



*Merry
Christmas*

WAYFARER DECEMBER 2017

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
December 2017

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

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Front cover: Santa

Editorial/Comp Sec news

Season's Greetings to all.

I can't quite believe another year is about to end, but there is still some motorsport events (Rockingham Stages this weekend and the Loco 2 Stages on Friday 29th December to name two). Before you catch your breath over the New Year festivities we have the Brands Hatch Stages then the Monte Carlo Rally.

As we are approaching the end of the year it is time to finalise the annual awards, so if you still haven't let me know what you have been upto motorsport wise do so soon so I can finalise the Club Championship Points. We have a different system for awarding the Marshals award in 2018. I believe AMSC will be rewarding marshals in their event, more in the next issue, maybe.

In this issue it seems things come in twos, with two reports on the Mull Rally and the Wales Rally GB.

Having moved our Xmas meal, we will be moving the Awards Dinner, not just the date but also the venue – more of that next month. Keep Saturday 3rd March free.

I wish everyone a Merry Christmas and Happy New Year.

Chris Deal

Xmas Meal

Reminder to the twenty eight people have booked for our Christmas dinner at the Old Manor, Wyllyotts Close, Potters Bar on Wednesday 13th December, 19.30 for 20.00.

Please note that as payment for your meal will be made via the club, in other words there will be one bill for the meal which your treasurer will settle at the end of the evening and you will be asked to settle your account with the club prior to your departure. The restaurant has been instructed not to allow drinks to be added to the main bill (as it might prove to be impossible to work out who had what afterwards). Please therefore order your drinks and/or wine for the table from the bar next door and pay for it at that time before taking your seats.

Your committee looks forward to welcoming you.

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events run by member clubs which only need a membership card. The purpose in forming the group was to combat the decline of grass roots motor sport in East Anglia. All of the clubs involved were to a greater or lesser extent suffering from lack of competitors, organisers, and marshals for the events that they were running, and needed to pool resources in order to keep the events viable. At the time, the MSA had quite restrictive rules governing who could or could not be invited to club level events, and the idea of an umbrella club was formed as a survival mechanism that would allow us to remain compliant with the rules of the MSA.

Member Clubs are Cambridge CC, Chelmsford MC, Eastern Counties MC, Falcon MC, GBMC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

Herts County A&AC have also joined.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Mon 1 st Jan 2018	Trial	Car Trial	Clubmans	AMSC	ECMC	2017 / 2018 Trials Challenge
Sat 6 th Jan 2018	Rally	Navigation	Clubmans	AMSC	AMSC	Inter-club 20/20 Rally
Sat 20 th Jan 2018	Stage	Single Venue	National B	CMC	CMC	
Sun 21 st Jan 2018	Trial	Car Trial	Clubmans	AMSC	CCC	2017 / 2018 Trials Challenge
Fri 26 th Jan 2018	Rally	12 Car	Clubmans	SCCoN	SCCoN	2017 / 2018 Club Championship
Sun 11 th Feb 2018	Trial	Car Trial	Clubmans	AMSC	WSMC	2017 / 2018 Trials Challenge
Sun 18 th Feb 2018	Stage	Single Venue	National B	AMSC	AMSC	
Fri 23 rd Feb 2018	Rally	12 Car	Clubmans	SCCoN	SCCoN	2017 / 2018 Club Championship
Sun 18 th Mar 2018	Trial	Car Trial	Clubmans	AMSC	WSMC	2017 / 2018 Trials Challenge
Fri 23 rd Mar 2018	Rally	12 Car	Clubmans	SCCoN	SCCoN	2017 / 2018 Club Championship
Sun 15 th Apr 2018	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge

Club Diary

Wednesday 13th December - Xmas Meal (you probably too late, but ask Mel)

Saturday 3rd March – Awards Dinner, details to follow

Competition Calendar

Date	Events	Club	Venue/Start	Format
09-10/12/17	Rockingham Stages	MCAC	Rockingham	SV Stages Rally
29/12/17	Loco Two Stages	S&CMC	Bramley Camp	SV Stages Rally
20/1/18	Brands Hatch Stages	CMC	Brands Hatch	SV Stages Rally
3/2/18	AEMC Training Day	AEMC	Cambridge	Training Day
18/2/18	Snetterton Stages	AMSC	Snetterton	SV Stages Rally
22/4/18	Clacton Stages	CMC	Clacton	Closed MV Stages

Show Calendar

Autosport International Show 11-14 January 2018 at the NEC Birmingham

Race Retro at Stoneleigh, 23 – 25 February 2018

Motorsport at the Palace will be back to the Spring Bank Holiday weekend in 2018.

Motor Museums

Bicester Heritage, Bicester, Oxon

Brooklands, Weybridge Surrey

Cotswold Motor Museum, Bourton on the Water, Gloucester

Coventry Transport Museum, Coventry, Warks

David Sutton Rally Car Museum, Daventry, Northants

Heritage Motor Centre, Gaydon, Warks

Haynes International Motor Museum, Sparkford, Somerset

Ipswich Transport Museum, Ipswich, Suffolk

London Motor Museum, Hayes, W London

National Motor Heritage, Beaulieu, Hants

Whitewebbs Museum of Transport, Enfield

CHAMPIONSHIP POINTS - 2017

Trent Park Trophy

										Total
Rob Choules	290	230	350	251	275	350	149	230	350	2475
Malcolm Wise	275	149	251	149	149	149	251	149	290	1812
John Start	200	350	200	149	251	251	350			1751
Richard Warne	251	50	323	245	275	275	251			1670
Chris Deal	50	323	245	275	251					1144
Mick Davies	200	251	350							801
Chris Jones	251	251	230							732
Steve Greenhill	179	209	242							630
Glenn Pickett	149	149	170							468
Adi Andrei	251	119								370
Grant Shand	350									350
Niall Moroney	350									350
Anna Greenhill	305									305
Paul Phillips	275									275
Martyn Andrews	209									209
Rob Cook	143	50								193
Martin Preston	149									149
Mark Blackmore	50									50
Matt Blackmore	50									50

Glover Trophy

1st Grant Shand (100), 2nd Paul Phillips (75), 3rd Adi Andrei, Chris Jones and Richard Warne (67), Steve Greenhill (64), John Start and Mick Davis (50), Glenn Pickett and Malcolm Wise (33), Rob Cook (5).

Chalk Trophy

1st Rob Choules (670), 2nd John Start (467), 3rd Mick Davis (217), Chris Jones (194), Richard Warne (142), Glenn Pickett (106), Adi Andrei (90), Paul Phillips (75), Malcolm Wise and Martin Preston (33), Frank Trueman (17).

Single Venue Rally – Driver

1st Grant Shand (100), 1st Niall Moroney (100), 3rd Richard Warne (96), 4th Mark Blackmore (5).

CHAMPIONSHIP POINTS - 2017

Single Venue Rally – Co-Driver

1st Steve Greenhill (107), 2nd Chris Deal (96), 3rd Anna Greenhill (85), Rob Cook (36),
Matt Blackmore (5).

Multi Venue Rally – Driver

1st Richard Warne (207)
2nd Martyn Andrews (53)

Multi Venue Rally – Co-Driver

1st Chris Deal (207)
2nd Steve Greenhill (53)

2017 BTCC CALENDAR

April 1-2	Brands Hatch (Indy) R1 T. Ingram, R2 G. Shedden, R3 A.Jordan
April 15-16	Donington Park R1 A. Moffat, R2 T. Ingram, R3 C. Turkington
May 6-7	Thruxton R1 M. Neal, R2 R. Collard, R3 C. Turkington
May 20-21	Oulton Park R1 A. Jordan, R2 A. Sutton, R3 G. Shedden
June 10-11	Croft R1A.Sutton, R2 C. Turkington, R3 M. Jackson
July 29-30	Snetterton R1 A. Sutton, R2 A. Sutton, R3 G. Shedden
August 12-13	Knockhill R1 J.Plato, R2 A. Sutton, R3 T. Ingram
August 26-27	Rockingham R1 J. Cole, R2 A. Sutton, R3 A. Jordon
Sept 16-17	Silverstone R1 T. Ingram, R2 J. Goff, R3 M. Neal
Sept 30-Oct 1	Brands Hatch (GP) R1 A. Moffat, R2 C. Turkington, R3 R. Austin

MOTORSPORT on TV

F1 on C4 (same live) , WRC on C5 (highlights on Tuesday evenings), BTCC on ITV4 (live with support races), British Rally Championship - BRC on C4 (highlights on Saturday mornings the week after), Goodwood events on ITV4 (highlights), Formula E on Spike (Freeview ch31, live), FreeSports (Freeview ch95) shows some Motorsport.

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

2017 Formula 1 World Championship

26-Mar	Australian GP	Melbourne	Vettel, Ferrari
09-Apr	Chinese GP	Shanghai	Hamilton, Mercedes
16-Apr	Bahrain GP	Bahrain	Vettel, Ferrari
30-Apr	Russia GP	Sochi	Bottas, Mercedes
14-May	Spanish GP	Barcelona	Hamilton, Mercedes
28-May	Monaco GP	Monte Carlo	Vettel, Ferrari
11-Jun	Canadian GP	Montreal	Hamilton, Mercedes
25-Jun	Azerbaijan GP	Baku	Riccardo, Red Bull
09-Jul	Austria GP	Spielberg	Bottas, Mercedes
16-Jul	British GP	Silverstone	Hamilton, Mercedes
30-Jul	Hungarian GP	Budapest	Vettel, Ferrari
27-Aug	Belgium GP	Spa-Francochamps	Hamilton, Mercedes
03-Sep	Italian GP	Monza	Hamilton, Mercedes
17-Sep	Singapore GP	Singapore	Hamilton, Mercedes
01-Oct	Malaysian GP	Sepang	Verstapen, Red Bull
08-Oct	Japanese GP	Suzuka	Hamilton, Mercedes
22-Oct	USA GP	Austin	Hamilton, Mercedes
29-Oct	Mexico GP	Mexico City	Verstapen, Red Bull
12-Nov	Brazilian GP	Interlagos	Vettel, Ferrari
26-Nov	United Arab Emirates GP	Abu Dhabi	Bottas, Mercedes

2017 World Rally Championship

19-22 Jan	Rally of Monte Carlo	S. Ogier/J. Ingrassia	Ford
09-12 Feb	Swedish Rally	J. Latvala/M. Anttila	Toyota
09-12 Mar	Rally of Mexico	K. Meeke/P. Nagle	Citreon
06-09 Apr	Rally of Corsica	T. Neuville/N. Gilsoul	Hyundia
27-30 Apr	Rally of Argentina	T. Neuville/N. Gilsoul	Hyundia
18-21 May	Rally de Portugal	S. Ogier/J. Ingrassia	Ford
08-11 Jun	Rally of Italy	O. Tanak/M. Jareoja	Ford
29Jun-2Jul	Rally of Poland	T. Neuville/N. Gilsoul	Hyundia
27-30 Jul	Rally of Finland	E. Lappi/J. Ferm	Toyota
17-20 Aug	Rally of Germany	O. Tanak/M. Jareoja	Ford
05-08 Oct	Rally of Spain	K. Meeke/P. Nagle	Citreon
26-29 Oct	Wales Rally GB	E. Evans/D. Barritt	Ford
16-19 Nov	Rally of Australia	T. Neuville/N. Gilsoul	Hyundia

AEMC Sprint Championship 2018

	Sunday 25 th March	Rockingham	BARC (Mids)
	Sunday 8 th April	Abingdon	Sutton & Cheam MC
	Sunday 22 nd April	Hethel	Borough 19MC
*	Sunday 29 th April	North Weald	Sevenoaks & DMC
	Sunday 6 th May	Debden	Herts County
	Saturday 19 th May	Snetterton	Borough19 MC
	Sunday 20 th May	Snetterton	Borough19 MC
	Saturday 9 th June	Abingdon	Sutton & Cheam MC
	Saturday 14 th July	Lydden	B19/7Oaks/TWMC
	Sunday 29 th July	North Weald	GBMC/Harrow CC
	Sunday 5 th August	Hethel	Borough 19 MC
*	Saturday 11 th August	Curborough	BARC (Mids)
	Sunday 9 th September	North Weald	Harrow CC/GBMC
	Saturday 22 nd September	Goodwood	TWMC/7Oaks
	Saturday 29 th September	Curborough	BARC (Mids)
	Sunday 7 th October	Debden	Herts County
*	Saturday 20 th October	Rockingham	BARC (Mids)

*- To be confirmed

2018 BTRDA Rally Series

17 th February	Cambrian Rally	North Wales
3 rd March	Malcolm Wilson Rally	Lake District
14 th April	Rallynuts Stages Rally	Mid Wales
12 th May	Plains Rally	West Wales
9 th June	Carlisle Stages	Kielder Forest West
14 th July	Nicky Grist Stages	Mid Wales
1 st September	Eventsigns Woodpecker Stages	Shropshire/Welsh Border
29 th September	Trackrod Forest Stages	North Yorkshire

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Motorsport News Circuit Rally Championship 2017/18

4 th November	Neil Howard Stages	Oulton Park
19 th November	NHMC Cadwell Stages	Cadwell Park
3 rd December	Knockhill Rally	Knockhill
20 th January	Brands Hatch Stages	Brands Hatch
18 th February	Snetterton Stages	Snetterton
4 th March	Donington Rally	Donington
18 th March	Lee Holland Memorial Rally	Anglesey Circuit
8 th April	Border MC Cadwell Park	Cadwell Park

MSA Asphalt Rally Championship 2018

10/11 March	Tour of Epynt
11/12 May	Manx National Rally
8/9 June	Rally van Wervik (Belgium)
21 July	Down Rally (Northern Ireland)
25/26 August	Mewla Rally
27/28 October	Cheviot Stages Rally

MSA British Historic Rally Championship 2018

24 March	North Wales Stages	Run to the new Rally 2WD format
20 April	Pirelli Rally	2WD drives will go first
8/9 June	Carlisle Stages	Historic cars will be first on the road
23 June	Red Kite Stages	Run to the new Rally 2WD format
29 July	Harry Flatters Rally	Asphalt event on the Epynt ranges
13-15 September	Rally Isle of Man	Asphalt event on closed public roads
28/29 September	Trackrod Historic Cup	Format to be confirmed

Selective 2018 event dates

17/18 March	Members Meeting	Goodwood
27/28 May	Motorsport at the Palace	Crystal Palace
16/17 June	Le Mans 24 Hours	Le Mans
12-15 July	Festival of Speed	Goodwood
20-22 July	Silverstone Classic	Silverstone
7-9 September	Revival Meeting	Goodwood
22 September	Rally Day	Castle Combe

2018 World Rally Championship

25-28 Jan	Rally of Monte Carlo
15-18 Feb	Swedish Rally
08-11 Mar	Rally of Mexico
05-08 Apr	Rally of Corsica
26-29 Apr	Rally of Argentina
17-20 May	Rally de Portugal
07-10 Jun	Rally of Italy
26-29 Jul	Rally of Finland
16-19 Aug	Rally of Germany
13-16 Sep	Rally of Turkey
04-07 Oct	Wales Rally GB
25-29 Oct	Rally of Spain
15-18 Nov	Rally of Australia

2018 F1 calendar

March 25	Melbourne	Australia
April 8	Sakhir	Bahrain
April 15	Shanghai	China
April 29	Baku	Azerbaijan
May 13	Barcelona	Spain
May 27	Monaco	Monaco
June 10	Montreal	Canada
June 24	Le Castellet	France
July 1	Spielberg	Austria
July 8	Silverstone	Great Britain
July 22	Hockenheim	Germany
July 29	Budapest	Hungary
August 26	Spa-Francorchamps	Belgium
September 2	Monza	Italy
September 16	Singapore	Singapore
September 30	Sochi	Russia
October 7	Suzuka	Japan
October 21	Austin*	USA
October 28	Mexico City	Mexico
November 11	Sao Paulo	Brazil
November 25	Yas Marina	Abu Dhabi

*subject to ASM approval

MARSHALS MUTTERINGS

Marshals Championship 2018

We shall be re-instigating the Marshals Championship on a points basis for 2018. We are looking at other possible awards and incentives for those in the championship table below the main Club award winner and will announce these later.

It will run for the calendar year, January to December, and is open to all GBMC members. The idea is to bias it towards events organised or co-organised by GBMC, and then events organised by Anglian Motor Sport Club and then wider events in order to hopefully encourage club members out to support our own and local events.

Points will be awarded for all volunteer activities as a marshal or organiser on any motorsport event. We will allocate points for events where we know members have attended although the onus has to be on the individual to make the co-ordinator aware of their participation at events that we are not aware of.

Points allocation:

GBMC organised or co-promoted event	20 points
Motor Sport marshal/officials training days	20 points
Event organised by an Anglian Motor Sport Club member club	10 points
All other events	5 points

Where events are multi-day events then points will be awarded for each day of attendance.

AEMC Marshals Training Day

The annual AEMC training day for 2018 will be on February 3rd at the usual location of Cambridge Regional technical College. Details and registration can be found at the web site on <https://aemc.org.uk/MarshalTraining> .

Upcoming dates for your diary

- 29th December - Loco2 Stages at Bramley
- 20th January - Brands Hatch Stages
- 18th March - Snetterton Stages
- 4th March - Donington Stages
- 22nd April - Corbeau Seats Rally Clacton and Tendring

CLOSED ROAD STAGE RALLY IN ESSEX, 2018?

Some of you may already be aware, and some probably not, that Chelmsford Motor Club are proposing to run a closed road Special Stage Rally on 22nd April 2018 based in Clacton and running through the lanes of the Tendring Peninsula.

This event has been in the planning for a number of years and takes advantage of new government legislation that allows for closed road motorsport events to be run in England. These events will be authorised through the MSA (Motor Sports Association) and that Event Organising Permit has been issued for this event. A Motor Race Order application has subsequently been made to Essex County Council Highways Authority which they have to approve following their procedures and probably a public enquiry for the locals to voice their opinion, if this has not already taken place. This is the part that the new legislation changed in allowing the Councils to authorise rather than the previous need for an Act of Parliament to be enacted.

I would believe that there is still a lot of work ahead before it actually happens but it seems that members of Tendring District Council are in favour and perceive financial and business benefits to the area from the event running, but planning is in an advanced state. The eyes of the UK and the motor sport community will be on this event as this will be the first closed road event in England to run under the new rules so I'm sure that it will be under close scrutiny by many people and organisations.

The event now has a title sponsor in the form of Corbeau seats, so is now known as the Corbeau Seats Rally Tendring & Clacton 2018 and is to be based on the Western Esplanade in Clacton with stages spread across the Tendring Peninsular. There will be three loops of five different stages making 15 stages totalling approximately 45 stage miles and 100 miles of link road sections.

Chelmsford MC is progressing with the planning and is appointing the five Stage Commanders to be responsible for each stage which will be run three times during the day. One of those Commanders appointed is Green Belt Club member Graham Frary who Chelmsford have chosen for his experience as a Stage Commander on the closed road event that has been run on Mull for many years.

Graham, like myself, was a Stort Valley Motor Club member when SVAC merged with Green Belt. When the Mull rally became a closed road stage rally many years ago SVAC provided a team of marshals to run stages with, initially Neil Munro as the Commander and Graham as Deputy. This group of people with a few changes over time has been going back every year since and quite a few years back Graham took over the role of

Stage Commander so has performed this task on many occasions.

The Stage Commanders have the responsibility for staffing their stages and Graham has asked me to assist in the recruiting of marshals for 'his' stage so if you are able to assist us then please let me know.

Please be aware that the MSA is requiring that marshals on Special Stage Rallies are 'accredited'; this is a simple initial registration process on the MSA website at <https://members.msauk.org/imissite/login/default.asp> and there is a 'Cadet Marshal' scheme for those between 11 and 16 years of age. New marshals will have to watch a couple of short videos and complete a short multi-choice questionnaire in order to register, and will then receive a registration number and card. I'm sure the MSA would like to insist that only marshals that are registered can marshal on Stage Rallies but currently it is still possible to marshal without having registered by being 'buddied' with an experienced marshal, however all potential marshals are to be encouraged to register in accordance with the latest safety regulations for Stage Rallies and this may of course change in the future.

If you have any questions then please get in touch and I will try to answer, or find the answer.

John Davie

2017 MULL RALLY

Due to the ongoing investigations and enquires into the fatalities on a couple of stage rallies in Scotland a few years ago, the Scottish governments reluctance to permit further "closed-road" motorsport events until the investigations had been completed, and a severe hike in insurance costs, the Mull Car Club had taken the very difficult decision to cancel the 2017 Mull Rally.

Instead, for 2017 the Mull CC decided to run a Regularity Targa rally on Friday and a Rally Time Trial on Saturday, to hopefully pull competitors and visitors on to the island and help bring in much needed revenue, reputed to be in excess of £1million during the rally weekend, to the many various accommodation and restaurant businesses on the island.

As usual, the "old" SVAC members made their annual trip to Scotland. Graham Frary, Neil and wife Chrissy Munro had been on the island a couple of days before Peter Thorn and I, and Peter Wells who had travelled up from his home in northern Italy via Dorset to see family, and to get his Land Rover serviced and MoT'd in the UK!

After typing in the Oban ferry docks post code into the hired Ford Focus' Sat Nav, Pete and I set out from a still dark Stevenage at a silly o'clock. Following a largely uneventful journey except stopping for coffee at the Llama Café on the A66 near Penrith, an excellent lunch at the Loch Lomond Inn overlooking the Loch on the A82 just north of Glasgow, and the traffic being unusually light, we arrived in Oban in plenty of time to refuel the car at the town's Tesco's, and hopefully catch the 4pm boat to the island. But, the town centre roads were grid-locked due to roadworks! And while stuck in the traffic, we watched the 4pm ferry leave the docks...without us!!! Eventually we arrived at the docks, explained to the booking office about the traffic hold-ups, and we were reassured that there would be plenty of space for us on the 5pm boat. PHEW!

After a somewhat bumpy crossing (it wasn't the usual "big-boat", but a small one borrowed to help with the expected holiday and rally traffic, it had no stabilizers!), the ferry docked into Craignure on the Isle of Mull at around 6pm. It was still light as we made our way to our cottage on the Glenaros estate just outside Salen, we unloaded the car and we had a welcome hot cuppa, and turned in for the night, exhausted after our 500 mile journey!

Friday morning we awoke...to rain! Great, typical Mull weather! At least it'll keep the mosquitos away! After a quick shower and breakfast, we made our way to our test which was the first "Regularity Test" of the Targa Rally, close to Glengorm Castle about five miles from the islands main town Tobermory. The idea of the "Regularity Test" is to proceed to the end of the test driving at a pre-determined speed and time. The rest of the rally consisted of more tests and public roads, driving at speeds at less than 30mph, and occasionally with some small driving tests at various locations along the route, driving around cones and against the clock, rather like an autotest, but with a co-driver! The route was to be about 100 miles.

Graham was to be our Test Commander, Neil and Chrissy were to operate the start control, Peter W in his Landie went in to the test to do a mid-way control, and Pete T and I were to do the finish control. Graham had earlier dropped off the radio equipment and instructions for the test to our cottage, and we had been advised to enter the test "wrong direction" because the track was water logged following a few weeks non-stop rain, making the roads very muddy and rather rutted! We found the track entrance and slithered and slipped our way about 200 meters up a rather soggy and rutted farm track, parked up at the sign posted finish control, and waited for the first course cars to arrive while hoping the weather would clear-up too!

Ian Smith, the rally's MSA time-keeper, and an old friend, was the first to arrive with our clocks and check sheets, and looking at the mud on Ian's new Subaru Forester 4WD, it was a good job we didn't do the full test! The next few course cars arrived...very slowly, and we awaited our first competitor.

The entry was mostly full of old classic cars, MGB's, Mini's, Escort's, an Anglia, a Vauxhall Magnum, Opel Kadett, a beautiful Lancia Fulvia and Fiat 124 coupe, Sunbeam Rapier H120, Triumph Dolomite Sprint and a lovely TR3, and a couple of Volvos, PV544 and an Amazon - with rear seat passenger! Also there was a selection of more newer modern cars, Peugeot's, Citroen's, a Ford Focus and Ka, a few Fiesta's, Skoda's and Proton's, a couple of BMW's and MG ZR's, VW Polo's and some brave crews in Mazda MX5's, Toyota MR2's and a couple of Corolla's, Vauxhall Astra and Nova's, Renault Clio's, and a rather tired looking Scenic too! Our old SVAC club member and Mull resident, Chris Warden, was competing on the rally for the first time in his "budget" Vauxhall Corsa!

The Sunbeam Rapier H120 seeded at car 2 was the first car to arrive! It slithered to a halt, I gave the crew a time and the car sped off with a lot of wheel spin! Where was car 1? We were only about five miles from the start back in Tobermory's main carpark; they couldn't be lost could they? There's only one road out of Tobermory to us!

The next few cars soon arrived at our control together, and advised us car 1 had some issues; they were stuck in the mud! Eventually car 1, a Subaru Impreza, came into our control, very fast! We both stepped back and waited for them to slither to a halt! "Did you get stuck?" we enquired, "and you're the only 4WD car on the entry list"! Both the crew members were covered in mud! To be fair, the track was rough! Cars were soon coming into our control with bits of exhaust missing or broken, various bits of front or rear bumper missing or falling off, and sadly a car with a damaged sump was losing oil!

After the full entry of 73 cars had completed what was to prove to be a "car-breaker" test, the Land Rover sweeper car arrived and collected our clocks and check sheets, followed by a familiar red American, and very large for Mull's narrow lanes, Dodge pick-up truck, call-sign "Badger" collecting all the bits that had fallen off the cars! The truck was so large he just squeezed between the track's entrance gates missing the gate posts by a fag paper!

The SVAC team returned to Tobermory for a well-earned lunch at the MacDonalds Arms Inn and for a warm-up too. Talking to Neil he reminded me that this year was the 25th anniversary of SVAC members Nigel Felstead, John Davie, Peter W, Neil and Chrissy, and me, coming to the island for the Mull Rally way back in 1992 when it was the first "closed-road" stage rally in the UK, then run by the 2300 Car Club...and I've done all of them since!

Over lunch Graham announced that the rally was short of marshals for tests in the afternoon and would we help them out. Our next test was on the very hilly coastal road, with some open hairpin bends, near Gribun, mid-west of the island between Salen and Bunessan. Graham, Neil and Chrissy were to assist at the start, Pete W was again mid-test and Pete T and I were to do the test finish control again. When Graham and Neil arrived at the start of the test, they were surplus, so Graham went into the

test to help Peter W, while Neil and Chrissy decided they'd had enough and returned to Tobermory for some retail therapy, and probably a wee medicinal dram, it was getting a bit chilly again!

We were parked up in a lay-by alongside the public road close to the water's edge looking over the picturesque Loch Na Keal, and a number of inquisitive members of the public stopped to ask if we were OK, or wanted to know what was going on! The various course cars soon arrived; we got our clocks and check sheets, and waited for the first competitor to arrive.

Following the rally's lunch stop at Duart Castle near to Craignure, the competitors were re-seeded for the second half of the rally. Our first car to arrive was again the Sunbeam Rapier; they got their time, and were off again. More cars soon followed, some arriving with noisy exhausts (wouldn't be allowed back home, too noisy!!!), bumpers "bodged-up" or missing, and with most cars crawling into the control at a walking pace trying to keep within their time, unfortunately upsetting a few members of the public along the way!

With a few cars missing following various mechanical problems, the Land Rover sweeper car eventually arrived at our control closing the test. Luckily our Chris, in his "budget" Corsa, had come through earlier with no issues, apart from a disastrous previous test amongst some cones where Chris had decided his route was correct, and not the organisers! Because of the time penalty, he dropped down from an impressive 30th position at lunch, to finish in 52nd place overall, 17th in class! Well done Chris, not bad for a car costing £200!

The results were declared later that evening, first were the very impressive Sunbeam Rapier H120 driven by Andy Beaumont and co-driven by Andrew Fish, second was Garry Pearson and Richard Crozier in their Renault Clio, third was Craig Wallace and Clifford Auld in their Toyota Corolla. The Renault Scenic driven by Mull residents Donald Brown and Shona Hale and purchased before the rally for £200, finished in an impressive 31st position, and 4th in class! We later saw the car abandoned in the Tobermory car park looking very dirty and with two punctures! Speculation from the locals say the car will remain there until it's collected by the recyclers...very sad but at least the car ended its useful life as a competition car!

After a hearty evening meal in one of Tobermory's finest restaurants, we retired to our cottage, again for an early night and early rising for the next day's Rally Time Trial.

Waking up early Saturday morning we were surprised to see...no rain! Result!!! After breakfast, Pete and I made our way to the Rally Time Trial venue situated in a forest close to Devaig. We arrived at the forest entry road in good time to be greeted with a massive stationary queue of cars waiting to go into the test! It was not helped by competitors not reading their final instructions correctly, and had set out their service equipment blocking the forest road instead of parking in the field opposite! I got out

of the car and walked up to the start area and found the marshals sign-on point. I picked up our junction equipment and information and returned to the car, swapped places with Pete in the car allowing him to sign on, and we eventually made our way to our junction. Graham and Peter W had arrived earlier than us and had parked their cars safely leaving enough room for us to park to enable us to do our radio duties, and for spectators to watch the event.

After what seemed an age, the first of the course cars passed our junction, the safety car pausing to speak to some spectators, and soon disappeared. The Rally Time Trial had sadly attracted a very poor entry of only 22 cars, and one of them was double entered! The time trial is run similar to a sprint. Behind a course car, the competitors were taken on a slow speed convoy run through the test so that pace notes could be written by the crews.

Radio control did their usual radio checks, and we were ready for the first car to start the Rally Time Trial. After a short delay, car 1, a very quick Ford Focus WRC driven by Reay MacKay started the test, and was soon followed by a succession of Mitsubishi Evo's, Subaru's, Escort's, a Fiesta R5, Peugeot's and Citroen's, a Honda Civic and a Vauxhall Nova.

We were the second junction into the test and close to the start, we were able to see the cars for about a mile on the test after passing our junction, along the track around the recently felled forest valley edge, up the other side of the valley and over the hill, and onto the finish, the test was three miles long. The return route back to the start was on the public road, followed by a quick service, and then repeating the test again. Unfortunately, due to the large number of spectators cars parked on the narrow roads, some crews were being delayed to cover the short journey back to service!

This was to cause major problems for the car that was double-entered! It was decided by the organisers to feed the double-entered car in amongst some of the quicker cars therefore baulking the faster cars behind! Remember, the Rally Time Trial is run like a sprint, with no overtaking!

Due to the low entry numbers and cars having problems returning to service, the organisers decided to give each car a four minute gap! This was OK, the test was only three miles long and cars were completing the test in around four minutes, but the spectators were getting a bit restless and started walking the test further in!

With the exception of a couple of retirements and the double-entered car, we got through four runs of the test before the lunch break. An hour or so later after a very disorganised delivery system for marshals to get their lunch delivered, radio control did their radio checks and we were running again, this time a two minute gap between cars to keep the spectators happy. The crews were able to complete two more runs, and the Rally Time Trial was finished! I felt sorry for the double-entered car, everyone completed six runs; they only got to do four runs each driver!

The Rally Time Trial results were soon declared with the Ford Focus WRC in first place, taking a fastest time of 3min 44.9seconds, an average speed of 49.6mph, followed by the Subaru Impreza of Andy Davies in second place 7.2seconds behind the Focus WRC, and third was Brian Watson in his Mitsubishi Evo a further 9.1seconds behind the winner.

After the road sweeper had passed our junction we were able to return to the start area, and made our way back to Tobermory for a super fish supper in the harbour's Fish Bar. It was now getting dark so we returned to the cottage for a warm cuppa, and fell asleep while watching some telly...didn't we Pete! After replacing the window panes loosened by the snoring, we retired to our beds.

Sunday we had a lie-in! After a tasty full-English breakfast, watching the Superbikes on TV at Brands Hatch, we decided to meet up with our old friend Chris Warden at his partner Heather's B&B in Tobermory. After putting the world to rights over a few coffees, we said our goodbyes to Chris and Heather, and returned to the cottage for another early night in preparation for our long journey home.

Talking to the Mull island residents during the weekend, they were most disappointed the rally was cancelled, they look forward to having their island invaded by the "mainlanders", and having the rally every year it gives them a most welcome boost to their income ready for the long winter months ahead. We hope the rally returns in 2018. Why not join us next year for probably the Best Rally in the World!

Loyd Gerken

Mull Rally 2017 – 25 years on

John Davie, in a recent appeal for Marshals for next year's Chelmsford closed road event, made reference to the Mull Rally and Stort Valley/Green Belt involvement.

I first got involved with the event in 1970, the second year it was ever run. A few more visits in the seventies, including competing twice, a couple of visits in the eighties. The format of the event was forever changing, legal closed roads didn't exist, the event ran in various formats, forestry, night event, Daylight private roads. But in the meantime the then organising club, the 2300 Club from Lancashire, pursued a dream to make it a closed road stage event. They eventually achieved this, and in 1992 a bunch of us in the then Stort Valley Auto Club got together and agreed to make the long trip north to Marshal on the event. Six of us in fact. Myself, John Davie, Nigel Felstead, Peter Wells, Loyd Gerken and Chrissie, my then girlfriend, now my wife.

Through Nigel, we had some contacts on the island, a school chum of his who was then living on the island, and other friends who ran a B and B. They all came from the

Bishops Stortford area originally, but somehow had finished up on the island. We left Stortford in Nigels's Talbot Minibus on the Thursday afternoon, facing a long drive north, to catch the 6am Ferry out of Oban on the Friday morning. Everything went smoothly till we got close to the border. As I was the only Scot in the party I volunteered to drive the last leg. In the middle of the night I first of all managed to get us lost in Glasgow, and then took a very long route to get to Oban. Fortunately we made the ferry.

Accommodation is always at a premium on the island at Rally time, but via Nigel's contacts we all had a bed, and we then spent the whole weekend marshalling. We ran stages on the Friday night, then in the daylight sections on the Saturday afternoon, then again on the Saturday night. The Sunday was a sleep until late morning then eating and drinking and prizegiving in the afternoon and evening. Ferry off the island first thing Monday morning, back in Stortford late Monday night. And thus it has been for 25 years.

John and Nigel haven't been for some years, Graham Frary with his late wife Amanda, Pete Thorn and Chris Warden all became regulars, and others including Mike Brooks and Kevin Leek, my son and his friends have all joined us on occasions. Chris took it a stage further when he moved to the island in 2004 to join with Heather, who had been our B and B landlady for some years.

For 25 years now the Stort Valley/Green Belt contingent has been a major part of the marshalling team on the event. We usually run a stage on each of the normal three sections of the event, Friday night, Saturday afternoon, and Sunday night. In the early years I was Stage Commander, and for most of them Graham Frary was Deputy Stage Commander. Some years ago Graham took over as Stage Commander and this is how we have continued. Our help has been appreciated, and Stort Valley was thanked in print by the event founder, Brian Molyneux, in his book of the event "The Best Rally in the World".

This year again a few of us made the trip north to the Island of Mull, off the west coast of Scotland, a 45 minute ferry journey from Oban, itself a 2.5 hour journey north from Glasgow. Graham Frary, Myself and my wife, Pete Wells, Pete Thorn and Loyd Gerken. Pete Wells has for the last few years made the annual trip to the island from his home on the shores of Lake Garda in Italy – that's some trip.

This year was a completely different event. Following on from fatal tragedies involving non-competitors on the Jim Clark Rally and the Snowman, insurers apparently came up

with a premium which was simply not affordable. So the three section closed road stage event had to be abandoned. Various legislative and insurance obstacles have arisen, affecting closed road rallying in Scotland, and a number of interested parties are working together to resolve the problems. It is not sure whether this will be done in time for the October 2018 event to return in its normal format, but there are high hopes all will be resolved before 2019.

So this year there was a Targa rally held in the daylight on the Friday, and a Time Trial on the Saturday daytime. Both events were extremely well supported, and appeared to run without mishap. The island overall was not as busy as it has been, but nonetheless a large number of Competitors, Marshalls, Spectators and others made the effort and supported the organising club, (The Mull Car Club with help from the Saltire Rally Club) and the islanders.

Chris Warden was not marshalling this year – he got himself a wee Vauxhall Corsa and competed on the Targa rally, and finished. This was a Targa event like nothing seen in the South East. Timed tests on sections of private land, plus regularities on private forest and farm tracks made up this event. The time trial on Saturday was essentially a forest track stage ran five times plus a practice run at the beginning.

Stort Valley/Green Belt, for the 25th year in a row, made a major contribution to the marshalling of both events, and I have no doubt we will continue to do so in the future.

Neil Munro

Wales Rally GB 2017

The penultimate event of the World Rally Championship was upon us once more. During the summer it was announced that this year that non homologated cars could enter the international event this I understand was a first for 22 years. After a lot of deliberation; Chris Deal & I decided to compete on the National event which for 2017 was only a two day event on the Sat & Sun, and reduced to 60 stage miles. As I enjoyed the event so much over the last 6 years. I was only going to do this event once more but I have seemed to have got the bug for this event.

After a shakedown on the BTRDA Trackrod Rally of Yorkshire at the beginning of October it was time to check the car over or as some competitors call it preventive maintenance. Well it was lucky we did, axle half shaft had done their quota of events, the 4 link rod bushes holding the axle up had too much play, then the clutch after

discussions all was not well so the gearbox came out and a new twin plate clutch was fitted, of course another set of new tyres, another polish and the car was ready for action.

As Karl Adamson enjoyed himself so much last year he agreed to look after the car in service, and for the first time Hilary got talked into coming along and had the luxury of cooking the dinners in the motorhome for us all.

The start of the National event was again from the Toyota Factory Car Park in Flintshire just north of Chester. We decided to travel up on the Thursday to get all set up in the service area.

Scrutineering was taking place in the service area on Friday morning at 11am which was conducted with no problems, and then to Rally HQ for signing on. At 4pm the Car spares Escort headed to Chester town centre for the Ceremonial Start, and then back to service the traffic on the Friday afternoon was quite dense.

This weekend saw the welcoming of the world's best rally drivers to the Welsh Forest's, The Daysure Wales Rally GB. On the National Rally front 80 cars were scheduled for the 2 or event of competition.

The stages of the Day sure Wales Rally GB are renowned as some of the toughest in the world, on the bright side myself & Chris had tackled a number of them on the various BTRDA events we have entered in the past.

Day 1

After a short run to Cholmondeley Castle stage on Saturday morning the traffic was bad having got caught up in some road works our arrival time was 11:32am after some forceful driving we arrived at 11.31:50 sec with 10 seconds to spare to keep penalty free. We moved up to the start as there was no cars in front "are you ready to start" said the marshal "Does it look like" it I replied. Four minutes later we had our helmets and Han's device on and we were ready to go. This stage was a sprint at 1.12 miles, at the finish we clocked a time of 1.20:4 which was 3 seconds of the pace to the class leader in the 2000cc class.

After a 50 mile road section we arrived at the Aberhirmant 9 mile stage, could only manage 4th in class with a time of 10:25:0. This stage a few years ago had bad memories when we went off the track and ended up in a river, self-preservation took over I think.

Off next to Dyfnant & Gartheiniog forests totaling 19 miles with delays at the start of now nearly an hour we started the stage which passed without any drama After a short 4 mile section the last stage of the day was Dyfi covering 16 miles. I must admit I was totally knackered when we drew up to the finish line.

After the stage finish we turned into the fuel halt at the end of the stage as we low on fuel. After a great day in the Welsh forests we headed back to the service area. On arrival at Deeside at 7.30pm turned the car engine off, went to restart the car and it was dead. Got pushed into the service area, how embarrassing. Karl got the car jacked up and started checking the rear suspension, as it happened Will Barnard turned up (that's Ian Barnards son of IPB Motors) I said "Have you got your overalls" Of course was replied within minutes will was under the car extracting the sump guard and removing the offending Starter motor. (Ian - you have Will well trained). New tyres on the car and we were ready for the Sunday entertainment.



The start of Day Two leaving the Service Area at Deeside

Day 2

After Saturday's performance the Car Spares Escort was re seeded on how we did on day one and we ended up 25th overall not bad from 78 starters.

Day two started with a 50 mile road section to Gwydir which was a short blast of just under 5 miles in the forest, near Penmacno this stage was the most enjoyable of the week end properly because it was the driest. A short stop at the fuel halt in Betws y-Coed which was a delightful village in the welsh mountains. The Penultimate Stage was the 6.5 miles of Alwen and then into the final stage of 4 miles of the Brenig stage which takes on the tracks around the lake, very scenic.



Re Group control at the Brenig Stage



Awaiting for the finish ramp



The Finish Ramp at Llandudno (I'm sure it is Chester – CD)

The Car spares Escort ran faultless over the two days just the driver needs to go quicker!!! and finished with no body damaged 26th overall and 6th in the 2000cc Class. After a short drive to Llandudno high street arrived at the finish ramp at 5pm to collect our finisher's award. Not looking forward though to the long drive home which we did at midnight, yes it was a long day.

Big thank to Chris Deal on the maps in getting me to the stages on time, Karl & Will in keeping the car going. How can I forget Hilary the food was marvelous?

Finally Graham at Car Spares Cheshunt Ltd for his support not forgetting Gavin Pink @ The Paint Shop, Ware for his painting expertise (see separate advert).

Next year we need a Green Belt Team any competitors out There fancy giving the event a go, you won't be disappointed????

It was good to see a number of Green Belt members and colleagues out in the forest this year John Davie keeping the spectators at bay marshalling at Cholmondeley Castle Stage Ian & Will Barnard was seen in the forest as was Gerry & Niall Moroney plus Mark Goddard. With the Cambridge CC group on the stage start at Gwydir with guest appearance from Claire Rix and Rob Cook.

Until next year!!!

Richard Warne

Daysure Wales Rally GB 2017

Thursday 26th October

After getting a stomach bug the previous Friday I was relieved to be leaving home (the bug laid me low for 3 days and hardly to talk for a couple days) to travel to Deeside with Richard and Hilary in their new motorhome with only 100 miles on it. We left Hertford at 10.40 and Karl at 11.00 to meet us there. Only ten minutes in to the journey we joined the first queue on the A414 at Hatfield. The M1 was better and the M6 (the toll road) was fine, so we stopped at the services for a break/lunch. After this the M6 became busier and we had multiple jams. Finally we made the Deeside service park around 16.30 and just missed Ian Barnard. We found our allocated space (8x8m), just enough for the motorhome, rally car and Karl's Discovery. The trailer was taken to the trailer park. Ian and Tristan joined us later; they had been to the first stage at Tir Prince a short spectator stage. Richard and Hilary stayed in the motorhome at the service park, whilst Karl and I went to our cottage on a nearby farm.

Friday 27th October

Collect the rally plates, go to Scrutineering, which for this year it is in the Service Park rather than at the College. Then it was time to sign on and check the paperwork and all done by 11.00. At least it gave me a chance to go through the route notes and highlight any problems. At 15.45 we were off the ceremonial stage on the main street in Chester. We needed to be there by 16.30 for a parade etc. If you didn't attend we got fined £250. In the evening we had a meal with Ian Barnard and Ashley Davies team, in total 15 people.

Saturday 29th October

Finally, time for the rally proper. Our car number was 232, which gave us a start time of 10.28. On the way to the first stage was Cholmondeley (SS14) there was a set of roadworks which delayed us, which we arrived with 10 seconds to spare – phew. Once we sorted ourselves out we completed the stage without incident and at one point we were shown as leading the event! After that things settled down. Aberhimant (SS8) 8.64 miles in 10 mins 25 secs, then Dyfant (SS9) 11.13 miles in 13 mins 53 secs, I got lost in the notes once and recovered. A quick refuel before Gartheiniog (SS12) held on the start gave us a clear run through the 7.84 miles in 10 mins 45 secs. To get to Dyfi (SS13) you had to use the same road to stage 12 a bit further on, as we turned into stage 13 one of the Freelanders tried to do stage 13 before stage 12, so we made when aware of

their error before it was a problem. Cambridge CC was running the start. We saw Rob Cook, Clare Rix and Clive Grounds. One the stage we nearly overshot one of the hairpins, passed by car behind after 12 miles. The 16.07 miles was completed in 21 mins 2 secs. That was our stage action done for the day, just a refuel to get us back to Deeside. Roughly 70 miles in 2 hours and 30 mins. As we arrived into the service the starter motor failed, good timing. Brian Hemmings from the AEMC was there to answer any queries in his capacity as competitor liaison officer for the event. We ended the day 24th overall and 4th in class. Richard, Karl and Will Barnard got to work changing the starter motor etc and I prepared for day two, whilst the International crews were still competing in the dark.

Sunday 30th October

Due to the clocks going back we had an extra hour to recover and check out the farm. Will went off the beach surfing before heading home to Brighton!

Our start time as 10.42 for our 184 miles Sunday drive, which included 3 stages totalling 15 miles. When we got the first stage, Gwydir, we were greeted with the whole field of National runners, queuing onto the road. After a delay we moved down to the start. I hadn't done this stage before, lucky for us a fellow competitor warned us of a dodgy crest near the start or we could have damaged the car. A quick refuel in a hotel car park in Betws-Y-Coed. Next was Alwen with its fast straight which we completed in 7 mins 41 secs for 6.47 miles. Before the last stage at Brenig there was a re-group to allow the International to clear the power stage. Finally it was our turn and after 3.99 miles we had finished!!! To complete the rally we had to drive to Llandudno to collect our finisher's awards and drive over the ramp. The International's were running late which meant we were kept waiting. A few did doughnuts, including Ashley Davies who finished 10th overall, we were 25th. Which left us the 44 miles back to Deeside along the busy A55. After loading up and eaten we left for home.

Chris Deal

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

Treasure Hunt report

On Sunday 8th October 8 crews (27 crew members in total) gathered at The White Hart in South Mimms for an afternoon Treasure Hunt organised by Robert Taylor and Doug Williams. The crews were split, GBMC members (experts) and members from the ESCA. Those from the ESCA are given suggested route on map and the GBMC members had worked out the route from various navigation instructions. I started on the route as our third member, Mel, hadn't arrived. Meanwhile Brian was checking the rules and trying to put the others off.

The event was divided in two parts with a short stop at The Gate, Bricket Wood and it finished at the Blackwells Café and Bar in Chipperfield around 16.30.

Mel arrived and the route was plotted and we were ready for our start time of 14.01. Brian was driving his Honda Jazz, I was on the maps and Mel was on questions and I also had the photo sheet. There were 16 clues/questions in each half and 12 photos spread across the event.

We set off via Ridge to Shenley and the back lanes. The first two clues were found, but we missed the third one (What was 36? – we guessed Bridleway, but it was Public Restricted Byway). In Radlett we wrong slotted in a housing estate, but we soon retraced our route to Aldenham close to the M1 and Watford and back to Radlett and along the A5 and to Colney Street and the half way. We missed one more clue and arrived a few minutes early.

By the time we were ready to depart for the second half some of the crews were still arriving which meant they were losing mark. We missed the first clue and misread the question of the second one. The rest went well until near the finish when we ran out of time and had to miss a loop (3 clues) to make sure we were on time at the finish. The second half felt longer, maybe it was the traffic or the narrow lanes or both but we did miss a turning near Hunton Bridge. The route took us via Bedmont, Kings Langley, Sarratt to Chipperfield. Out of 12 photos we got 10, although I missed 3.

We settled down for a cup of tea and piece of cake. Not long after the final car arrived Robert announced the results in reverse order, which left us in first place.

Thank you to Robert and Doug for organising the event.

Chris Deal

VNUK, WHAT WILL IT MEAN FOR MOTORSPORT?

After a recent European Court judgement following an injury claim from a farm worker, Mr Vnuk, against his employer involving an incident with farm machinery in Eastern Europe, the European Commission plans to issue a new Motor Insurance Directive that could cause major implications for us, as a competitor and as a motor sport club.

If it goes through, all EU Member States – and even after Brexit that includes the UK – must incorporate into their national law compulsory and unlimited third-party liability insurance to cover personal injury between competitors and car-to-car damage during all forms of competition.

Any new EU requirement would apply to **ALL** disciplines, from Formula One to rallying, from karting to saloon car and historic racing, whether regulated by the FIA and the UK's MSA or not. Third party insurance cover for competing vehicles would become compulsory even for such grass-roots eventing as hillclimbs, sprints, trials and grass-track racing. Any incidents involving a competition car while competing would then have to be investigated by the police!

At present, some trailer-borne competition vehicles may only be comprehensively insured while stored and in transit, there being no mandatory cover between competing cars during races and accident damage cover when sprinting or hillclimbing one at a time would be unlikely. Under organising permits issued by the MSA, all events are covered under an umbrella public liability policy with cover up to £67million for officials and competitors, but this does not cover their cars.

Not only is the unlimited cover without limit required currently not available, but it may not be possible in the future, warns the Motorsport Industry Association. It means that if the Directive does become mandatory, motorsport as we know it may be unable to continue anywhere in the EU!

What does this mean to us club motorsport members? With no legal cover, organisers and clubs could not run meetings, while circuits and venues without revenue would have to shut their doors, and businesses involved in any form of motorsport would be forced to close, making 40,000+ staff redundant and a loss of income to the UK worth at least £10billion, including exports around the world and tax revenue to the government too!

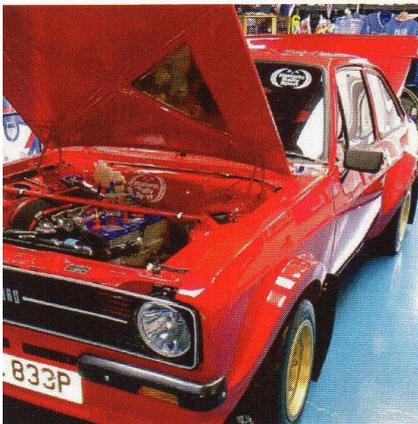
The FIA, along with the MSA, ACU and other European ASN's, with all motorsport industry institutions, have lobbied the European Commission to amend the Directive for the good of motorsport. Let's hope common sense prevails.

Loyd Gerken/Richard Hudson-Evans (Classic Car Weekly)



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Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

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