



WAYFARER SEPTEMBER 2018

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
September 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.

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Front cover: Chris Jones (top) in action on the way to 2nd in class and Mark Goddard on to winning the best GBMC ward at the TAMS Packaging Summer North Weald Sprint on Sunday 29th July 2018 (Nick Cook).

Editorial/Comp Sec News

Hope you have been enjoying the summer weather, although as I'm finishing the magazine on the 29th August the weather reminds me of the Summer Sprint at North Weald exactly a month ago, which was also equally wet.

However three weeks before the event I didn't think we would be running the event with less than 20 entries. Given the numbers I did some checking of our breakeven numbers (we needed 42) and checked the contract with Epping Forest DC (the owners of North Weald Airfield) and they need 14 day notice of any cancellation, the Manager gave us some leeway. I advised the committee, Harrow CC and the officials. After some debate we decided to run it we got to 30 entries. With two week to go we got to 30 and on the day we started with 43.

With Richard Warne away and John meant to be at another event John Davie it was down to me to tow the trailer. Although before Richard went away he helped to unload 300 cones etc from the trailer which have been on it since Snetterton. Malcolm also gave he a hand to move the trailer to North Weald on the Friday before (we wont mention that we left on the hand brake on until some smoke overtook us).

With the help of Peter Cox, Nick Cook, Gary Fryer and Keith Warner of Harrow CC and Mel, Chris and Malcolm we had the Paddock and course set up. Loyd, Mick and Dave checked all the cars. With the Timekeeper and the rescue in place Marcus organised the marshals, including Stuart and Colin from Wickford AC plus John Davie who decided to come with his bad knee rather than going to Wales. Ed and Bernie were ready to enter the times for the results and if needed we had John White as Club Steward with Gary Fryer and Alan Barnard as the MSA Steward.

Practice started soon after the convoy runs. After the first run two entrants advised us it was too wet and then withdrew and went home to dry out. On the second practice one car miss judged the braking point for the roundabout and went onto the grass and went through the fence. The weather started to improve with the ran getting less. Over lunch it was drying out and in the end the afternoon runs were in the dry.

Many thanks for those who helped to run the event, fingers crossed we will have a drier event next summer, Sunday 28th July 2019.

Now it's time to prepare for next years event, but there's time for a few more events first and some lasts as well, so Rockingham is closing down at the end the year.

Chris Deal

TREASURE HUNT

Sunday 7th October 2018

START VENUE - The Plough, Stewardstone Road (A112), Waltham Abbey, Essex
EN9 3QQ. (MR 166 / 384983)

START TIME - Assemble from 1.00pm for a 2.00 pm start

EVENT LENGTH - Approx 30 miles

FINISH - Tea at an Essex village (approx 4.30pm - 5.00pm)

MAPS - OS maps 166 & 167

FURTHER INFORMATION - Robert Taylor: E-mail - roberttaylor893@btinternet.com
Tel 07752 419143
OR Doug Williams: Tel 07734 510159

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).

Club Diary

7 October - Treasure Hunt, see advert elsewhere

14 November – Quiz night, hosted by Middlesex at Uxbridge Golf Club, 8pm

12 December – GBMC Xmas meal, details in the next issue.

Event dates

September

7-9 Revival Meeting at Goodwood

9 North Weald Sprint run by Harrow CC/GBMC (AEMC)

9 Whethersfield Stages, run by Chelmsford MC (AEMC)

9 Chiltern Autotest (Grass), Boundless by CSMA

13-15 Rally Isle of Man rally , asphalt event on closed public roads

13-16 Rally of Turkey (WRC)

16 Singapore GP

16 Autosolo/Autotest at Whethersfield, run by Cambridge CC (AMSC)

22 Rally Day at Castle Combe

22 Goodwood Sprint run by TWMC/7Oaks (AEMC)

29-30 Torbay MC Autumn Autocross, near Honiton (Inter Association challenge)

29 Curborough Sprint run by BARC (Mids) (AEMC)

29 Trackrod Forest Stages, North Yorkshire (BTRDA)

30 Russian GP at Sochi

30 Autosolo/Autotest at Stanta, run by SCCoN (AMSC)

October

4-7 Wales Rally GB (WRC), plus National Rally on 5th/6th

7 Debden Sprint run by Herts County (AEMC)

7 Japanese GP at Suzuka

14 Autumn Autotest (Grass), Boundless by CSMA

20 Rockingham Sprint run by BARC (Mids) (AEMC)

21 USA GP at Austin, Texas

25-29 Rally of Spain (WRC)

27-28 Cheviot Stages Rally

28 Mexican GP at Mexico City

2019

19th January, Brands Hatch Stages

16th February, Snetterton Stages

28th April, Tendering & Clacton Stages

28th July, TAMS Packaging North Weald Summer Sprint

Dayinsure Wales Rally GB 4-7 October 2018

I thought it was time to put pen to paper to plug again the ultimate Stage Rally on the UK mainland. For those of you that remember for over a decade ago I organised a group 10-12 club members who ventured into the forest to marshal on this fantastic event, we had some great times. Where have you all gone????

During the last 6 years I have been lucky enough to have had the opportunity to have had entered each of the last six events with mixed results of 4 finishes out of 6 starts can't be bad, in our 1978 Modern Historic Mk2, Ford Escort RS2000. The Car Spares Comma Oil supported Escort had one of our best results last year with 25 overall in the National Rally.



Flying high on the Sweet Lamb Stage

On Last year's event in the main service area at the Deeside Rally Village over the 2 days we didn't see too many friendly club members to support us on, well we did see Ian & Will Barnard and Mark Goddard.

Well looking forward to this October the event is to run 2 weeks earlier hopefully with better weather, again myself & Chris Deal are planning again to compete than last year, We will again be competing on the National event that runs between the International event covering well over 85 miles of stages over 2 days (Friday and Saturday) in the forests of mid and North Wales.

PS Remember if wish to marshal you do require to be a registered marshal Please go to the MSA website for details or speak with our clubs Chief Marshal John Davie his details are at the back of the magazine.

If you are going out on this years event enjoy and be safe. Myself and Chis look forward to seeing you in the service area you may even yet a cup of coffee in the motorhome, or give us a wave on the stage.

If you are venturing out this year I may well have a number of quest passes to get you into the stages for free, if you are interested please give me a call, on **(07958 632082)**

Richard Warne

Please see the stage route details below.

Thursday, 4 October 2018

Following a final pre-event Shakedown held in Clocaenog Forest on Thursday morning, the competitive WRC action blasts off at sunset under the spotlights at Tir Prince Raceway, Towyn on the north Wales coast. With high-flying jumps and flames lighting up the night sky, the short Thursday evening curtain-raiser proved an instant success when introduced last year and returns by popular demand in 2018 to provide an equally spectacular prologue to the forest stages that follow.

Friday, 5 October 2018

Taking advantage of the new closed roads legislation, Friday's schedule is based in the fearsome forests of north Wales, with eight speed tests split either side of a midday return to the busy Rally Village in Deeside for service.

The day opens close to Ruthin in the classic Clocaenog Forest and then features two new stages both using stretches of closed public highway to link forest sections together and create greater challenges. The first is an exciting new combination of last year's Brenig and Alwen stages, the second is further west in the famous Penmachno Forest. All three of these stages are repeated in the afternoon.

Adding to the spectator experience, Friday's programme also includes an all-new stage at Slate Mountain, where cars will run twice in quick succession, providing visitors with a double dose of WRC thrills. The world-famous venue, set near Blaenau Ffestiniog in Snowdonia, is well-known to adrenalin-seekers for its extraordinary underground adventures as well as being home to Zip World Titan, Europe's first four-person zip line.

Saturday, 6 October 2018

Billed as 'Super Saturday', the rally's longest and most demanding day features five epic special stages, all set in the mountains to the east of Aberystwyth with excellent spectating for the large numbers of weekend visitors.

Myherin, Hafren, Dyfi and Gartheiniog are world-renowned as true classics that always push crews to their limits and provide fans with some outstanding viewing opportunities. Hafren has been extended this year to incorporate the Sweet Lamb rally complex - always a fans' favourite with its jumps and water splash.

All four stages are tackled twice - either side of the day's new live TV stage set in Dyfnant Forest in the periphery of the Cambrian Mountains. A lunchtime regroup on the busy streets of central Newtown punctuates the action.

Sunday, 7 October 2018

After Saturday's arduous exploits in mid Wales, Sunday sees the WRC action return to north Wales with two tough forest stages in Snowdonia.

An all-new Elsi stage has never been used before in the WRC, while the more familiar Gwydir has been doubled in length by using another section of closed public road.

The action then moves to Llandudno for a spectacular finale around the iconic Great Orme. The history-making stage blasts off on Marine Drive, takes in the spectacular ribbon of asphalt that clings to the rugged rock face circling the Great Orme and concludes on the closed streets of Llandudno. Here the rally route switches to closed public roads by following North Parade around the shoreline, before turning inland towards the town centre for a sprint up-and-down either side of the Gloddaeth Street dual carriageway. A spectacular jump is the prelude to a beachside finish on Llandudno's curving Promenade, home to many of the resort's top hotels.

With the Ceremonial Finish and prize-giving podium also located on the Promenade, it promises to be a very fitting finale to the FIA World Rally Championship's annual Welsh adventure, perfectly epitomising Wales' official 'Year of the Sea', which is celebrating the nation's outstanding coastline in 2018.

SPRINTING AT NORTH WEALD

My second ever competitive motor sport event was sprinting at North Weald, and it had been a few years since I'd last competed there on a sprint. The course was completely different to anything I'd done before, and after weeks of sunshine the forecast was for heavy rain. The main reason for entering was that we've entered our first hillclimb, and having only used the car on slower events, I'd said to Matt I wanted to do a speed event to understand what the car can (and can't!) do and to have a little more confidence before going hillclimbing.

The day really was the perfect test, with heavy rain and standing water in the morning before dry conditions in the afternoon. Before the event, we were expecting 3rd and 4th in class as the other entries in our class were a 1.6 turbo Ford Fiesta ST and a Honda S2000. Our class catered for cars up to 2300cc and with 1796cc in a standard engine MG ZR which we picked up for £300, we weren't expecting to be that competitive.

The first practise run was "interesting" given the conditions. Heading down the long straight into the hairpin left I really thought I'd braked early, but I locked up and there was nothing. I was heading to the wrong side of the cone and pumping the brakes (no ABS here!) but a quick grab of the handbrake and she all came back together. It felt very, very slow and scrappy but it was the same for everyone and after P1 Matt was leading the class with me second.



The rain started to relent a little for practise 2, but it was still wet with standing water. I had a good run and took just over 2.5 seconds off but it felt a much smoother drive. This event offers three timed runs, and before I knew it, it was time for Timed Run 1 – a run that would count in the results and really mattered! I took a second off my time so things were going the right way. After T1, Matt was leading the class, the Fiesta had just pipped me to 2nd, and I was 3rd, with the S2000 behind.

Conditions started to dry out, which whilst pleasing for some cars and of course the volunteers, wasn't really going to suit us as it meant others could get their power down. We went out for Timed Run 2 and I took nearly three seconds off my previous time, and was just six hundredths behind the Fiesta – it was all to play for!

There wasn't much (anything) we could do to the car before our final run as we didn't have any other tyres to use or changes we could make to improve performance. We saw the Fiesta was changing wheel sizes and from list 1As to list 1Bs (all completely within the rules) and I knew it was going to be hard to pip him and for Matt to stay ahead of him, but we wanted to give it our best shot. I decided my final run had to be all or nothing, and I had nothing to lose...

I can only say that I really, REALLY went for it, and took the best part of five seconds off my time. I was delighted with my time, but unfortunately it wasn't quite enough. Matt, the Fiesta and I all took time off our earlier bests and really made each other work, but it hadn't changed our class positions. Matt finished on 87.31 and won the class, the Fiesta on 88.08 and I was on 89.13. It was an enjoyable day and met my aims of a test session, but it was very competitive in class too and pushed me very much towards my limit.

Suze Endean

Don't forget the Harrow CC Sprint at North Weald on 9th September 2018.

Thank you to the person who sent the club secretary two leaflets, one promoting a short course entitled Motor Sport for the Masses and the other a Green Belt MC membership application form, both dating from about 1994, anonymously recently. Why not introduce (or re-introduce) yourself to the Club. Please get in touch and announce yourself, don't be shy. Email secretary@greenbeltmc.org.uk

SCRUTINEERING BAY – Part one

Before I start this article, I would like to pass on my own sincere condolences to the family of our late club President Gerry Thurlow. He will be greatly missed, a fine Gentleman.

Well, what have I been up to since the last Scrutineering Bay article?! I've been very busy actually so far this year, having been away most weekends since Easter scrutineering at race meetings, and looking at my diary I'm going to be just as busy every weekend with race meetings until we go to Scotland for the Mull Rally, if it runs in October, with a couple of GBMC sprints and Rockingham Stages in December too!

I was invited to Chief the Donington Historic Festival on the May Bank Holiday weekend for Motor Sport Vision Racing (MSVR)! It was a new race meeting for me, and for MSVR too, after the club won the tender to run the event on behalf of Historic Promotions for 2018!

You may have read in the specialist comics that former F1 driver Jonathon Palmer had purchased the Donington Park race circuit on a 21 year lease to join the other circuits JP's company, Motor Sport Vision (MSV), own. The Donington Historic Festival was to be MSV's first major race meeting to be held at Donington since JP's acquisition of the race circuit.

Since purchasing Donington, JP has spent about three million pounds on resurfacing the paddock area, rebuilding the new café Garage 39, and refurbishing all the toilet blocks and other facilities around the circuit. But in my opinion I think he's made a "pig's ear" of the scrut bay, although I'm told it's a lot better than it was originally! If you've been to any other MSV race circuits recently you must agree JP has invested a lot of time and money on improvements to them all.

After an overnight stay at a nearby hotel, I arrived at the circuit early Thursday morning. I found the scrut bay and while waiting for the scrut team to arrive, I had a quick look at the gorgeous selection of rare race cars being unloaded from their transporters. Aston Martins, AC Cobra's, Ferrari's, GT40's and Jaguar C, D and E-Types, including the very rare "low-drag" version, I was told by one of the race team members the cars were probably worth several million pounds each! Then I saw the ultra-rare Ferrari GTO 250 "Breadvan"! Wow, what a car! Sadly, it didn't last the weekend, suffering mechanical problems!

As the scrutineering team members arrived, and with Ford Mustangs, Lotus Cortina's, Austin A30/35/40's, Mini's, assorted MGB's, various Lotus, Lola, Brabham and Cooper Formula Juniors all lining up outside the 'bay we started the long job of checking the cars. We finally closed the gates at 6pm after checking more than 200 cars, we were all exhausted, and we had more to do on Friday morning! I met the MSVR organising team back at the hotel for a well-earned evening meal and meetings to discuss the weekend, and retired to my bed ready for an early start in the morning.

Friday morning the race organisers had decided that scrutineering would be done in the pit garages and team awnings! Great, thanks guys! We spent the morning looking for the remaining cars to be checked, and without a workable paddock plan (the race teams on their arrival had decided to set-up wherever they wanted...including the public car-park!), it made our job even more difficult! We split up into pairs, and with a hand-full of stickers each; we finally cleared up the missing cars on our entry lists. With at least 400 cars and over 600 drivers' race kit to check before they could go out onto the race circuit for qualifying later in the day, I'm glad to say we didn't miss anyone, and everyone got out on their due time!

One amusing incident happened that I unfortunately didn't witness, involved a certain Scottish former BTCC driver. Not wanting to join the queue for the driver's race kit to be checked, he informed to one of my team members he was in a hurry and wanted to jump the queue, much to the annoyance of those waiting. My Deputy said no he had to wait where upon our Scottish driver announced "Do you know who I am?", "Yes I do," said my Deputy, "but first I think I'll get the Medical Officer to check you over because clearly you don't!"! With much laughter from the other waiting drivers, our Scottish gentleman disappeared, and later one of his team members arrived at the scrut bay with his race kit to be checked!

The racing on Saturday and Sunday was spectacularly close considering the high values of the cars racing, which included F5000 single seaters, Super Touring cars, and some pre-war cars too. Luckily there were only a few incidents, fortunately without injuries to the drivers, just to their wallets, and quite a few calls over the radio to check cars for leaking fluids! These old cars do have a habit of leaking oil everywhere! The racing having finished late Sunday evening, and after a quick post-race meeting with the race organisers; I was soon joining the heavy Bank Holiday traffic on the M1 for home!

Mid-May saw me at Silverstone for the Blancpain Endurance race meeting to be held on the GP circuit. I arrived at Silverstone early Thursday morning to start scrutineering the various GT3 and GT4 race cars, and a colleague and I looked at the Lamborghini Trophy cars, a support race for the weekend.

While checking the Lambo Trophy cars, we noticed a fire extinguisher we were not happy with in one of the cars! When the team reluctantly removed the extinguisher bottle from the car we noticed it had two labels stuck to it! The top label was from a Lifeline extinguisher placed over an OMP label! Also, the Lifeline label said it was Zero 360, the OMP being an AFFF extinguishant! Looking further at the labels the service date on the Lifeline label had been “modified to be in-date”, but looking at the OMP label underneath it had two months left before it needed servicing! When we weighed the “suspect” fire bottle against a new one, there was a discrepancy of at least a kilo suggesting it was empty! Ironically, one of the Lamborghini Trophy race championship sponsors is OMP! Needless to say the team were “bounced” and a reject form written up! The driver who had paid a lot of money to race was not amused...according to my colleague who speaks a little Italian! And this was a professional race team too!

The main race for the weekend was a three hour endurance race for the GT3 and GT4 cars on Sunday afternoon, with refuelling and driver changes. For us to do our duties in the pit lane, we each had to wear flame retardant overalls (those unclaimed race suits came in handy!) and a “Bob-the-Builder” hard hat! We each had 30 minute sessions during the race where we had to scan the bar-codes on the tyres when they came off the cars during their pit stops, and ensure the drivers are belted in correctly and doors closed properly, and observe any work carried out on the cars, including re-fuelling, when they stopped. I’m pleased to say a British run Aston Martin won the race!

For the Whitsun Bank Holiday weekend we had the British GT and BRDC F3 race meeting at Snetterton. Although it was a MSVR run race meeting, the British GT race series is run by BRSCC. We scrutineered the British GT and BRDC F3 cars Friday afternoon, and the rest of the support races on Saturday morning. While checking some of the BRDC F3 cars, I was in the Carlin race team awning, and bumped into Billy Monger who was racing this weekend. Billy, if you remember, last year had a horrific accident at Donington during a F4 race, suffering catastrophic life-changing injuries, losing both legs. Carlin had adapted one of their cars with hand controls for Billy to race. While I was checking his car and race kit, I had a chat with Billy. What a nice young man! Very polite, and showed a positive attitude towards his injuries and disabilities, and was eager to get out and show he could race again, finishing fourth in one of the races.

The following weekend I was back to Silverstone, this time for MG Car Club’s MG Live race weekend! Again we were to scrutineer the cars Friday afternoon, the remaining cars on Saturday morning. On the entry list there were quite a few cars from the earlier Donington Historic Festival entered, some drivers saying “Hello again, you get around don’t you?”! “Yes, and you’ve still not sorted that problem out when I last saw you”!!!

The racing was good with a few notable incidents. One happened as the race winning car stopped under the winner's podium catching fire...quickly extinguished by the ever efficient Silverstone marshals! Sadly we had a few bad accidents, fortunately without injury to the drivers, but some very bent expensive race cars, including a very rare MG Dick Jacobs Special!

Then it was off to Brands Hatch for the American Speed Festival the following weekend. As the title suggested, it was an American themed weekend with the main races featuring the European versions of the NASCAR cars from the USA! Included on the race schedule were Historic Formula Fords, Bernie's V8's (any cars with V8 engines!), the very small Legends (one driven by our Social Secretary's family member Dave Ward), some ground shaking F5000 single seaters, and Modified Saloons.

The Euro NASCARS from the outside may look like Ford Mustangs or Chevrolet Camaros but that's where the similarities ended! The cars have a very strong tubular spaceframe chassis clothed with a composite silhouette body shape of the road going car. They were very fast around the compact Brands Indy circuit, and any accidents were going to be hard! Many cars were finding, or being pushed into, the gravel traps, mostly on Paddock Bend, but one crash involved three cars crashing into each other on the first lap, causing one to catch fire, on the Cooper Straight behind the pits! All the drivers were checked over at the medical centre with no lasting injuries, but for the last race, I feared it would end up as a "grudge" race! The Clerk of the Course read the riot act to all the drivers at their briefing before their last race, and the race ended peacefully without further incidents!

For the first Modified Saloon races, our club Chairman Malcom Wise, had entered his rapid Ford Escort Cosworth, and finished third behind his arch-rival Rod Birley in his immaculate rebuilt Ford Escort Cosworth, and the race was won by Alex Sidwell in his very potent former Australian Super Touring Car Holden Commodore.

But oh dear, the second race didn't fare very well for our chairman! Birley had a good start chasing the Aussie Holden, Malcom slipping in behind in third. Then half way through the race Birley pulled into the pits with overheating problems! Our chairman was now second, but a long way behind the Holden! Then I saw a big cloud of dust appearing from Clearways and the frantic waving of yellow flags by the trackside marshals. Malcom was missing! He'd been the cause of the dust cloud; having stopped in the Clearways gravel trap...front left wheel missing! Talking to Malcom later, the front left hub had failed due to metal fatigue, something he'd not seen on his car before...too much kerb hopping Malcom?!?! Look what happened to Lewis in Germany!

The other race meetings I've done this year, included the Lotus and Mini Festivals, GT Cup and LMP3's, and a very busy Classic Sports Car Club (CSCC) races, all at Snetterton, the new TCRUK race championship at Silverstone, another very busy CSCC race meeting I was invited to Chief at Brands Hatch, and more "clubbie" race meetings at Brands, Snetterton and Silverstone too!

All in all, so far, a hectic first half of the year and it seems it's not getting any less for the second half of the year. Looking at my diary, I've got the GT Cup and F3 Cup again at Snetterton, British GT with BRDC F3 at Brands, International Open GT with European F3 at Silverstone, and some more "clubbies" at Brands, Silverstone and Rockingham. Since having retired from work, I've noticed that I'm busier, how did I do all this motorsport when I worked!

Now for some scrutineering news! We've been reminded again in bulletins from the MSA to check competitor's seat belts; the foil FIA homologation label goes on the **left** shoulder, not the right, to conform to the belts homologation. Unfortunately it's not mentioned in the Blue Book, and the manufacturers don't help by not saying in their fitting instructions..."who reads instructions?" one competitor recently said to me! Even professional teams are getting it wrong too!

Please, can we ask you, when you've had your fire extinguishers serviced, or you're installing a new one, try not to hide the manufacturers/service labels with the locating straps, or hidden underneath! If we can't see the labels, we will ask you to remove the bottles so that we can read the labels! It causes delays to everyone and the scrut queue will get ever longer!

If you've not had your FHR HANS device stickered yet, don't worry, you can still use it. I've done at least 600 HANS stickers this year, a colleague having done over a 1000! Please don't be upset with us if we've run out of the stickers, the MSA have not helped by not printing enough, therefore we're running out quickly! As soon as we get fresh supplies, we can sticker your HANS device for you next time; they will cost you £2.50.

Any scrutineering issues please email me lpgerken@googlemail.com. My other contact details are on the official MSA website.

Loyd Gerken MSA National Scrutineer

Footnote. I would like to thank the club's committee for presenting me with the Enthusiast Trophy at the club's recent sprint at North Weald; it was a pleasant surprise, thank you.

SCRUTINEERING BAY AUGUST – Part Two

At last there's been a bit of common sense happening at MSA Towers! It must be because of the new MSA Chairman David Richards knocking some heads together! He's successfully reversed the very controversial start seeding for stage rallies, and it looks like he's got the new regulation regarding roll cages (ROPS) for stage rally cars amended after many competitors and vehicle preparers/builders have lobbied Mr Richards!

This is the bulletin I received from the MSA recently and many thanks to Chris Deal, our Comp. Sec. for sending me further information,

3rd August 2018 Stage Rally ROPS Amendments.

The MSA has relaxed impending changes to roll cage (ROPS) rules in stage rallying to address concerns regarding their compatibility with older cars and difficulties in retrofitting the additional parts.

Regulations due for implementation next year would have required all vehicles first issued with a Vehicle Passport (VP) after 1st January 2019 to comply with new roof and windscreen pillar reinforcement measures.

However, those requirements have now been restricted to models conceived after 31st December 2005, on the basis that older cars have less raked A pillars that negate the need for reinforcement bars. Additionally, any vehicle issued with a VP or CCLB prior to 1st January 2019 will be exempt from the new requirements.

The regulation changes recommended by Motor Sports Council and ratified by the MSA Board are as follows:

R.48.10.1. Have, as a minimum, ~~safety roll over bars~~ **a ROPS** complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

For vehicles ~~first~~ **not** issued with a Vehicle Passport (VP) **or Competition Car Log Book (CCLB)** to ~~from~~ **1st January 2019** – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:

- a) Roof Reinforcement complying with K.1.3.5(c) and Section K Appendix 2 drawing 10(a), (b), (c) or (d).
- b) Windscreen Pillar Reinforcement complying with K.1.3.5(e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200mm.

Reason: Relaxation, to address concerns raised, for example older cars where addition of windscreen pillar reinforcement may cause issues with vehicle egress, and typically less raked windscreen and A pillars permit a similarly less raked front hoop negating the necessity and purpose of the reinforcement bars themselves.

FIA regulations apply roof bars to cars homologated from 2005 onward, and windscreen pillar reinforcement to cars homologated from 2006 onward. MSA regulations do not specify homologated cars, however the model conception date in the proposal is deemed suitable to cover both members as it reflects the latter of these FIA dates.

Also includes a clarification that these regulations will not apply retrospectively to cars that have already had a VP or CCLB issued before 2019.

Implementation: 1st January 2019.

To explain, the requirement for the additional members relate to the conception date of the model of car, not the individual vehicle's manufacture or registration date. For example, the Mk2 Ford Focus as a model was introduced in 2004 and was manufactured until 2011; therefore a 2011 manufactured Mk2 Focus would not require the additional bars as the model was conceived prior to 2005. Whereas a Mk3 Focus was introduced in 2011 thus any vehicle of this model will require the additional bars. This date of post 2005 reflects the FIA regulations for when these bars became mandatory.

The amendment also clarifies that this new regulation only applies to vehicles issued with their first VP from 2019 – cars with existing CCLB's or VP's remain valid in their current specification. The requirements will not be retrospectively applied for vehicles which held a CCLB or VP.

I know by the number of 'phone calls I was receiving regarding the new ROPS regulation, they were causing some concerns to those who have older stage rally cars, how the devil are you going to install the additional roof bars without removing the roof, and as we are getting older ourselves, it's difficult enough climbing in and out of our competition cars with door bars, but with the addition of windscreen pillar reinforcement bars getting in the way would increase the problem further! For those who rang me recently, that's why I said, do nothing, and wait!

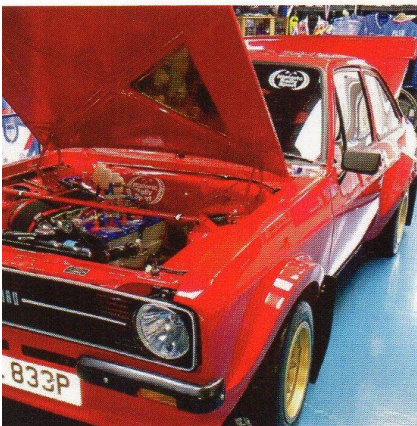
Any other scrutineering questions please email me lpgerken@googlemail.com or look on the MSA web site in Officials directory. Since the new data protection act came into effect earlier this year, our details are not published in the MSA Blue Book.

Loyd Gerken MSA National Scrutineer



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

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