerve to talk with her.

Suddenly she sneezed, and her glass eye came flying out of its socket towards the man. He reflexively reached out, grabbed it out of the air, and handed it back.

‘Oh my, I am so sorry,’ the woman said, as she popped her eye back in place.. ‘Let me buy your dinner to make it up to you.’

They enjoyed a wonderful dinner together, and afterwards they went to the theatre followed by drinks...

They talked, they laughed, she shared her deepest dreams and he shared his. She listened to him with interest.

After paying for everything, she asked him if he would like to come to her place for a nightcap and stay for breakfast. They had a wonderful, wonderful time.

The next morning, she cooked a gourmet meal with all the trimmings. The bloke was amazed. Everything had been so incredible!

‘You know,’ he said, ‘you are the perfect woman.. Are you this nice to every bloke you meet?’

‘No,’ she replies. . ....

Wait for it ... ..

It’s coming ..... ..

The suspense is killing you, isn’t it?

She said ... ..:

‘You just happened to catch my eye.’

(Oh shut up)

## Green Belt Motor Club Committee Members 2014

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A Members Only section may be accessed from the Index page  
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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

[gbmc-mag@mercury-designs.co.uk](mailto:gbmc-mag@mercury-designs.co.uk)

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