



WAYFARER MARCH/APRIL 2018

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
March/April 2018

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The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

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

For convenience, membership records are maintained on a personal computer. Any Member who does not wish their details to be held in this way should advise the Membership Secretary.

Editor: Chris Deal

Printing: Chris Deal

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Front cover:

Mark and Mathew Blackmore on the Snetterton Stages (photo by A. Manston)

Editorial/Comp Sec news

Good Friday marked a historic day for me, as it has technically my last day at working after nearly 39 years working on railway timetable etc for British Rail then the privatised companies then Transport for London, including the Crossrail project. Many people asked me 'what are you going to do' – I expected to looking after my Mum more sometime, but that part didn't happen as she passed away just after I signed to leave. This was the reason for no magazine in early March. So I have plenty of paperwork to wade and a house to go through with 60 plus years of belonging. Plus of course loads of GBMC and AEMC stuff.

Snetterton Stages - Sunday 18th February. As you can see from the photo on the front cover, with Mark and Mathew Blackmore on their way to second in class, we had good weather. The event had 82 starters and many helpers and marshals. John Davie and Richard Warne were running two sectors. John towed the club caravan with around 500 cones and various signs. Richard had even persuaded Michael Barker to come along to help.

Annual Awards Dinner – Saturday 3rd March at Crews Hill Golf Club. Most people survived the weather and got to the venue, but we had a lowest number on record, but we were made welcome, the food was excellent.

Tendring Clacton Rally – Sunday 22nd April is the date for the first closed road event in England and we are running the first stage. On the first day of entries opening they had received over 100 entries and now with a full entry, mostly local competitors. Join us running the first stage.

AGM – Wednesday 2nd May at Old Owens from 21.00. The formal notice is in this magazine along with the minutes from last year and proxy form if you can't make it. After the main business I will present the 2017 awards not collected at the Dinner.

Next month there should be a report on the Tendring Clacton Rally and report on the London Classic Car Show by Loyd (held over due to the AGM minutes). Hopefully I will start on the re-design on the magazine now I have a bit more time, starting with the calendar. If you want more or even less let me know.

Chris Deal

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, Herts County A&AC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sun 8 th Apr 2018	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	WSMC	2018 AutoSOLO Challenge
Wed 11 th Apr 2018	AMSC	Inter-Club Quiz				2017 Targa Challenge Awards and Inter-Club Quiz Night
Sun 15 th Apr 2018	Trial	Car Trial	Clubmans	AMSC	FMC	2017 / 2018 Trials Challenge
Sun 29 th Apr 2018	Trial	Classic	National B		FMC	Classic Trial
Sun 29 th Apr 2018	Tour	Tour Assembly	CoE		CCC	
Sun 13 th May 2018	Tour	Tour Assembly	CoE		ECMC WSMC	
Sun 20 th May 2018	Rally	Targa	Clubmans	AMSC	CMC	2018 Targa Challenge
Sun 27 th May 2018	Rally	Navigation	Clubmans	AMSC	CMC	12 Car Regularity Run
Sun 3 rd Jun 2018	Autotest	Autosolo Autotest Production Car	Clubmans	AMSC	WSMC	2018 AutoSOLO Challenge

Club Diary

Wednesday 2nd May – Annual General Meeting

Wednesday 20th June – BBQ and Concours

Competition Calendar

Date	Events	Club	Venue/Start	Format
8/4/18	Abingdon Sprint	S&CMC	Abingdon	Sprint
15/4/18	North Weald Sprint	Sevenoaks	North Weald	Sprint
22/4/18	Clacton Stages	CMC	Clacton	Closed MV Stages
2/4/18	Hethel Sprint	B19	Hethel	Sprint

Show Calendar

Motorsport at the Palace (Crystal Palace) has been cancelled in 2018.

Coventry Motorfest, 2 -3 June

Goodwood Festival of Speed, 12-15 July

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

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.

ARE YOU INTERESTED IN SPRINTING IN 2018?

THEN THIS IS FOR YOU!

THE 2018 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

Category A: Road Going Series/Specialist Production Cars

(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)

Category B: Modified Series/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

Calendar

There are up to 20 rounds to choose, from March to October, counting towards the championship using venues at Abingdon, Curborough, Debden, Goodwood, Hethel, Lydden, North Weald, Rockingham and Snetterton

The best 10 scores will count towards the championship.

Event Supplementary regs will be sent to each registered competitor,

So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

Chris Deal, 07920 -840689 (mobile), aemc@chrisdeal.force9.co.uk

Essex Extreme

www.essexextreme.co.uk

AEMC Sprint Championship 2018

	Sunday 25 th March	Rockingham	BARC (Mids)
	Sunday 8 th April	Abingdon	Sutton & Cheam MC
#	Sunday 15 th April	North Weald	Sevenoaks & DMC
	Sunday 22 nd April	Hethel	Borough 19MC
	Sunday 6 th May	Debden	Herts County
	Saturday 9 th June	Abingdon	Sutton & Cheam MC
	Saturday 23 rd June	Snetterton	Borough19 MC
	Sunday 24 th June	Snetterton	Borough19 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, # - date change

2018 BTRDA Rally Series

17 th February	Cambrian Rally	North Wales
3 rd March	Malcolm Wilson Rally	Lake District (Cancelled)
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

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

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 (Cancelled)
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
24 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	S. Ogier/J. Ingrassia	Ford
15-18 Feb	Swedish Rally	T. Neuville/N. Gilsoul	Hyundai
08-11 Mar	Rally of Mexico	S. Ogier/J. Ingrassia	Ford
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	Vettel, Ferrari
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

Attention Life Honorary Members

As you may be aware there are extensive changes to the law relating to data protection coming into force on the 25th May 2018. The new General Data Protection Regulations require any/all organisations that maintain membership details to have the explicit consent of the member to keep their details. The Club's membership application/renewal form for this year specifically makes provision for this. Members, both new joiners and renewing members, are asked to let us know the means by which they are content for the Club to contact them [also the means by which they wish to receive Wayfarer] and by signing the form they grant their permission to the Club to maintain their contact details.

However, we have several Life Honorary members who, sadly, we have not heard from in some considerable time and in spite of notices in previous editions of Wayfarer, personal emails or telephone calls there remain a number of these members that we have been unable to contact. If you are one of them please note that from the end of May we will not be able to contact you. This includes the sending Wayfarer unless we have your signed membership form by that time. If you missed it at the beginning of this year but would like to maintain your Life Honorary membership of Green Belt MC please email the membership secretary at secretary@greenbelt.mc.org.uk requesting a copy of the membership form.

Without a signed membership form we regret that we will not be able to retain your contact details and your Life Honorary membership will lapse (whether you have or not!). To the best of our knowledge this affects the following;

Tony Strong, Ian Wearing, Ian Bangham, Robert Cull, Ron Bates, Mrs Maggie Smee.

Also Peter Greenwood, John Pilgrim, Peter Wells, Brian & Marigold Wright all ex SVAC.

If anyone reading this has up-to-date contact details for any of those people please let the Club secretary know.

Yours faithfully,

David Hughes

Secretary Green Belt Motor Club



Chris Jones presented by Gerry Thurlow, President at the Annual Awards Dinner, photo by Christine Matthews

SUMMER NORTH WEALD SPRINT APPEAL

SUNDAY 29th JULY 2018

Having procured a summer date we need helpers to make it happen. If you can help give me a call or email me or we will have to cancel the event!

Chris Deal 07920-840689, chris.deal@greenbeltmc.org.uk

THE CHAIRMAN SPEAKS

This is the speech given by Club Chairman Malcolm Wise to the Annual Dinner and Awards Presentation evening at the Crews Hill Golf Club, on Saturday 3rd March 2018

Ladies and gentlemen, members of the Green Belt Motor Club, on behalf of the committee I welcome you to the Club's 52nd Annual Dinner and Awards Presentation. I would particularly like to welcome our president Gerry Thurlow.

During the last year the club has run several motor sport events as well as being involved in assisting on events with other clubs.

Our membership of the Anglia Motor Sport Club, an organisation which promotes events in the East Anglia region, has seen our club having an input to the Snetterton Stages Rally. This is a very prestigious rally that is a round of the Motor Sport Vision Racing/Motorsport News Circuit Rally Championship – which has full television coverage of all rounds.

One other stage rally and two sprints at North Weald, two targa events and a treasure hunt completed our competition calendar for 2017.

Richard Warne and Chris Deal did several club level stages rallies in Richard's Ford Escort. Their best result was a class win on the Rockingham Stages Rally. However the pinnacle of their year was competing on the National Rally section of the Wales Rally Great Britain – the British round of the World Rally Championship. They finished in sixth place in their class and 26th overall - a very creditable result.

Since Dave Ward retired from competing in his Legend I have been the only club member who does any motor racing.

I had a very mixed season racing in the Quaife Modified Saloon Car Championship in my Escort Cosworth and I only took the chequered flag in half of the 16 races. But I was always up with the race leaders and finished in second or third place in all but one of those events. So I still managed to finish the season in third place in this championship's top class.

Sprinting is another motorsport discipline in which several members take part and our Competitions Secretary, Chris Deal, runs the association championship. Rob Choules and John Start are our leading competitors on these events.

On the social side we had our annual Dinner and Awards Presentation at the Mill Green Golf Club, our Concours' d'Elegance and Barbecue at the Old Owens Club in Potters Bar and our Christmas Dinner at The Old Manor also in Potters Bar.

All of the club's events, which I have mentioned, do not just happen. So we must thank all of those members who gave up their time to organise and run them.

Our thanks must also go to committee members who are Gerry Thurlow – President, Chris Deal – competitions secretary and association delegate, Ed Davies – treasurer and website manager, David Hughes – club secretary and membership secretary, Robert Taylor – press officer, Melanie Camp – social secretary, John Davie – marshalling co-ordinator and equipment officer. I have the honour (think that it's an honour) of chairing the committee.

Also important in running the club are Chris Deal and David Hughes who edit and produce our monthly magazine and Loyd Gerken who is our scrutineer.

During 2017 we sadly lost Simon Hudswell, a very enthusiastic member who helped out on many events. Our condolences also go to Chris Deal who very recently lost his mother and to David Hughes who lost his father.

This is a good club, dedicated to the promotion of motor sport, and we look forward to another successful year.

Transcribed and edited by Robert Taylor



Some of the awards at Annual Awards Dinner, photo by Christine Matthews

NOTICE OF THE 2018 ANNUAL GENERAL MEETING



Notice is hereby given that the 2018 Annual General Meeting of the Green Belt Motor Club is to be held at the
Old Owens Sports & Social Club,
Coopers Lane, Potters Bar, Herts., EN6 4NF
on Wednesday 2nd May 2018, commencing at 21:00

The business of the meeting shall be:

1. Welcome and (approval of register of meeting attendees eligible to vote), proxies and apologies for absence.
2. Approval of the minutes of last year's Annual General Meeting.
3. Business arising from those minutes, if any.
4. Secretary's report of the Club's past twelve months activities.
5. Treasurer's report including financial statements.
6. Question time.
7. Election of officers to the Club's committee.
8. Announcement of election results.
9. Ballot on any motions/resolutions put on notice.
10. Re-appointment of the Club auditor.

Presentation of 2017 awards not given out at the Annual Awards Dinner

Refreshments may be served at the conclusion of the meeting so please plan to stay for a short while after the meeting finishes.

ANNUAL GENERAL MEETING OF
WEDNESDAY 29th MARCH 2017
AT OLD OWENS SPORTS CLUB
COOPERS LANE POTTERS BAR



The meeting commenced at 21:05 with Malcolm Wise (MW) in the chair and with 18 other members and 1 guest in attendance.

Apologies for absence were received from John Start, John and Sarah White, Doug Williams and Loyd Gerken.

1. **Minutes of 2016's AGM** – had previously been published in Wayfarer magazine so all had had opportunity to read them but for good order a copy was placed on each table. Attendees were asked if they wanted the minutes read out aloud. Not requested. Last year's minutes were proposed by Ian Davies and seconded by Chris Deal. There were no objections.
2. **Matters arising from those minutes** – none.
3. **Secretary's Report** – the secretary expressed his thanks to the previous secretary (CD, now Comp. Sec.) for providing the facts and figures needed to compile the secretary's report and then read it aloud for the benefit of the meeting. A copy will appear in Wayfarer in due course. There were no questions raised on the secretary's report. It was proposed by Melanie Camp and seconded by Robert Taylor.
4. **Treasurer's Report** – the treasurer passed round copies of his profit and loss account as well as an income and expenses statement. He noted that in the Club's financial year 2016 no surplus had been made due to the substantial purchase of a new box trailer for carriage of club equipment and replaced the old club caravan that had had its day. The MSA club development fund contributed £3,000 towards the cost (£6,500 approx.) of the new trailer. The treasurer took the meeting quickly through his figures, noting that subscription payments received via PayPal were always about 81 pence short due to their deduction of that amount as commission. He would prefer that members paid by internet banking or by cheque than by PayPal. Treasurer mentioned a fraud that had been perpetrated on the Club's account at NatWest whereby a third party had succeeded in setting up a standing order without his authority resulting in our

account being debited with approx. £250. Eventually the bank acknowledged the fraud, refunded the lost £250 and paid £20 in compensation!

£250 was also returned to the Club that had been paid for storage of the old caravan. There was also £724 insurance premium rebated to the Club.

At the end of last financial year income was £11,500 while outgoings were £14,427.

Treasurer's Report proposed by John Milledge and seconded by Geoff Jackson.

5. **Question time**

Dan Chalk asked whether we have to pay a fee to be a member of Anglia Motor Sport Club. Reply – yes, we do but it is nominal, about £20 p.a. and in line with fees the Club pays to belong to other area associations (although, of course, AMSC are not an area association).

GBMC paid AMSC for their share of the venue hire fee to run the special stage rally at Snetterton on 19th February 2017. £500 has already been disbursed to GBMC and their share of the profit made by that rally, thought to be of the order of £850, is expected to be received within a few weeks once all final bills for the event have been paid.

DH asked whether the MSA Motor Sport Development Fund (as it is now known) would pay for new equipment, stage rally signage, stage radio boards, etc. as urgently required by GBMC. JD (John Davie, Chief Marshal) replied that it would depend upon claiming in the Fund's new financial year (as we did very nicely out of it last year – £3,000 contribution to new box trailer).

DH will ask the MSA Motor Sport Development Fund administrators when their fund's financial year begins/ends so that we can apply in their new financial year for a further grant.

Geoff Jackson asked how much we pay to be an MSA recognised motor club in consideration of the amounts we receive from them in the way of grants.

The question was also asked whether we do receive more entries to events as a result of being a member of AMSC. JD explained how the system works.

It was also mentioned that the Club has joined the Welsh Association of Motor Clubs and the Association of South Eastern Motor Clubs similarly to extend the scope of invitations to other club's event for our members.

6. Election of officers to the Club's committee

The Chairman asked whether anyone attending would like to put themselves forward to become a committee member. No offers were forthcoming. Chairman noted that offers did not have to be there and then, at the AGM, but would certainly be welcome and considered at any later date.

No existing committee member declared themselves unprepared to stand again during 2017 and as such all existing members were deemed to have been re-elected en bloc, although the secretary, having but one year's experience in post, requested a vote of confidence. This request was dismissed.

Accordingly Green Belt's committee for 2017 consists of Gerry Thurlow (President), Malcolm Wise (Chairman), Ed Davies (Treasurer), Chris Deal (Competition Secretary, area association liaison representative and magazine editor), David Hughes (Secretary and membership), Robert Taylor (Press Officer), Melanie Camp (Social Secretary), John Davie (Marshalling co-ordinator).

Vice President Geoff Jackson proposed a vote of thanks to the committee for their work in running Green Belt Motor Club noting that there is a lot of work involved in running a motor club nowadays. His proposal was seconded by John Milledge.

The Chairman asked whether there were any objections. There were none so the Chairman thanked the committee members for agreeing to stand again and Vice President Geoff Jackson for his vote of thanks.

7. Any other business?

Ian Davies (ID) noted that the proposed outing to Beaulieu Motor Museum last year did not take place, probably due to the distance and asked whether the committee would consider organising an outing to the British Motor Museum at Gaydon, Warwickshire this year instead.

The question was asked whether any outings are planned. The Social Secretary (MC) responded that two trips (Beaulieu and Brooklands) were planned last year but support for both had been very poor, amounting to only 9 expressions of interest and as a result both were cancelled. In order to make planning worth the effort and to avoid embarrassment (Cancelling bookings) there has to be more interest, a minimum of 12 persons at least.

Bletchley Park is another possibility. The last visit the Club made there was well supported and enjoyed by all who went. However, it was mentioned that unlike the previous visit tours are no longer guided which is a shame.

Dan Chalk mentioned the classic car and aeroplane show, Flywheel Festival, at the Heritage Motor Centre, Bicester airfield as another possibility. DH noted that tickets to this show are quite expensive. Nevertheless we could publish details in the Wayfarer magazine.

Louise Hughes mentioned that The Dutch Nursery (local to Potters Bar) run a lot of coach trips including some that might be of interest to members. DC noted that they no longer actually run the trips themselves, they are contracted out. LH will forward a link to their website to MC for review of possible trips.

GJ mentioned the motorsport action and static displays at the annual Crystal Palace Sprint, which this year will be held on Sunday 27th and Monday 28th August.

RT noted that Club members have attended this event in the past and that, like all of these outdoor events, it is entirely dependent on the weather as to whether it is a pleasure or not. There were also an appreciable number of club stands not used which was disappointing and might have been one of the reasons the organisers of this event have changed its date from the Spring Bank Holiday to the late Summer Bank Holiday weekend.

GJ asked about the venue for next year's Annual Dinner & Awards Presentation. The Chairman replied that we are looking at options but do not intend to return to Mill Green Golf Club (where the AD & AP was held on 25/02/2017).

Opinions as to the quality of the dinner itself were mixed, some said good, some said poor and some said acceptable. All agreed that the room lacked atmosphere.

GJ reiterated that wherever the Club decide upon it must have overnight accommodation available on site as far as he is concerned. He asked why we didn't go back to The White Horse Hotel, Hertingfordbury. It was explained that it no longer exists, having been demolished and housing built on the site.

DC remarked that local hotels are expensive.

DH noted that committee had agreed that the top price the Club could charge for a ticket to the Annual Dinner next year would be £35 per person.

JM (John Milledge) interjected with a request to the Chairman to leave the meeting before it ended to take someone to a late evening medical appointment.

AA (new member, Adi Andre) asked whether GBMC members ever participate in track days noting that 10% discount is available for group bookings of 5 or more at all of MSV (Motor Sport Vision) circuits.

MW replied that we have not been involved in track days as a club and that it is unlikely that more than a very few would take up the opportunity but we could test interest by putting a note in Wayfarer.

AA reiterated that he was asking about participating only, not about the Club organising a track day.

CD (Comp. Sec.) pointed out that if members were to go to track days it would reduce the numbers entering our sprint events because track days and sprints are similar but competing types of events.

AA asked, in that case, how do beginners train to participate in circuit events, noting that MSV provide expert tuition at their track day events.

MW advised that the committee would discuss the subject at its next meeting. He asked AA the cost of taking part in a track day (full, not half day). Answer – approx. £90-150 although Silverstone GP circuit - £300.

At that point in the proceedings the elephant in the room appeared...

DC, Vice President, asked where is the official weekly meeting place and 'home' of the Green Belt Motor Club now? Is it the Old Owens Sports and Social Club, Potters Bar or is it the Two Brewers public house, Northaw?

Unfortunately members', including some committee members', opinions are divided on this matter. Some have not forgiven the management of the Two Brewers for repeatedly closing the pub early, prior to their arrival, on Wednesday evenings towards the end of last year and over the Christmas and New Year period. Also for not making any concessions to events such as last year's AGM when we were allocated an area of the pub that was inadequate for the purpose. It was as if our club was not welcome at the Two Brewers.

As a result the decision was taken at committee level to move the official meeting place of the Club to the Old Owens Sports & Social Club about one mile along the

same road towards Potters Bar. Those attending at this venue have always been made welcome, bar prices are more reasonable than the Two Brewers and there is much more room available for Green Belt requirements (although the large hall can be chilly and rather uninviting in the winter months). The main disadvantage of this place is however, that on occasions (particularly when darts matches are being played) it can be excessively noisy – to the extent that some people using hearing aids cannot hear a word that is being said by their friends. This makes this venue unacceptable to some people and as a result there has been a strong move to return the weekly Club night meet to the Two Brewers, which has more recently become busier and therefore not prone to closing its doors early. It is also cosier than and never as rowdy as Old Owens.

The chairman responded by noting that Wednesday club nights rarely involve any set activities and consist of little more than 6-10 people having a drink together. As such the Two Brewers is more comfortable and the preferred choice. There is rarely any motoring or motor sport discussion on those evenings. Added to which those attending generally arrive too late (usually 10 p.m. or later) to make it possible to invite any prospective new members to come along.

On the other hand, on those occasions when the Club has an organised function, e.g. quiz night, barbecue and concours d'elegance, guest speaker, general meeting or other function likely to draw more than a handful of members the Old Owens offers more suitable facilities, including catering, a dedicated seating area and a large car park, etc.

In consideration of the above points the Chairman suggested the idea of holding 'Club nights' monthly rather than weekly but on those nights there should be an organised event having a motoring or motor sport theme.

Chairman added, however, that this idea should be further discussed at a future committee meeting before a final decision is made.

As alluded to above there is also the issue of the time of the evening at which members arrive at Club nights. This has habitually become 10 p.m. which some members find too late. This has, of itself, become something of a divisive issue.

In the meantime Green Belt will refrain from publishing in the Wayfarer magazine or on the Club's website a regular time and place of meeting.

JD, Chief Marshal, suggested that once a month the Club night consist of 'noggin n natter' and once a month a more formal or organised Club night.

MC, Social Secretary, very reasonably queried whether there might be another venue that would better suit the diverse needs of members. This is a possibility that could be explored. Alternatively could club nights be held at Old Owens on a different night of the week than Wednesdays that might obviate the problem of excessive noise?

OC remarked that Old Owens is no different to (a) pub(s) in terms of noise.

MC asked for ideas for events for Club nights.

AA suggested a guest speaker once a month. He had attended a meeting at which a senior member of the Institute of Advanced Motorists had given a talk on performance driving that AA had found most interesting. On another occasion a talk had been given by a judge on road traffic legislation.

MW noted that it is very embarrassing if we have guest speakers but not many members turn up.

JD suggested trying organised events, e.g. a guest speaker over a reasonable period of time with a view to increasing the number of members attending Club nights.

GJ said he finds the Wayfarer magazine very interesting and considers it a 'lifeline' for those no longer able to attend Club nights or events on a regular basis.

8. Date of the next meeting

The Chairman informed the meeting that the date of next year's Annual General Meeting would be announced later in the year and closed the meeting at 22:05 hours.



SCRUTINEERING BAY MARCH

Having just returned from a most entertaining, enjoyable and interesting day at the AEMC Marshals Training day Saturday 3rd February at Cambridge College, I must say a very big thank you to the AEMC for organising, and the MSA for funding, the training day and, of course, to the various trainers.

I learnt quite a lot during the day, reminding me of things I may have forgotten over the many years of marshalling and advising us of any new, and changes to, stage rally regulations...for example the yellow flags are to be changed to red in colour (but remain the same meaning) for 2019, in line with FIA regulations.

I'm sure the trainers enjoyed the day and learnt a few things too! And the free fish and chips lunch and refreshments were most appreciated! But, we were a bit light on GBMC members attending; mostly "old" SVAC members! Because of the close proximity of the Snetterton Stages Rally and the new "closed-roads" stages rally in Clacton, Essex in April, everything was geared to ensure all marshals were "up-to-speed" for both events.

Oh dear, a typo error crept in to the 2018 MSA Blue Book! The new regulation regarding the servicing of all fire extinguishers for competition cars, K.3 page 164, should have read "From 1st January **2018** all fire extinguishers must be serviced in accordance with the manufacturers' guidelines, or every 24 months, whichever is sooner", and not **2019** as printed in the Blue Book! I've included the bulletin we received to help you. I understand scrutineering at the Brands Hatch stages rally last month was interesting! I hope the organisers used their common sense said "get it done ASAP before your next event"!

I also heard that the scrutineering team at the Brands Hatch stages ran out of the new FHR (HANS) stickers! Don't worry if your FHR didn't get stickered, the next event you do it can be stickered, provided it complies with the regulations of course, and hopefully the scrut team will have a new supply...that's if the MSA haven't run out again! If not, it **WILL NOT** prevent you from competing!

I was reminded recently about the question of what side the seat belt shoulder strap with the foil FIA homologation label should go, left or right shoulder. To comply with the FIA homologation of the seat belts, and for the buckle to do up correctly, the shoulder strap with the foil FIA label goes on the left! Helpfully it's **not** mentioned in the MSA Blue Book or the manufacturers' installation instructions. But if you look on the FIA website regarding seat belt homologation, it is mentioned there.

Unfortunately the price for a new Vehicle Passport (VP), replacing the old Competition Car Log Book (CCLB), was increased after my last Scrutineering Bay article was published in last month's issue of Wayfarer. Apologies for that, I had to get the article written and sent to the magazine editor before the publishing deadlines! The new price for the VP is now **£43**, payable to the inspecting scrutineer.

If you have any scrutineering questions, do not hesitate to contact me, my details are on the MSA Officials listings, and now not in the Blue Book, something to do with saving paper!!!

Lloyd Gerken MSA National Scrutineer



Mark and Mathew Blackmore on the Snetterton Stages (photo by A. Manston)



FIRE EXTINGUISHER REGULATIONS

This guidance sets out to clarify the new fire extinguisher requirements for vehicles competing in MSA-permitted events. These new requirements have been published in section (K) of the MSA Yearbook, with effect from 1 January 2018.

These regulations only apply where the discipline-specific regulations require a fire extinguisher to be carried on the vehicle as a mandatory piece of equipment.

Is a fire extinguisher mandatory in my discipline?

The fire extinguisher requirements are detailed in the discipline-specific regulations of the MSA Yearbook, and in all cases the regulations give the mandatory minimum requirement. This has not changed, so if there has not previously been a mandatory requirement for extinguishers in your discipline then the new regulations do not change this. In disciplines where there is no mandatory requirement it is nonetheless recommended that extinguishers are carried.

What are the changes and when do they apply?

Since 1 January 2018, it has been a requirement for all extinguishers to be serviced in accordance with the manufacturer's guidelines or every 24 months, whichever is sooner.

From 1 January 2019, new build vehicles in relevant disciplines must comply with (K) Competitors: Safety; Appendix 3

From 1 January 2022, all vehicles in relevant disciplines must comply with (K) Competitors: Safety; Appendix 3.

Which regulations apply to my vehicle?

If your vehicle has competed, or been issued with a Competition Car Log Book/Vehicle Passport, prior to 1 January 2019 then it can continue to comply with the existing regulations in (K)3 until 31 December 2021. Therefore, in existing cars, non-homologated extinguishers can continue to be used until this date, providing that the extinguisher is serviced in accordance with the manufacturer's guidelines or every 24 months, whichever is sooner.

If your vehicle competes for the first time after 1 January 2019 or is issued with a Vehicle Passport after this date then it must comply with the new regulations in (K) Appendix 3.

After 1 January 2022, all vehicles for which there is a mandatory requirement for a fire extinguisher will need to comply with the new regulations in (K) Appendix 3. The individual discipline regulations will define whether the requirement is for a plumbed-in or hand-held system.



What do the new regulations (K) Appendix 3 require?

For a plumbed-in extinguisher system, the requirement will be for the system to be homologated by the FIA. There are currently two FIA homologation standards: Fire Extinguisher Systems in Competition Cars (1999) and FIA Standard 8865-2015.

Details of the systems homologated by the FIA can be found on the relevant FIA Technical Lists. Fire Extinguisher Systems in Competition Cars (1999) systems are found in Technical List No.16 and FIA Standard 8865-2015 systems are found in Technical List No.52. These Technical Lists can be found on the FIA Website [HERE](#)

[CLICK HERE](#) for Technical List 16

[CLICK HERE](#) for Technical List 52

For FIA-homologated plumbed-in systems, the extinguisher capacity will be defined by the homologation, so there is no minimum capacity as such. However, competitors should note that only certain Fire Extinguisher Systems in Competition Cars (1999) systems are homologated for use in stage rallying; these systems are indicated on FIA Technical List No.16 with a tick in the column headed 'Rally'. All FIA standard 8865-2015 homologated systems are eligible for rallying.

Hand-held extinguishers will need to comply with the regulations in (K) Appendix 3, articles 3.2.2 to 3.2.7, or comply with FIA Standard 8865-2015. The hand-held extinguisher must contain one of the permitted extinguishants and the regulations detail the minimum capacity of the extinguisher in either litres or kilograms depending on the extinguishant used.

Servicing

A fire extinguisher is not a 'fit and forget' item; regular servicing and maintenance of extinguisher systems is vital to ensure they are ready to work when needed.



Who can service my extinguisher?

Non-homologated systems compliant with current regulations (K)3 do not require the service to be carried out by the manufacturer or their agent. However, the MSA would suggest that the competitor checks with the manufacturer before submitting an extinguisher for service, because servicing outside of the manufacturer's network may affect their recognition of that product. We will always recommend that the manufacturers servicing schedule is followed.

For any FIA-homologated extinguisher (List 16 or 52), the servicing must be carried out by the manufacturer or their agent. This is part of the FIA homologation requirements, therefore getting an FIA-homologated system serviced outside the manufacturer's network will effectively void any homologation.

For an FIA-homologated extinguisher, the homologation regulations define what work must be undertaken as part of the service. This is a very thorough service that will involve, among other checks, the internal and external examination of the bottle, replacement of all seals, cleaning and testing of the operating heads and nozzles, and replacement of the extinguisher contents.

As this shows, the servicing schedule mandated as part of the FIA homologation is extensive and only the manufacturer will have access to the replacement parts and specialist tools required to undertake this service.

In comparison, a fire extinguisher service offered by independent companies will often only consist of the extinguisher being weighed and pressure checked, and the bottle being externally visually inspected.

What do I need to do if my fire extinguisher has not been serviced?

If your extinguisher is less than 24 months from its date of manufacture then you just need to ensure that it is serviced before it passes 24 months old. The servicing regime must then be maintained throughout the life of the system.

If you have a non-homologated fire extinguisher that is overdue a service then this extinguisher will need to be serviced before it is presented for scrutineering and then every 24 months from then on until 31 December 2021.

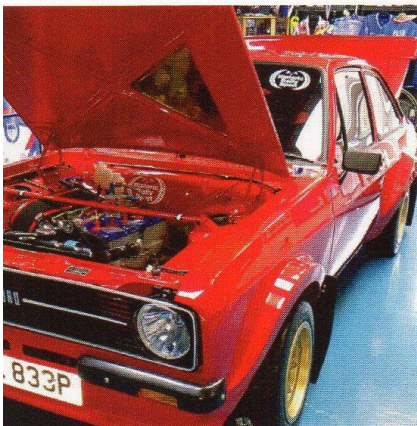
If you have an FIA-homologated extinguisher that is overdue a service, the first thing to do is to contact the manufacturer to see if they can assist. If the manufacturer advises that the time elapsed since the last service is too long and the system cannot be serviced then the only option is for the extinguisher to be replaced.

If you have any queries regarding fire extinguishers, please do not hesitate to contact the MSA Technical Department on 01753 765000 or technical@msauk.org.



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

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