



**WAYFARER MAY/JUNE 2018**

# WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB  
Incorporating Stort Valley Auto Club  
May/June 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.

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**Front cover:**

**Niall Moroney, with co-driver Elgan Davies on the Clacton Rally (M&H Photography)**

## Editorial/Comp Sec news

BBQ and Concours D'elegance is planned for Wednesday 20<sup>th</sup> June at Old Owens Social Club starting at 19.30 for 20.00. If you are planning to enter the Concours please arrive earlier and park close to the club house. For tickets, £12.50, contact Mel in advance.

TAMS Packaging Summer North Weald Sprint on Sunday 29<sup>th</sup> July, regs are available on the club's website. With a few regular helpers we do need more help to make sure the event goes without a hitch. If you can help please get in touch with me.

Green Belt Motor Club rally driver Niall Moroney, with co-driver Elgan Davies, notched up an excellent result on the recent Corbeau Seats Tendring and Clacton Rally. It was a long day, I was up at 04.00 to pick up Richard to be at the stage to sign on by 06.30. Do can read John Davie's report in this issue. I'm sure plenty of Club's will be thinking about putting on similar events, but they need deep pockets and plenty of helpers.

GDPR – as most people should know the new rules came in on 25<sup>th</sup> May. Our policy is on the website and a copy with this issue. Our thanks to Ed for wading through the rules etc.

We had our AGM at the start of May which was a tame affair, but David Hughes gave notice that he wont be continuing as Club Secretary and I believe he means it, so we have 10 months to find a replacement and given the age/health of the rest the committee we need more younger members to run the Club.

At last Malcolm has some competition for the racing Jackson Trophy in the shape of Ashley Davies and Ian Barnard, who was racing at Rockingham for Ashley's stag do in the 24 hours in a C1

I was contacted by Kevin Adams whose father, Peter, was a member of Orchard MC along with Geoff Jackson and Gerry Thurlow. He sent me some photos and a couple have been used in this issue.

Tony Strong – sad news has reached me that Tony is unwell with dementia and in a home. Gerry Thurlow is also unwell and is in hospital following a fall at home.

We wish both Tony and Gerry well.

Chris Deal

## **TAMS Packaging NORTH WEALD SUMMER SPRINT**

**SUNDAY 29<sup>th</sup> JULY 2018**

**REGS available on the website**

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](mailto:chris.deal@greenbeltmc.org.uk)

## **Summer BBQ and Concours D'elegence**

**At Old Owens, 19.30 for 20.00**

**Wednesday 20<sup>th</sup> June 2018**

**Tickets £12.50 in advance**

For tickets and contact Mel 07748-952005

### **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

Wednesday 20<sup>th</sup> June – BBQ and Concours

**Sunday 29<sup>th</sup> July - North Weald Sprint, regs are on the website**

### Event dates

#### June

- 2 Middlesex AC are hosting a motorsport evening at the Ace Cafe
- 2-3 Coventry Motorfest
- 5 Harrow CC Concours evening at Chipperfield Common
- 7-10 Rally of Italy
- 8-9 Carlisle Stages, Kielder Forest West
- 8-9 Rally van Wervik (Belgium)
- 9 Abingdon Sprint, run by Sutton & Cheam MC
- 10 Canadian GP, Montreal
- 10 Grasshopper Autotest near Dunstable, run by CSMA
- 16-17 Le Mans 24 Hours, Le Mans
- 23-24 Snetterton Sprint, run by Borough19 MC
- 24 French GP
- 24 Red Kite Stages, Run to the new Rally 2WD format
- 24 Debden Targa, run by West Suffolk MC

#### July

- 1 Austrian GP
- 8 British GP, Silverstone
- 8 Grasshopper Autotest near Dunstable, run by CSMA
- 12-14 Goodwood Festival of Speed
- 14 Nicky Grist Stages, Mid Wales
- 14 Lydden Sprint, run by Borough 19, Sevenaoks & DMC and Tunbridge Wells MC
- 20-22 Silverstone Classic, Silverstone
- 21 Down Rally (Northern Ireland)
- 22 German GP
- 26-29 Rally of Finland
- 29 Hungarian GP
- 29 North Weald Sprint, run by GBMC**
- 29 Harry Flatters Rally, Asphalt event on the Epynt ranges

## 2018 LONDON CLASSIC CAR SHOW, ExCeL LONDON

This year was to be the third time I visited the London Classic Car Show, to be held at the ExCeL exhibition halls in the Docklands area of London in its four year history of the show being held in London.

The first show in 2015 was confined to just one exhibition hall with, a first for any indoor car show, a Grand Avenue inside the hall so that cars could be driven slowly between the show stands. That year the show had mainly classic car dealers displaying cars for sale and only six owners' clubs invited to show club members cars, and a few smaller stands displaying things to do with cars...and some not to do with cars displaying garden furniture, cheese and wines, and leather goods! Fortunately there were a number of interesting cars on display outside the exhibition hall to compensate for the poor indoor show. Luckily the weather was pleasant while walking around the displays outside.

The second year I visited the show, it had expanded to two halls, again with the Grand Avenue but sadly no cars on display outside, very disappointing! For the third year of the show I decided not to attend due to the previous year's lack of owners' clubs and not many classic cars on show!

Following a big publicity push by the show organisers, this year's show had expanded to three halls, with a longer Grand Avenue so the cars could be "exercised" a bit more and following complaints from previous year's show visitors, more owners' clubs had been invited to display club members' cars, and have less car dealer stands. For the first time the London Classic Car Show was joined with the Historic Motorsport International show guaranteeing more competition cars on display.

Best known for his role as DCI Gene Hunt in *Life on Mars* and *Ashes to Ashes*, Philip Glenister, a self-confessed petrol head who also co-presents Channel Four's *For the Love of Cars* TV programmes, had been invited to put together a collection of classic getaway cars featured in TV, film and real life, and his own favourite cars too.

Of course the ubiquitous red Audi Quattro from *Ashes to Ashes* was centre of the display along with *The Saint's* Volvo P1800, the Mini Coopers from *The Italian Job*, *Grand Turismo's* BMW M5, and cars associated with the Great Train Robbery including Lotus Cortina's and Land Rovers. For a fast getaway, you needed the Jaguar Mk2, and to carry all that loot, a Ford Transit...or the long arm of the law arrived mob-handed in one, along with the tyre screeching Ford Consul Granada from *The Sweeney*! Sadly no Aston Martin and Ferrari Dino from *The Persuaders*! Philip Glenister was to appear on stage for a Q&A session during the day to talk about his love of cars, and to drive a few of the cars on the Grand Avenue too.

During the day, motoring journalist Quentin Willson was to appear on the *Classic Cars* magazine stage talking about his vast experience in the motor business and reporting

in magazines and newspaper columns on all things to do with motoring for many years, including the BBC's *Top Gear* and other TV shows he had appeared in, and to answer questions about anything to do with buying and selling classic cars. He also spoke passionately about his involvement with the pressure group with their on-going campaign to get the government to reduce fuel duties etc.

My own club, the Ford RS Owners Club had been invited to display a few cars. The club had a beautifully restored early Escort Twin Cam and one of the last Escort RS Cosworth to celebrate the 50<sup>th</sup> anniversary of the introduction of the Ford Escort; also on display were a very nice Fiesta RS Turbo and a Sapphire RS Cosworth that had just been finished after a long restoration, a very nice car.

Walking around the other owner's club stands, Rover, Aston Martin, Jaguar, and many more, there were some excellent examples of member's cars on display, a credit to their owners. I particularly liked the MG Owners Club stand with their excellent display of old MG's through the years.

Some of the classic car dealer stands had a good selection of cars in various states of condition, from "barn-finds" to fully restored. There were an assortment of cars on display, including Jaguar E-Types, Ferrari, Ford GT40 and Mustangs, Mercedes, Lamborghini, Triumph TR's, MG's, and VW Beetles and vans, from large and small restoration companies. On some stands there were some superbly restored cars for sale. On the Brabus stand they had a restored 1957 Mercedes 300SL Roadster, priced at a cool eye-watering €1.8M!!!

One of the classic car dealers at the show, Hexagon of London, had on display a replica of a Mercedes "Gullwing" ...but constructed in wood! Yours for £1.2M!!! While looking at the car I met an old friend, he was helping as a sales consultant for Hexagon, he told me it was purchased from another dealers stand the day before, and overnight the car was wheeled over to the Hexagon stand. I was invited to have a closer look at the car. The detail of the finish was perfect right down to the writing on the dials and controls on the dash board and the texture of the seat material! If you wanted to buy the real thing, Brabus had a genuine 1956 300SL "Gullwing" on their stand, yours for €1.9M!!!

During the day there were a number of interesting and unusual cars driven on the Grand Avenue. The first run in the morning had competition cars from the early pre-war period, including a 1926 Austin 7 Ulster and a 1928 Alvis, and post-war featured a rare 1958 Aston Martin DBR4 F1 car, a Cooper Climax T51 F1, and Ferrari's last front engined F1 car, a 1959/60 Dino 246, and along with some more modern F1 cars on display too. A 1989 Judd powered Lotus 101, 1993 Benetton 193B and a 1989 Dallara BMS 190 were all driven noisily through the Grand Avenue.

From Ford's own Heritage Museum the 1953 Monte Carlo rally winning Ford Zephyr 6, then driven by Dutchman Maurice Gatsonides (inventor of the Gatso speed cameras!) and followed by an Austin Healey 3000, Mini Cooper and, not forgetting the

multi RAC Rally winning Ford Escort RS1800, all made their appearances on the Grand Avenue.

The monster Group B rally cars were not to be forgotten. From the Side-Ways club, a Ford RS200, MG 6R4, Peugeot 205 T16, Lancia Stratos, Renault 5 Turbo Maxi, accompanied with the unmistakably high-pitched sound of the rotary Wankel engined Mazda RX-7, took part in the parade. Tin-top racing cars were included in the parade too, the BTCC 1987 Ford Sierra RS Cosworth and a 2010 Nissan GT-R Nismo GT1 made their flame-spitting displays worth waiting for.

Later in the day we saw some more rare oddities being driven on the Grand Avenue, a twin engined Mini Cooper; a modified six wheeled Range Rover built for the Swiss Federal Railways as an emergency vehicle, and an enormous Lamborghini LM002 4X4 built in 1977 for the US Military, the forerunner of the Hummer, which took three attempts to turn around at each end of the avenue!

Other rarities included a 1967 Jaguar E-Type Low-Drag, 1991 Autech Zagato Stelvio, 1958 Facel Vega HK500, 1966 Gordon Keeble GK-1, a 1965 TVR Trident prototype, and including a replica of the first Land Rover prototype fitted with a centre steering wheel, to appeal to the overseas market, built by Rover designer Maurice Wilks in 1948, which was based on a 1942 Willy's Jeep, and later used on Wilk's estate. But, my favourite was the 1907 Stanley steam car, whistling and hissing sounding like a kettle on the boil, and it had a good turn of speed too!

Inevitably, while walking around the Historic Motorsport part of the show I had to bump into someone I knew from racing, "Hello, enjoying the show?" said a voice, it was Hugo Holder and David Smitheram, race organisers from the Classic and Sports Car Club on their stand together with a very nice race prepared Lotus Elan. While having a chat about the forth coming racing season, from another stand I heard "OK don't talk to me then!" it was a scrutineer friend who had just started his own company restoring old Triumph TR's for road and racing!

After putting the world to rights and feeling hungry I went in search of some refreshment! While at the sandwich bar I bumped into the Brands Hatch marshalling team having a well-earned tea-break from making sure the Grand Avenue went off smoothly. While chatting with them, we saw TV celebrity Bradley Walsh in conversation with Philip Glenister over a coffee.

In between the Grand Avenue parades, I went to the "paddock" to have a look around the cars used in the demonstration runs. Amusingly while looking at a Mini race car I saw an old scrutineering label with my name on it! The driver recognised me and we had a quick chat before he was due to go out again. I returned to the main hall to watch another run of cars, have one more tour around the stands before making my way home. After a long day walking around the various stands, chatting to a few friends, I returned home exhausted!

My impression of the 2018 London Classic Car Show? I enjoyed the show, and it was a vast improvement on previous year's shows with more owners' club stands and more classic cars on display, but I was disappointed the Historic Motorsport International was very small; most of their hall space having been taken up by the Coys car auctions! Will I attend the show next year? If the show continues to grow and attract more owners' clubs and increase the size of the Historic Motorsport displays, yes I will return in 2019.

Loyd Gerken



## **TAMS Packaging NORTH WEALD SUMMER SPRINT**

**SUNDAY 29<sup>th</sup> JULY 2018**

**REGS available on the website**

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](mailto:chris.deal@greenbeltmc.org.uk)

## GENERAL DATA PROTECTION REGULATION

A majority of Members may be aware that, the new General Data Protection Regulation (GDPR) came into effect on 25<sup>th</sup> May 2018 and it will be a legal requirement that we, Green Belt Motor Club, comply with this Regulation.

The GDPR will replace the requirements of the current Data Protection Act and introduce a number of additional requirements in respect of how we manage and process personal information.

The full requirements of the GDPR are too extensive to publish in Wayfarer. You can however review the full implications of the Regulation on the website of the Information Commissioner's Office (at <https://ico.org.uk>). A quick viewing will identify that we have much to consider.

While Green Belt Motor Club and its officers have at all times taken care to comply with the requirements of the Data Protection Act and protect Members personal data, we are now required to be even more vigilant and transparent.

To this end we would advise Members that we have established a sub-committee to ensure our full compliance and will be publishing our Protection Policy, a new Consent document and other relevant details soon.

Meanwhile we would ask Members to help, when requested, by confirming how and when we may use any personal data that we hold about you. Our Protection Policy when published will detail the data we may currently hold and how we might use it.

Thank you for your support.

David Hughes (Secretary), Chris Deal (Competition Secretary), Ed Davies (Hon Treasurer).

We, the above, will represent the Green Belt Motor Club as "Data Controller" and with other Officers of The Club who may have access to Personal Data will become "Data Processors". Club Members (and various others) are "Data Subjects" as defined in the GDPR.

Any enquiries by Members regarding our compliance with the GDPR may be addressed to [gdpr@greenbeltmc.org.uk](mailto:gdpr@greenbeltmc.org.uk) but in the first instance you are recommended to review the requirements of the GDPR on the website of the Information Commissioner (at <https://ico.org.uk>).

*It is relevant to note that although the MSA have been very slow in offering any support or advice relevant to motor clubs, your Committee have been working for several months to prepare for this legislation. The MSA have now, in recent weeks, published a weekly advice Bulletin over five weeks. These may be downloaded from the [MSA website](#).*

## WHEN DINOSAURS RULED THE EARTH, A GROUP C RETROSPECTIVE

You know those articles in the weekend supplements when some z lister gets asked "if you had the power what would you bring back to life?", well I know what I would bring back, Group C sports cars.

For those who don't know or don't remember, these cars ran in the world sportscar Championship between 1983 and 1992, as well as in Japan and the United States, and were designed deliberately to resemble the great cars of the late nineteen sixties, the Porsche 917, Lola T70 and Ferrari 512 and the like. The Championship reached its peak between 1988 and 1990 when Jaguar, Porsche, Mercedes, Toyota, Nissan and Mazda slugged it out. Peugeot joined the series in 1990 and dominated the final version of the formula which was killed off simply because it was threatening the popularity of Formula One.

I joined the party in 1988 at the Silverstone 1000K, six hour race and watched the racing through until the end in 1992.

1988! Thirty years ago! Thatcher was in absolute power, George Michael was every girl's heartthrob and the England football team was rubbish, where does the time go?

Group C lives on for me in my DVDs, race programmes and extensive collection of 1/43 models which form my Le Mans grid and it's high time, 30 years on its time to revisit this series.

Silk Cut Jaguar #3 dates from 1990 when you could advertise fags. The late great Tom Walkinshaw took the XJS saloon to the European Touring Car title then revitalised the Sportscar Championship by bringing Jaguar in 1985. They won titles in 1987 and 1988 and an emotional Le Mans that year but were second best to Mercedes afterwards. This is a model of the 1990 Le Mans winner which was powered by a naturally aspirated seven litre V12 motor.

#61 is a Sauber Mercedes from 1989. These cars had been around since 1987 in Kouros then AEG colours and in the latter livery pushed Jaguar hard in 1988. In 1989 they appeared in this fabulous "silver arrows" livery and in 1989 and 1990 were almost unbeatable. The joy of Group C was that it was a fuel formula so there were a variety of engines including Mazda's rotary turbo, this car had a twin turbo V8 with low boost which made the most wonderful low rumbling noise. One of these won at Le Mans in 1989 and this one won the Brands Hatch race that year, run on a scorching hot day, arguably the greatest motor race ever run in Britain.

The Porsche 956/962C spanned the entire era and perhaps defined it, dominating until the emergence of Jaguar and Mercedes but as a customer car, you could buy one and

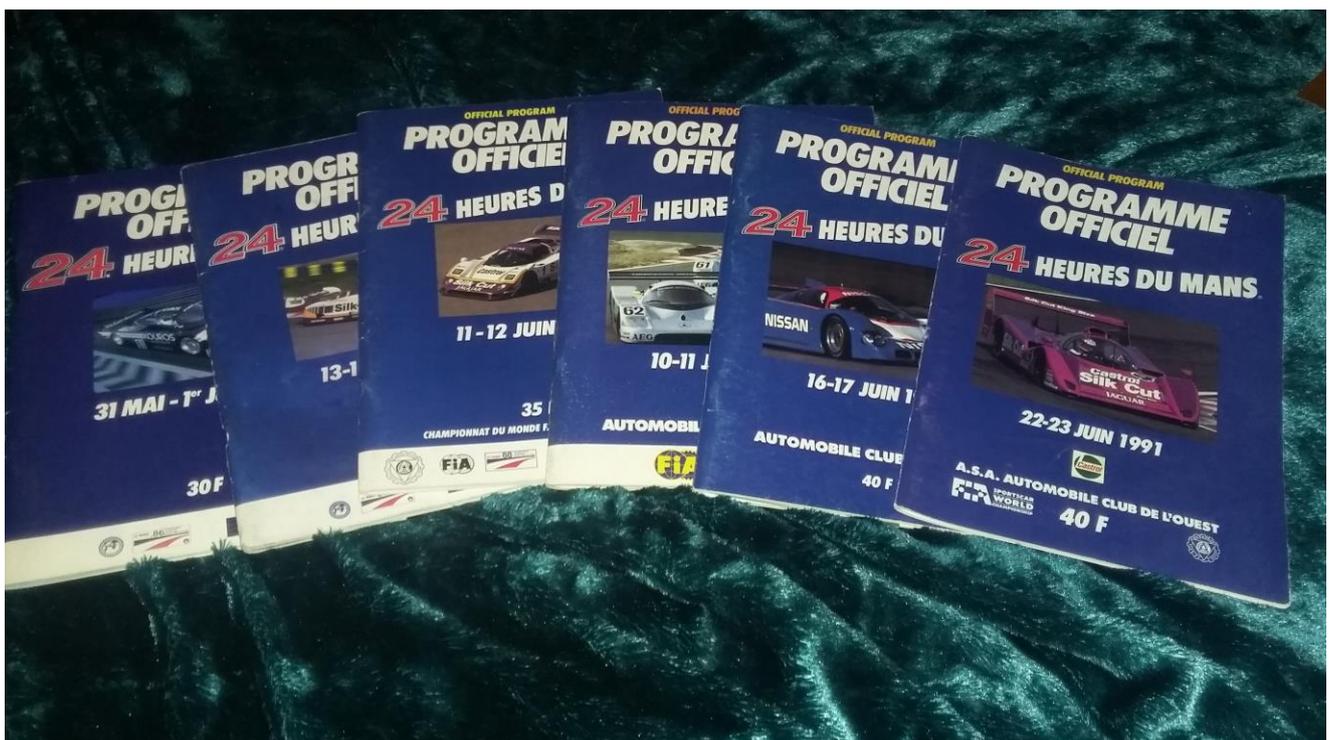
go Sportscar racing, still made up half the grid when I was watching these races. #9 is Reinhold Joest's factory supported car which almost won Le Mans in 1989 driven by Hans Stuck and the late great Bob Wollek. Joest, who later ran the fabulous Audi R8Rs, was the only team to beat Mercedes in 1989 when their Blaupunkt sponsored number 7 won at Dijon, they were mustard that day.

I finish with two Japanese cars. The yellow #37 is a Toyota and quite a rare model. The Japanese added colour and variety to the races and were great supporters of Le Mans, Toyota continued their involvement through the 1990s. This car was one of the fastest cars, quickest in practice at Le Mans in 1989 but also, with its twin turbo V8, was the thirstiest, the two races at Donnington with its Grand Prix loop, was particularly heavy on fuel, this one of the cars which crawled round for the last few laps. It was also the victim of huge accidents, the Earl of Dumfries destroyed one in 1989 and in 1990 being pulverised into the barriers by a Nissan.

The fabulous blue #23 is a model of that very car, but for the Mercedes these cars would have won races, indeed they came close at Donnington in 1989 . At Le Mans in 1990 they threw everything but the kitchen sink at the race with cars from Europe the states and Japan and with Mercedes absent they were in with every chance but were denied by Jaguar and bad luck. To this day Mazda are the only Japanese manufacturer to win at the Sarthe.

Great days and greater cars I think you'll agree.

Chris Payne





**Peter Adams, Johnny Atkins and Gerry Thurlow**



**Rose & Crown, Orchard MC club night (pub recently closed aswell)**

## **Corbeau Seats Tendring and Clacton Rally**

Green Belt Motor Club rally driver Niall Moroney, with co-driver Elgan Davies, notched up an excellent result on the recent Corbeau Seats Tendring and Clacton Rally.

In their World Rally Championship specification Subaru Impreza, they finished in eighth place on this new and ground breaking event.

The 106 cars on this, the first ever car rally to be held on closed public roads in England, zoomed through 15 timed to the second special stages, totaling 45 miles. The rally was won and lost on these speed tests which were all run on the narrow country lanes which snake around the Essex countryside near Clacton-on-Sea.

After the first group of five stages Moroney showed that he was well up with the leaders as he set times were in the top eight - despite being seeded at no.12.

This was followed by a 40 minute visit to the rally's service area, on Clacton promenade. During this time the car's service crew, from EJM Preparation, made changes to its suspension settings to improve its grip on the faster sections of the special stages.

The second loop was an identical run of the first set of five stages. The car's adjusted suspension settings, coupled with more experience of the roads, allowed Moroney to shave a couple of seconds off his previous time on every stage. Unfortunately this was also the case for most other crews who also improved on their previous times – so the Moroney/Davies crew remained in eighth position.

However, from stage six onwards the Impreza's clutch started to slip and this got progressively worse as the stages continued. So, although Moroney was still able to improve on his previous stage times, this was only by small margins.

During the final loop of stages the Ford Escort of local Essex competitors, John Indri and Dave Engwell made a big charge from behind. It nearly caught up with the Moroney/Davies Subaru as the two cars swapped fastest stage times. Despite the fact that his blue Subaru's clutch was still giving problems, and the tyres were past their best, the Green Belt driver managed to resist this pressure and remained in eighth position, with his rival a mere five 5 behind him at the final time control.

At the rally's official finish at Clacton the competitors were greeted by hundreds of spectators who had lined the roads in the service area. This characterised the success of this new event and the support from both rally fans and many local people.

Robert Taylor

**Send in your action photos for the magazine**

## CHIEF MARSHALS MUTTERINGS

### Corbeau Seats Rally Clacton & Tendring 2018

Well, it finally happened! After much discussion and many people thinking that it would never materialise the first closed public road Special Stage Rally in England ran on Sunday April 22<sup>nd</sup> 2018. Surely an historic landmark day for UK Motorsport after a lengthy campaign to put the necessary legislation to allow such events and I can't imagine how many hundreds or thousands of man hours were put into the pre-event organisation and I feel we should commend Chelmsford Motor Club for what they have achieved.

There were inevitably going to be problems to solve on the day, this was a new venture for everyone, but nothing that detracted from the success of the event which ran on schedule all day. The actual competition was almost secondary to the fact that we were there on a momentous day along with some 500 volunteers to herald a new phase of UK Rallying.

The sun shone down brightly all day on a carnival atmosphere in Clacton where the Rally was based and service area located. There were reported in excess of 5000 spectators around with many lining road sections or sitting in their gardens to watch the cars go past waving and cheering the crews along. Speaking to local people, the overwhelming majority were enthusiastic about having the Rally in their area and wanted it back next year.

There were of course a few objectors but I am not aware of any disruption caused to the running of the event on the day. One of 'our' radio marshals did get earache from probably the most prolific pre-event objector whose house was adjacent to the stage although her front gate and access was on a side road, not on the stage route itself, which he handled with great diplomacy and tact. She made statements to him, and apparently to the MSA and on facebook that, amongst other things, crews were 'breaking the rules by not wearing crash helmets' and that 'marshals were reporting this by telephone to HQ'. We know these statements are blatantly untrue because crews wouldn't do it anyway and are checked by the start line and finish crew to ensure they are properly attired and the marshals were doing no such thing, but it is an example of the outrageous lengths she was going to in order to blacken the image of the Rally.

On to more positive things, a number of Green Belt members were involved with Special Stage 1 of the event. Graham Frary was the Stage Commander and I acted as Stage Chief Marshal to assist him in recruiting and allocating marshalling resource. We also had marshalling assistance from our members Peter Wells, Richard Warne, Chris Deal, Paul Jeeves, Peter Thorn, Jan Minchella, Neil Munro, Ian Cronshaw, Brian Wright and John Pilgrim – many thanks to you all and everyone else who helped on SS1. If I add in the rescue and recovery crews there were more than 80 people involved in the running of that stage!

Our weekend started at 8:30 on Saturday morning when myself and Graham met up with Peter Wells and Mark Banham, Graham's deputy, at the start of the stage. Tony Burchnall arrived with all the setup equipment needed and we started to get the roads ready for Sunday's stage. There were limits as to what we were able to do as the roads were still open public roads and not due to close until 7am Sunday but we needed to do as much as we could as there would only be limited time available Sunday morning to complete preparations.

Anything likely to go 'walkabout' overnight had to be left until the morning but stakes were put in place in readiness for signage and taping and some taping could be done. Also a number of straw bales supplied by a farmer on the stage were needed to protect telephone poles and various other roadside obstacles as well as creating chicanes in the road. Obviously it was not possible to put out those which would obstruct the highway but as many as possible which were just on the verges were put in place.

By mid-afternoon we had done as much as we could and had to then adjourn to Clacton in order to collect the paperwork needed for Sunday and attend official's briefings before heading back to our hotel.

Sunday morning bright and early, well early anyway, saw us back at the stage start at 5:45 am. I had to get all the marshals signed on, allocated and provided with what information and goodies we had before each had to be briefed by Graham and dispatched to their posts, after which I went to my post for the day covering radio duties at the finish.

While we were sorting out the marshals, Mark and Tony were managing the completion of the stage setup with the assistance of marshals as they arrived at their posts. The signage all had to put up along with the blocking tape the final straw bales installed once the road was closed. This all had to be completed before the train of official and safety cars was due to commence at 8am. It had always been our concern about the limited time we had, but there is no alternative due to the available road closure times. We really, really didn't want to have to delay the start of the first ever car due to start a closed road stage in England at 9am.

Thankfully everything was completed and the historic moment arrived when car 1, Melvyn Evans and Sean Hayde in their Subaru Imprezza WRC, set off from Tendring Green at 9am on Stage 1 of The Corbeau Seats Rally Tendring & Clacton 2018 to arrive at the stage finish at 9:01:50.4 and then be followed by another 105 cars at 30 seconds intervals.

We hoped for a nice smooth run after that but very quickly discovered a problem at the finish with the timing system. The theory was that each car had been fitted with a transponder which should transmit the car's competition number to the clock at the flying finish when the car broke the finish beam and from there the time and number sent to the clock at the stop line where the time could be recorded on the

competitor's time card. In practice, very few car numbers were actually picked up by the flying finish clock and the clock only transmitted the time on to the stop line clock once it had the number.

There was a manual override where the flying finish marshals could manually enter the number, however the cars passed them at high speed and they couldn't always see the number on the car – few of them had our preferred large door numbers, most just had the small rally plates supplied by the event which become camouflaged by the liveries of the cars. It was also apparent that the clock was getting spurious signals from the beam as well, all of which made it difficult for the finish crew. With cars arriving every thirty seconds, you can't afford a backlog of queuing cars with others approaching at speed which led to the problem where cars had to be sent from the finish without necessarily getting their correct time on their timecards. However this was resolved after from the check sheets, with the time being taken from the flying finish check sheet and the car number from the stop line as they were in the same order.

We also heard of other stages having similar timing issues so for subsequent runs of our stage, it was run three times during the day, we reverted to a manual system whereby the stop line had radio communication with the flying finish who radioed through each time as the car passed and the stop line could confirm back the car number and enter the correct time on the competitor's card. This worked well with no further delay in processing the cars.

Other than that, we had one car roll, James Slaughter's MkII Escort which created a short delay when the medical team was dispatched to check the crew and the stages started on schedule throughout the day.

On the competitive side there were 69 finishers from 107 starters. Hugh Hunter/Rob Fagg (Ford Fiesta WRC) were fastest on Stage 1, but from Stage 2 Melvyn Evans/Sean Hayde (Subaru Imprezza WRC) took the lead from Hunter/Fagg and Kevin Procter/Andrew Roughead (Ford Fiesta) in third which was how it remained for the rest of the event. The top ten was completed by Mark Straker/Michael cody (Darrin T90GT), Chris West/Keith Hounslow (Peugeot 306 Maxi), Thomas Preston/Carl Williamson (Skoda R5), Michael O'Brien/Mark Glennerster (Ford Fiesta WRC), Niall Moroney/Elgin Davies (Subaru Imprezza WRC), John Indri/Dave Engwell (Ford Escort Mk2), Oliver Davies/Keaton Williams (Ford Escort Mk2).

We had a few GBMC members out there competing: Niall Moroney, although entered under London Irish) finished 8<sup>th</sup> in his Imprezza WRC. Preston Ayres was co-driving for Craig Salter in his Escort Mk1 RS1600 and finished 27<sup>th</sup> overall, 8<sup>th</sup> in class. Mark and Matt Blackmore in their Vauxhall Corsa finished in 53<sup>rd</sup> overall, 6<sup>th</sup> in class and Aaron Rix with Rob Cook in their Ford Ka to 43<sup>rd</sup> overall, 3<sup>rd</sup> in class.

John Davie

ANNUAL GENERAL MEETING OF  
WEDNESDAY 2<sup>nd</sup> MAY 2018  
OLD OWENS SPORTS CLUB  
COOPERS LANE POTTERS BAR



The meeting commenced at 21:08 with Melanie Camp (MC) in the chair and with 14 other members and 1 guest in attendance. Attendance registers were duly signed and are retained by the secretary.

1. Apologies for absence were received from Malcolm Wise (unwell), Loyd Gerken and John and Sarah White. Proxy forms were received from Loyd Gerken and Maggie Smee.

The Chairwoman began the meeting with a welcome and thanks for attending to all present.

2. The minutes of 2017's AGM were published in the last edition of Wayfarer magazine so all members had had opportunity of reading them in the recent past as such it was not thought necessary to either provide further copies or to read them aloud at this meeting. The meeting was asked whether there were any objections to those minutes. None were voiced. Accordingly the minutes of the 2017 Annual General Meeting of the Green Belt Motor Club were duly approved – Proposed by Ian Davies, seconded by Chris Deal.

3. Matters or questions arising from the minutes of the 2017 AGM – Geoff Jackson enquired whether the committee had had any success in finding venues for days out. MC replied that these had been found not to be financially viable as not enough members were interested in supporting them (proposed trips to National Motor Museum at Beaulieu and the Brooklands Museum both failed for this reason).

The committee has also considered a trip to the British Motor Museum at Gaydon and had hoped that a local coach tour company might run a trip there but, due to lack of encouragement from our side, they have not included it in their brochure for 2018. Nevertheless we may still try to run a limited, impromptu trip there, almost certainly going in a few cars. Both Ian Davies and Dan Chalk (who has been twice before) expressed interest in such a trip.

Geoff Jackson asked whether the London Motor Museum, Hayes, Middlesex, UB3 4SB might be a possibility for a day trip. [Post meeting note: It might be, but apparently entry costs £30/head unless discount (Groupon) vouchers are available and the reviews on Tripadvisor are not at all encouraging to say the least. Worth the effort and cost at £10/each but certainly not at £30. Many of the exhibits said to be in poor condition, badly laid out and some with no or inadequate information provided].

4. The Secretary's report of Club activities during 2017 – The Secretary read his report aloud to the meeting. A copy may be published in a forthcoming edition of The Wayfarer.

Questions were invited on the Secretary's report:

Although Facebook was not mentioned in the Secretary's report (due to the fact that Green Belt's Facebook page has really only got underway in 2018 and this was a report covering the previous year's activities) DC asked how many members GBMC had gained as a result of its enhanced presence on Facebook. So far as the Secretary is aware, to-date, the Club has not gained any new members as a direct consequence of its presence on Facebook.

CD pointed out an error in the Secretary's report being the reference to his and Richard Warne's achievement on the Rockingham Stages Rally in December as they were entered on the Sunday stages only and those were cancelled due to heavy snowfall the night before.

DC then asked, somewhat randomly as his question bore no relationship to the Secretary's report, whether the Club's auditor was present at the meeting. He was not.

The Chairwoman then took the opportunity to thank Louise Hughes for attending the Club committee meetings and taking the minutes even though she is not a Club member.

5. Treasurer's Report – the treasurer passed round copies of his profit and loss statements for both the GBMC # 1 account and the GBMC/Wickford AC joint account which showed breakdowns of income and expenditure for both accounts.

The bottom line was that our # 1 account showed total income of £9,287.16, total expenses of £9,334.28 resulting in a loss for the year of only £47.12 which was felt to be a good result. While the joint GBMC/WAC account showed total income of £17,010.86 against total expenditure of £15,027.26 or profit of £1,983.60 which has been distributed as follows; £530.36 to GBMC, £530.36 to WAC and £922.86 to Middlesex County AC as owed to them.

That distribution of profit from the joint account with WAC turns the loss of £47.12 on Green Belt's # 1 account into a final profit of £483.25 over all. Generally thought by the meeting to be a good result.

Questions on the Treasurer's report – from DH – has GBMC received the final share of profit made by the Snetterton Stage Rally? A. Yes. Q from RT – has the Club received the usual refund of insurance premium from the MSA? A. Yes, £903.66 was refunded.

DC asked how the figures above (for 2017) compared with the previous year's. The answer was not available at the meeting but the treasurer was able to say that there had been no surplus at the end of 2016 due to the purchase of the equipment trailer in that year (in spite of a good subsidy from the MSA Development Fund).

Treasurer's report for 2017 proposed by DH and seconded by Geoff Jackson.

6. Question time.

John Milledge – noted that our club usually holds its Annual Dinner & Awards Presentation at the end of February but, in his case, this clashes with another dinner he likes to attend. However our last dinner was held early in March which meant that he was able to attend so would it be possible for us to continue to organise our annual dinner for early in March? Secondly is it really necessary to have the disco playing during dinner because, for those using hearing aids, that made it impossible to hear what your dinner companions were saying or hold a conversation.

MC replied that we would raise his concerns at a future committee meeting.

GJ asked about the possibility of finding a venue for our Annual Dinner with overnight accommodation. He stated that he was not able to come if there was no overnight accommodation on site. It was pointed out that hotels are generally more expensive for function dinners than venues that do not have bedrooms. DH mentioned that there were hotels within a mile and a half of Crews Hill Golf Club and is sure that between us club members could arrange to give lifts to Geoff and Doreen both from hotel to the dinner and back again at the end of the evening but GJ doesn't seem keen on this idea.

DH averred that we could perhaps look again at the Mercure Hotel, Hatfield although the general feeling following our last visit there was that both the food and the standard of service were distinctly average. But, chefs and managers come and go so it might be worth checking it out and/or giving it another chance.

GJ asked whether we would consider this option again.

ID mentioned the poor wine service at the Mercure and noted that both the food and service at the Crews Hill Golf Club (3<sup>rd</sup> March 2018) were good.

DC agreed with ID about poor standard of service at the Hatfield Mercure.

MC asked that anyone with any suggestions please let a committee member know.

DH asked whether the Ponsbourne Hotel (Newgate Street) might be a possibility but others replied that it would be expensive. DC checked via the internet and advised that according to Google this hotel is closed permanently in any event.

Changing the subject GJ asked when the Crystal Palace Sprint would be taking place.

DH informed him that the event was cancelled this year as the organising company had withdrawn at Christmastime leaving the organising club, Sevenoaks & District Motor Club, with insufficient time and insufficient budget to proceed with the event.

RT noted that in any event when he visited this event 2 or 3 years ago half of the pitches were unoccupied which was rather disappointing.

7. Election of officers to the Club's committee.

The Chairwoman asked whether there were any nominations for committee. DH, somewhat frivolously, proposed Ian Davies as he has plenty to say about what the Club ought to do or not do. ID politely declined to stand.

MC then asked whether there were any resignations. No serving committee member present at the meeting declared themselves unwilling to stand again during 2018.

ID therefore proposed that all existing members were deemed to have been re-elected en bloc. His proposal was seconded by Vice President, Geoff Jackson.

However, the Club secretary (DH) gave notice that he will not be seeking re-election at next year's (2019) AGM.

8. Accordingly Green Belt's committee for 2018 consists of Gerry Thurlow (President), Malcolm Wise (Chairman), Ed Davies (Treasurer), Chris Deal (Competition Secretary, association representative and magazine editor), David Hughes (Secretary and membership), Robert Taylor (Press Officer), Melanie Camp (Social Secretary), John Davie (Marshalling co-ordinator).

9. Any other business?

No motions or resolutions had been received by the Secretary. No other matters were raised.

10. Re-appointment of Club's auditor.

All agreed that Doug Williams should be asked to continue to audit the Club's accounts. Proposed by Mel Camp and seconded by Donald Berry.

**There being no other business for the AGM the Chairwoman closed the meeting at 21:49.**

## **GREEN BELT MOTOR CLUB**

### **53<sup>rd</sup> ANNUAL GENERAL MEETING 2<sup>nd</sup> May 2018**

#### **SECRETARY'S REPORT**

Welcome to this, our 53<sup>rd</sup> Annual General Meeting of the Green Belt Motor Club and welcome in particular to our President, Gerry Thurlow who has not been in top form in recent weeks.

The minutes of last year's AGM, held on 29<sup>th</sup> March, were printed in the last edition of Wayfarer so we assume that you have all read them.

Last year all the motor sport events we organised were and could only have been run with the assistance of other clubs. The North Weald Sprint with Harrow Car Club. The Woodbridge Stage Rally with Middlesex County AC, Wickford AC and the sprint at Debden with Wickford AC. In return we assisted those clubs with events they were running.

Our membership of the Anglia Motor Sport Club, an organisation formed to promote motor sport events in East Anglia, has allowed Green Belt to make a contribution, along with other member clubs to the running of the prestigious stage rally at Snetterton Race Circuit. This is a very prestigious rally being a round of the Motor Sport Vision Racing & Motorsport News Circuit Rally Championship and has full television coverage of all rounds. There were 83 starters on that event.

Apart from the Snetterton Stages our competition calendar for 2017 included another stage rally (the allglass Middlewick Stage Rally at MoD Woodbridge, Suffolk on 21<sup>st</sup> May – 42 starters). A sprint at North Weald in April had 31 starters including 8 from Green Belt. A second sprint was run at North Weald in September and attracted 46 starters. I should also mention that our Comp. Sec., Chris Deal runs the Sprint Championship for the Association of Eastern Counties Motor Clubs in addition to all the duties he so diligently performs for this club.

We were involved with two targa rallies; one at Woodbridge in May attracted 61 entrants but sadly none from this club. The second took place at Debden in September and attracted 45 starters.

The Club was also invited to take part in a treasure hunt run by Robert Taylor and Doug Williams for Green Belt and the Enfield Southgate Conservative Association which attracted a reasonable number of entrants last year.

I suggest that the above list of events represents a very good effort by the organisers when you consider how many Club members were involved with the organisation of them. We desperately need more members to step forward and assist with event organisation in future or we will find ourselves unable to put on any motor sport events.

It is also my unfortunate duty to inform you that following the Stage Rally at MoD Woodbridge the Base Commander imposed a blanket ban for any/all forms of motor sport at that venue.

Richard Warne, our Club ambassador navigated by Chris Deal, your competition secretary, competed on several stage rallies in Richard's Ford Escort (powered by Vauxhall!). Their best result was 7<sup>th</sup> overall and 3<sup>rd</sup> in their class on the Twyford Wood Stages on 16<sup>th</sup> July. They also achieved a class win on the Rockingham Stages in December although the second day (the Sunday) of that event was cancelled due to the heavy overnight snowfall. But the highlight of their year was competing on the National Rally section of the Dayinsure Wales Rally GB – the British round of the World Rally Championship. They finished sixth in class and 26<sup>th</sup> overall – an excellent result.

To the best of my knowledge the Club now has only one member competing in circuit racing and that is our Chairman, Malcolm Wise. He had a mixed season's racing in the Quaife Modified Saloon Car Championship in his Escort Cosworth and only saw the chequered flag in half of the 16 races he entered. However he was always up with the race leaders and finished in second or third place in all but one of the races he did finish. He managed to finish the season in third place in this championship's top class.

Sprinting is another motorsport discipline in which several club members take part and our Competitions Secretary, Chris Deal, runs the Eastern Counties area championship. Rob Choules and John Start were our leading sprint competitors on these events last year. Regrettably John has joined another club this year.

On the social side we held our Annual Dinner and Awards Presentation at Mill Green Golf Club, Welwyn Garden City on the 25<sup>th</sup> February and our Summer Barbecue with Concourse d'Elegance here at Old Owens on 21<sup>st</sup> June. Finally our Christmas dinner was held at The Old Manor in Potters Bar on the 13<sup>th</sup> December. Attempts by your social secretary to organise coach trips to Beaulieu Motor Museum and, on another occasion, Brooklands Museum came to nothing due to lack of interest which was disappointing following the efforts made. There were also no quizzes against other club(s) organised last year.

At the risk of stating the obvious the all of the above mentioned events do not just happen spontaneously. So many thanks are due to all of those members who gave up their time and put a great deal of effort into organising and running them.

As regards the number of members the Club ended 2017 with 99 members, down by 7 as compared with 2016. One of those losses was accounted for by the sad death of Simon Hudswell, one of our more enthusiastic members who quietly got on with any job asked of him.

Our membership is now spread far and wide and we can hardly consider ourselves a local, north London / south Herts club anymore. This does of course make it much more difficult to get members to assist in organising events or even attending those that are organised for them. Who is going to drive forty miles to go to a dinner and home again late in the evening?

To a certain extent this is a two way process as Green Belt is now a member of four area associations, the AEMC, the ASEM, the ACSMC and the WAMC, all with a view to throwing the net wider to capture more invitations to events that our members might like to enter. These area associations all hold general meetings about four times a year. Chris Deal endeavours to go to the meetings of three of them and yours truly hopes to go to the Welsh Association once a year. So that should tell you that quite a lot of work goes on behind the scenes to provide GBMC members with a wide range of opportunities for their choice of motor sport.

Wherever possible our Press Officer, Robert Taylor, writes a story covering the achievements of members in their chosen competitions which he submits to local newspapers and those covering the area in which the subject of the story lives and which should give them as well as our club a publicity boost.

Your other committee members last year were, Gerry Thurlow – President, Malcolm Wise – Chairman, Chris Deal – competition Secretary and Wayfarer magazine production, Ed Davies – treasurer and website manager, Melanie Camp – social secretary, John Davie – marshalling co-ordinator and equipment officer and David Hughes – Club and membership secretary.

I would like to thank Loyd Gerken (technical scrutineer) once again for his good work in keeping our members up-to-date with relevant rule changes brought in by the MSA through his column in The Wayfarer.

Thanks should also go to friend of the Club, Anthony Ashwell, for allowing us to store our equipment and equipment trailer on his farm at Much Hadham.

All of us should give thanks to John Davie for his efforts in rounding up and co-ordinating marshals to assist with the running of the events we are involved in, and some that we are not. Without his efforts some of these events would be unable to run on the day.

And finally I would like to note that last year there were 8 editions of The Wayfarer where reports of the events Green Belt organises and participate in can be found.

That concludes the secretary's report for this annual general meeting.

David Hughes

Club/membership secretary

2<sup>nd</sup> May 2018

**Summer BBQ and Concours D'elegance**

**At Old Owens, 19.30 for 20.00**

**Wednesday 20<sup>th</sup> June 2018**

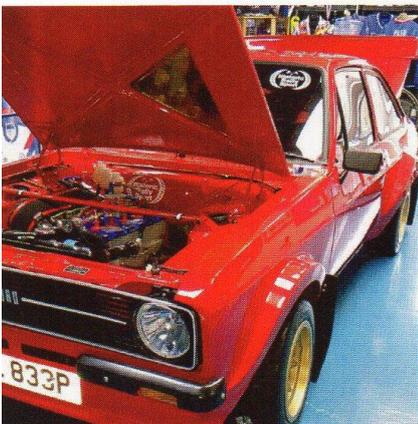
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## **GREEN BELT MOTOR CLUB**

Affiliated to the RAC Motor Sports Association  
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part of the Anglia Motor Sport Club Ltd

### **Committee Members 2018**

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Vice Presidents – Dan Chalk, Geoff Jackson, Tony Strong

Ambassador Richard Warne

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#### **Magazine Production**

Chris Deal

### **ARTICLES FOR PUBLICATION**

Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.  
Please continue to send in your stories and reports to [wayfarer@greenbeltmc.org.uk](mailto:wayfarer@greenbeltmc.org.uk)

The copy date for the next issue is **6<sup>th</sup> July 2018**.

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