

WAYFARER

The Magazine
of
THE GREEN BELT MOTOR CLUB

May 2006

Frontispiece	Wheels
Page 2	From the Editor's chair, Upcoming Events,
Page 3	Competition Calendar, The Old Fox Revival Treasure Hunt
Page 4	MSA News
Page 5 - 8	Competition Chat
Page 9 - 10	Points Tables
Page 11	Secretary's News
Page 12 - 14	Robert's Racing Round Up
Page 12	Marshals Wanted
Page 13	Langley Park Rally School, GBMC Polo Shirts
Page 14	Discounts and Directory
Page 15	Badminton, Advertisements
Page 16	Tailpieces

Editor - Geoff Foot

Race Reporter - Robert Taylor

Classified Ads - You tell us, we'll put it in.

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.

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 accordingly.

From the Editor's Chair

In the last couple of weeks I have watched on TV three amazing races, where the lead changed frequently, the leader was always under pressure, and the winning margin was not more than a couple of seconds. The races were riveting from start to finish; the racing was hard but fair, and there was overtaking up and down the field. Not F1, I hear you say. No, of course not, couldn't be, could it? Martin Brundle summed it up very well when he was explaining the braking distances involved. Into a fairly slow corner the braking distance in a F1 car is about 80 feet from 200 mph, believe it or not. If the car is 20 feet long, the driver has to make up twice that distance to make a pass - just impossible. It is also a problem when following another car - the turbulent air behind the leading car upsets the second car's aerodynamics and destroys the downforce. Couldn't be that F1 designers make sure that their cars have nice turbulent wakes, could it?

You probably realised that I was talking about motorcycle racing - Moto GP and superbikes are just astonishing, and the guys are out and out racers, and pretty normal with it. Surprising really, as to look at it you might think they park their brains in the pits before going out to play. For pure racing I don't think there is anything to beat it. It would be nice to see this degree of close wheel to wheel racing return to F1, but without dramatic changes to the regulations, it isn't going to happen, for the reasons I have just listed, amongst others. There is too much money tied up now for the major players to make any concessions without being forced, and with Bernie's undoubted business acumen

keeping the money rolling in there isn't much incentive at present. He was sharp enough to spot the fall off of interest a couple of years ago, and has done just about enough to keep interest alive, but it's not a game where you can sit back and relax.

It's time for a heavy re-think - do we want Eurofighters with wheels running round the tracks, or do we want to see drivers at the pinnacle of their sport pitting their abilities and daring against each other? (The Eurofighter is designed to be fundamentally unstable, and therefore unflyable, so that its responses are as fast as possible. It is only kept in the air by clever computer systems assisting the pilot. He had better hope he doesn't need to re-boot the system in mid-flight!).

Enough of that. The AGM on Wednesday 26th had a fairly sparse attendance, and you are landed with the same old committee. Next month we will publish the minutes of the meeting, together with the approved accounts; unfortunately treasurer Ed Davies was sidelined with an ear infection which kept him from auditor Doug Williams and the meeting.

Coming up rapidly - the Hillbilly Oakington Stages - enter or marshal!

Later this month the Old Fox presents us with another challenge - I shall probably do this, as I enjoyed last year's event. I don't know about Mick's "a little bit of walking here and there.." - he's fitter than most!

More ramblings anon.

Geoff Foot

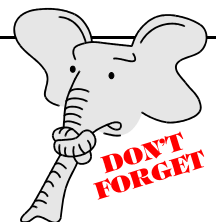
Club Nights

Club Members meet informally each Wednesday
at The Two Brewers, Northaw, Herts. from 9.30 p.m.

Upcoming Events

Sun 7th May - GBMC/WAC Hillbilly Oakington Tarmac Stages

Sun 21st May - Old Fox Revival Treasure Hunt



Fire extinguishers.

Richard Warne still has a few 5kg extinguishers, mainly dry powder, out of certification date but still OK. Give-away price of £5. Ideal for the garage. If you don't have any form of fire extinguisher then buy one of these. It might be the best £5 you ever spend...

Competition Calendar May 2006

Date	Event	Club	Area	Type
07.05.06	Oakington Stages	GBMC/ WAC	Oakington	Tarmac Rally
20.05.06	Red Dragon	BTRDA	South Wales	Forest Rally
May ???	Autocross	Stort Valley	Dartford	Autocross
20.05.06	Red Dragon	BTRDA	South Wales	Forest Rally
29.05.06	Millbrook Stages	West Essex CC	Millbrook Beds	Tarmac
11.06.06	Carnival Stages	Sutton & Cheam	Abingdon	Tarmac
02.07.06	Essex Charity Stages	Wickford AC	Bradwell	Tarmac/Gravel
8/9.07.06	IPB Motors Summer Autocross	GBMC	Oakington	Autocross

'THE OLD FOX REVIVAL' TREASURE HUNT 21st MAY 2006, 1.30 for 2 p.m. start

INTRODUCTION

NO, this is not a revival of one that I ran last century, as originally intended, but a new event with yet another variation! Those among you who took part in last year's "Frolic Around The Forest" will be familiar with the Start location:- very close to the M25 junction 26 at approx map ref. 167/403001 [Note: M25 J25 will be closed to traffic to and from the Dartford Crossing direction due to road works - Ed]

Entries will be accepted at the Start from 1:30 p.m. onwards for a 2 p.m. start. On arrival, go beyond the entrance to the Marriot Hotel, turn round at the next junction and park on the eastern side of Old Shire Lane, facing the roundabout at Junction 26.

REQUIREMENTS

1) MAPS - PHILIP'S (O.S.) STREET ATLAS OF SOUTH ESSEX 2005 EDITION (£5.99) and/or OS MAP 177 (EAST LONDON) EDITION 2

(2004) if possible. If you already have both or either of these maps, bring them along, but as all the navigation will be based upon the Street Atlas - INCLUDING MAP REFERENCES - you will find the Atlas more useful for plotting. The OS map however, MAY be easier to follow on the route.

2) Romer, pencils clipboard paper etc. - i.e. all the usual stuff

3) A change of shoes for a little bit of walking here and there.

ENTRY FEE

£7.50 per crew of 2 persons, plus £2.50 per additional passenger.

Competition Chat

TAMS Packaging North Weald Sprint

Entries were slow in coming in for this year's event; in the end we had only 43 entries on the day, of which 19 were from Green Belt, is that a record? With the revised course this year the viewing was limited to the start area, unfortunately this was the best we could do.

Class A2 was won by Chris Carter in his Escort XR3i. On his first timed run Dave Wild in his Sapphire Cosworth was going very well when approaching the Runway section the o/s front lower arm came apart and the wheel was left fully floating, and he retired on the spot. Thanks to Ian Barnard he managed to do a temporary fix so Dave could drive home.

Frank Trueman had consistent runs but could only manage 4th in class in his 2.9 XR4x4

Class B4.

Paul Bowden's Caterham Seven 1600 showed how to put in a FTD time and took overall honours by 0.21 second his second FTD of the year, can't be bad.

Martin Gould with his Lotus Exige in his second sprint of the year could only manage 5th in class.

Andrew Harris/Paul Watkins Escort 1300 had a disaster and lost drive after his practice run. After being towed back to the paddock it was gearbox out, was it clutch or was it gearbox? Unfortunately a large number of teeth had been sheared from the gears. After a trip back to IPB motors a RS2000 gearbox was picked up and duly re-installed back in the car. Andrew put in some quick times in the afternoon and took 3rd in class.

Simon Higgs had some leaks with his new oil pipes, as these were unable to be fixed in time he double drove in Ian Barnard's Austin MG Metro and beat Ian by 1.9 seconds, is that a first??

Stuart Parish was out in his immaculate Renault 5 Turbo and dominated Class C7 and won the class by a massive 7.39 seconds.

Malcolm Wise took the class win in Class D9 from Ian Barnard by the slender margin of 2.35 seconds.

In Class D12 it was between Ron Welch in the Felday 2.6 litre and Geoff Jackson in his 1600 Ralt RT3, this time Ron took the class win by a mere 0.31 of a second.

Finally a big thanks to all the marshals who turned up on the day, without you the event would not have taken place.

Also a big thanks to Steve Tammadge of TAMS PACKAGING for his support in sponsoring the event and for presenting the awards at the end of the event.

Oakington 2006

The Committee decided to host two Oakington events this year with our colleagues from Wickford Auto Club, our first Oakington stage event will be on 7th May.

Entries are as always at a premium: at the time of writing we have around 40 competitors signed up for the event.

Geoff Foot and myself spent most of today (Sat) filling in pot holes with large amount of cement around areas of the peri track where it was felt a little dangerous.

We do need as many club members to help on the day, and for setting up of the course on the Saturday, if you can help please give me a call.

GBMC Marshalling Team

Essex Charity Stages 2nd July, based as usual around the Bradwell on sea area, Green Belt MC members will be again marshalling this popular event. Interested in seeing the action? Give me a call 01992 302669. Hopefully we will have 5 Green Belt crews out competing on this year's event

Millbrook Stages 29th-May 2006

We are planning again to marshal on the West Essex Car Club Millbrook Stages on Bank Holiday Monday 29th May. Those of you interested in attending please give me a call. We will of course have our usual spot at the merge. Give me a call on 07715 480228 or see me at club nights.

Rally School 2006

Our popular Rally School (theory) is over half way

through the sessions at the Two Brewers, it's not too late to join, whether novice, beginner, or you think yourself an expert, or just interested in motorsport, I am sure you will learn something, give me a ring for details (07715 480228)

Spring Stages 9th April 2006

Two Green Belt Crews ventured up to Fakenham Norfolk for this year's Spring Stages. 48 crews en-

tered this challenging event with 8 stages over 75 miles with the longest stage over 18 miles long. At car 29 was the IPB motors / Rapid Car Parts Escort RS2000 of Ian Barnard / Martin Gould, with concern over the engine getting a little too warm after stage 4 they called it a day, not wanting another rebuild.

At Car 39 was Alex /Paul Markham in their Peugeot 1600 who had a consistent run during the day and finished 24th overall and 6th in class.



North Weald Sprint.

Ron Welsh in the Felday, a nicely restored machine with a supercharged small block V8. You could see the power come in all at once as the back snapped out, but Ron kept it pointing the right way all day, despite a brief shower in the afternoon. Unfortunately Ron's son Kevin, who had intended to run, couldn't fit into Ron's racing overalls. 'Nuff said!

MSA BRITISH RALLY CHAMPIONSHIP

2006 Provisional Calendar of Events

13/14th May - Pirelli International Rally
 7/8th July - Jim Clark International Rally
 3-5th Aug - Manx International Rally
 1/2nd Sept - Ulster International Rally
 7th Oct - International Rally Yorkshire
 1st-3rd Dec - Wales Rally GB

Green Belt Events - 2006 Proposed Dates

Date	Event
16th April 2006	North Weald Sprint
7th May 2006	Oakington Stages
21st May 2006	Old Fox Revival T Hunt
28th June	Concours d'Elegance
8th-9th July 2006	Summer Autocross
16th July	Celnik Scatter T Hunt
23rd September	Last Chance Treasure Hunt
1st October 2006	Autumn Autocross
22nd October 2006	Oakington Stages

Home Counties Autocross Championship 2006

Date	Event
TBA	Eastern Counties MC – Manningtree
TBA	Bournemouth & Dcc - Verwood
TBA	Stort Valley - Bishop's Stortford
8/9th July 2 Day	Green Belt Motor Club - Cambridge
TBA	Southsea – Meonstoke
TBA	Wickford AC – Tollesbury Essex
1st October	GBMC - Much Hadham

The BK Competition Tyres, Ward Construction AEMC Stage Rally Championship

Contact :- Clive Taylor Phone 01284 788095
 Mobile 07771 644202

www.taymormotorsport.com

Date	Event Name	Club	Venue	Surface
02.01.06	Longmoor Loco	Sutton & Cheam	Longmoor camp	Tarmac
05.02.06	Oakington Stages	Middx Cty	Oakington	Tarmac
04.03.06	Robin Hood	Lindholm MC	Mansfield	Forest
12.03.06	The Kent Rally	Bexley Light CC	Ashford	Forest
26.03.06	Mini Tempest	Sutton & Cheam	Longcross	Tarmac
09.04.06	Spring Stages	SCCON	Sculthorp	Tarmac
16.04.06	Twyford Wood	Mid Derbyshire	Twyford Wood	Gravel/Tarmac
07.05.06	Oakington Stages	GBMC/WAC	Oakington	Tarmac/Gravel
29.05.06	Millbrook Stages	West Essex CC	Millbrook Beds	Tarmac
11.06.06	Carnival Stages	Sutton & Cheam	Abingdon	Tarmac
17.06.06	Dukeries Stages	Dukeries MC	Mansfield	Forest
02.07.06	Essex Charity Stages	Wickford AC	Bradwell	Tarmac/Gravel
13.08.05	Tempest Rally Sprint	Sutton & Cheam MC	Bramley Forest	Gravel
03.09.06	Spotted Dick Stages	7 Oaks	Longcross	Tarmac
10.09.06	Bomb Along	Middx County	Oakington	Tarmac
15.10.06	Longcross Stages	Bexley Light CC	Longcross	Tarmac
22.10.06	Autumn Stages	GBMC/WAC	Oakington	Tarmac
29.10.06	Premier Stages	Dukeries Stages	Sherwood Forest	Forest
05.11.06	Lynn Charity Stages	Kings Lynn	West Raynham	Tarmac
10.11.06	Tempest Stages	Middx County & Sutton & Cheam	Bramshill	Forest

9/10.12. 06	Rocking- ham Stages	Middx Stages	Rockingham	Tarmac
----------------	------------------------	-----------------	------------	--------

Class B10: Over 1400cc up to and including 1600cc
 Class B11: Over 1600cc up to and including 2000cc
 Class B12: Over 2000cc two wheel drive
 Class B13: Over 2000cc four wheel drive

BTRDA Stage Rally Championship

In last month Wayfayer I may have indicated that the BTRDA Stage Rally Championship was no more. This was not correct please see details below, in my mind the best stage rally championship in the country.

2006 will be the 53rd year of the Gold Star Rally Championship, the most prestigious title in UK Club Rallying. The Gold Star® Championship is open to all registered drivers / co-drivers and all vehicles with engines above 1400cc capacity. It includes the 7 vehicle classes shown below.

FIA Homologated Vehicles

Class N3: Group N over 1400cc up to and including 2000cc:

Class N4: Group N over 2000cc

Class A6: Group A over 1400cc up to and including 1600cc

All other vehicles that comply with the 2006 MSA Technical Regulations

11 Feb 2006	<u>Wyedean</u>
11 Mar 2006	<u>Malcolm Wilson</u>
25 Mar 2006	<u>North Humberside</u>
22 Apr 2006	<u>Somerset Stages</u>
20 May 2006	<u>Red Dragon</u>
17 Jun 2006	<u>Dukeries</u>
8 Jul 2006	<u>Quinton</u>
2 Sep 2006	<u>Woodpecker</u>
23 Sep 2006	<u>Plains</u>
4 Nov 2006	<u>Cambrian</u>

The Championship web site www.btrdarally.com will be a source of news, live event results and information about the MSA English Rally Championship throughout the year.

THE GREEN BELT MOTOR CLUB / WICKFORD AUTO CLUB

THE HILLBILLY OAKINGTON TARMAC STAGES

SUNDAY 7 MAY 2006

60 stage miles

ENTRIES AT £170 FROM CHRIS DEAL

020 8803 0675 / 07940 819789

MARSHALS CONTACT RICHARD TODD

01727 862379

GREEN BELT MOTOR CLUB 2006 MOTORSPORT CHAMPIONSHIP

As at 01.05.06

Trent Park Trophy - All Motorsport Events

POSITION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Malcolm Wise	251	320	50	350												971
2	Ian Barnard	299	200	50	101	251											901
3	Paul Bowden	350	350														700
4	Martin Gould	299	131	149													579
5	Andrew Harris	179	251														430
=6	Gerry Moroney	50	350														400
=6	Charles McEnery	50	350														400
8	Frank Trueman	149	221														370
9	Stuart Parrish	350															350
10	Simon Higgs	89	200														289
11	Chris Carter	275															275
12	Chris Taylor	251															251
=12	Geoff Jackson	251															251
14	Paul Watkins	92	149														241
=15	Richard Warne	215															215
=15	Dave Males	215															215
=15	Alex Markham	215															215
=15	Paul Markham	215															215
19	Arun Dhanapala	200															200
20	Dave Wild	50	149														199
21	Philip Haydon	179															179
22	Clark Devey	149															149
=22	Brian Wood	149															149
24	Melanie Stiles	137															137
=25	Ed Britton	131															131
=25	Chris Meanwell	131															131

Trophy	Event					Date	Trophy	Event					Date
SV Stages	Oakington Stages					05.02.06	Chalk	North Weald Sprint					19/03/2006
SV Stages	Mini Tempest Longcross					26.03.06	Chalk	Tams Packaging N/Weald Sprint					16.04.06
TPT	Race Mallory Park					24.03.06	TPT	Race Snetterton					09.04.06
SV Stages	Spring Stages					09.04.06							

	Dropped Score	Maximum of 10 events per discipline	
--	---------------	-------------------------------------	--

Trophies

Single Venue Stages Trophy								
Driver								
POS	NAME	1	2	3	4	5	TOTAL	
	1 Gerry Moroney	5	100				105	
	2 Ian Barnard	83	5				88	
	3 Richard Warne	55					55	
	=3 Alex Markham	55					55	
	5 Ed Britton	27					27	
Co Driver								
POS	NAME	1	2	3	4	5	6	TOTAL
	1 Charles McEnery	5	100					105
	2 Martin Gould	83	5					88
	3 Dave Males	55						55
	=3 Chris Meanwell	55						55
	5 Paul Markham	27						27

Multi Venue Stage Trophy																	
Driver																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	1																0
Multi Venue Stage Trophy																	
Co Driver																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	1																0

Chalk Trophy- SPRINT																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	1 Paul Bowden	100	100														200
	2 Ian Barnard	50	17	67													134
	3 Andrew Harris	43	67														110
	4 Malcolm Wise	100	5														105
	5 Stuart Parrish	100															100
	6 Frank Trueman	33	57														90
	7 Chris Carter	75															75
	8 Chris Taylor	67															67
	=8 Geoff Jackson	67															67
	10 Simon Higgs	13	50														63
	11 Martin Gould	27	33														60
	12 Arun Dhanapala	50															50
	13 Paul Watkins	14	33														47
	14 Philip Haydon	43															43
	15 Dave Wild	33	5														38
	16 Clark Devey	33															33
	=16 Brian Wood	33															33
	18 Melanie Stiles	29															29

Thatcher Trophy Autocross											
Pos	Name	1	2	3	4	5	6	7	8	9	TOTAL
	1										0

Clubmans Trophy					Total	
Pos	Name	1	2	3	4	
	1 Malcolm Wise	251	320	50	350	971
	2 Ian Barnard	299	200	251		750

Clubwomans Trophy					Total	
Pos	Name	1	2	3	4	
	1 Melanie Stiles	29				29

Treasure Hunts					Total	
Pos	Name	1	2	3	4	

Secretary's News

North Weald Sprint – I am not sure whether it was the fact that this year our Sprint coincided with Easter Sunday; the previous problems with North Weald or just Green Belt, but we had a low entry and not much help from within the Club. For those that did enter or marshal a big thank you and to those who entered and helped set up & clear up an even bigger thank you. We were very close to not being able to run the event. The low numbers meant it was a relaxed day, although the tense battle for FTD was somewhat spoilt by a shower midway through the 3rd timed run. Paul Bowden timed his third run to perfection, crossing the finishing line just as the rain shower started and managing to master the course and set FTD by a few tenths of a second. For those that did attend they were treated to the sight of me on a bike. With no communication link between the timekeepers caravan and the event caravan it was essential so that results could be posted earlier and thanks to Richard Warne (again) we had the use of laptop and printer to have printed results sheets for display. This meant that results were emailed out the following evening. The laptop and printer were powered via the Club's newest acquisition, an inverter attached to my car battery (don't worry the Club only bought the inverter not the car). This was a far safer method of providing mains power rather than using a generator as we tried last year at the Autocross which burnt out a surge protector, saving the laptop at least.

I am writing this just after our AGM, which was a bit livelier than normal thanks to a debate on the magazine printing and distribution and subscription rates. I do not have enough time at present to get the minutes out for this issue of the Wayfarer so you will have to wait for next month's issue for the full story.

Looking ahead we have the Hillbilly Oakington Tarmac Stages on Sunday 7th May and entries are still arriving as I write this with the closing date just one day away. Motorsport News carried a half page story on the likely loss of the venue next year. Our event and the Club got a mention, so hopefully that will bring in a few more entries and hopefully marshals. If you can help please get in touch with either myself, Richard Warne or Richard Todd for marshals.

Now that Spring is here it is time for the treasure hunts to start. The first being one run by Mick Smith, 'the old fox' on Sunday 21st May. There should be an advert elsewhere in the Wayfarer. These are good fun and they get you to see parts of the countryside that normally you would not see.

Finally the last skiing trip of the season has been and gone, it was a week in Les Arcs in France. It was an enjoyable week with good snow and weather for the first week of April. In the past I have commented about the standard of driving on French motorways and it was noticeable that they have improved. One factor seems to be the introduction of speed cameras on the motorways, normally from cameras mounted in the back of unmarked cars parked behind concrete walls so that you have no warning. I did see on TV that in March the number of accidents in March had dropped by nearly 20%. Although that may be due to the number of demonstrations the French were having about their youth labour laws.

Chris Deal

New members – .

ROBERT'S RACING ROUND UP

So, RRRU is back for yet another season of reporting the exploits of Malcolm Wise in the Ford Saloon Car Championship - and any other club members who are involved in racing - when and if I find out about them!

Last year there were thirteen races in Ford Saloon Car Championship and Malcolm Wise finished it in fifth place overall and he won the

his World Rally Championship specification Ford Escort. This year there are several more of these 500+ bhp Escorts around.

Avid reader(s) with good memories will recall that Malcolm's new engine, which produced that sort of power, comprehensively expired at the penultimate race last year. It took him virtually the whole of the winter to rebuild it and it was not



With last year's class win under his belt, Malcolm poses with the Escort. Indications so far this year are that his work is going to be cut out to keep up with the competition.

Class A (over 2100cc) championship – albeit by a rather narrow margin.

For him to equal or improve on this performance this year will not be any easy task because there are two more events in this championship - and the competition has got tougher.

The only competitor that Malcolm was usually unable to beat, last season, was Steve Scott in

ready in time for the first race of the new season. In fact it was only just finished in time for the second event. On top of that his Escort Cosworth's handling is not yet up to scratch.

Having said that, he finished the first two races of the season in third and fifth places - which was not at all a bad start to what will be a long campaign.



The new season got under way at Mallory Park where 24 competitors turned out for practice. These included a trio of Scottish drivers – Stewart Whyte (Escort Cosworth), Andrew Gallacher (Focus Cosworth) and Chris Doherty (Fiesta Cosworth). All three had over 500 bhp engines in their cars and the Fiesta was reputed to have in excess of 600 bhp.

Although Doherty's Fiesta Cosworth was certainly a Ford it was not one the like of which had ever been made by the Ford Motor Company. Consequently it was not allowed to compete directly against the other Cosworth engined cars in Class A. Instead the race officials decided that it had to run in Class F - which is for Ford cars that do not fit into any of the other five established classes.

Malcolm's practice time of 51.8 sec (93.75 mph) put him in third place - behind Whyte and Gallacher and ahead of Doherty.



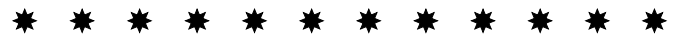
In the race, which was scheduled to be run over 20 minutes, Malcolm made such a good start, from the second row of the grid that he had to hit the brakes to avoid running into the back of the Whyte and Gallacher Escorts.

This braking was followed by a fumbled gear change, which allowed four or five other cars to stream past him. However it took Malcolm only a couple of laps to recover most of the positions that he had lost. But Craig Rainer's ultra rapid Escort Mk 2 proved to be a bit more if a problem and it was not until lap four that Malcolm passed this yellow car, so as to reclaim fourth place.

Once he had established a good lead over Rainer, he turned the turbo-charger boost down. He did this because the three leading cars were a good way ahead of him and there was obviously no chance of him catching them. He also did it because he wished to preserve his old engine – which he described to me as being “on its last legs”.

He took the chequered flag in fourth place, some distance behind Whyte, Doherty and Gallacher but was later promoted to third when Gallacher was excluded from the results for passing whilst yellow flags were being shown. As Chris Doherty's Fiesta was in a different class from Malcolm's Escort, the latter picked up the 14 cham-

pionship points for finishing second in Class A.



Malcolm's fan club (a.k.a. Green Belters Doug Williams, Ian Davies and Club Patron John Bowyer) were on hand at Snetterton to watch him competing in the second round of the championship.

His new engine, which produced 560 bhp on the dynamometer, was only completed and fitted into Malcolm's car two days before the race. At Snetterton it stubbornly refused to start for over 20 minutes but once Malcolm started practice things went a bit better - for a little while anyway.

Our chairman scorched around the familiar (to him) 1.95 mile long Norfolk track to record of a time of 1 min 18.4 sec (89.7 mph) - which was the third fastest practice time.

Trouble seemed to loom again when he had to make an unscheduled pit stop because smoke was coming from under the car's bonnet. A quick investigation showed this was due to nothing more serious than the gearbox having been overfilled with oil which had seeped out onto the exhaust manifold. More worrying was a slight water loss but this was eventually traced to a small crack in the water header tank. Thankfully it was not (as was at first suspected) due to anything being wrong with the cylinder head gasket - which would, of course, have been much more serious.

Steve Scott's Escort Cosworth had gone 1.3 sec faster than Malcolm's car in practice but blew up its engine in the process and was therefore unable to start the race. Consequently our man was promoted to starting the race from the front row of the grid beside the winner of the Mallory Park race - Scotsman Stewart Whyte



In the race, which was run in wet conditions, Malcolm did not make a very good start as he was still getting used to the new engine. Hence he found himself in fourth place as the 27 car field exited the first bend - Riches Corner.

The drivers who got ahead of him were Chris Doherty who had replaced his Fiesta Cosworth (which was ineligible for Class A) with an Escort Cosworth, similar to (but currently quicker than)

Malcolm's car and Brian O'Connor in his rear wheel drive Escort Cosworth RS500.

Things then went from bad for worse for Malcolm as the race progressed and the rain continued to pour down. His windscreen misted up and he was desperately trying to wipe it with the back of his driving glove whilst trying to maintain some speed. On the last lap Craig Rainer's Escort Mk 2 passed Malcolm and demoted him to fifth place overall - and in class.

* * * * *

With two of the 15 races completed Malcolm is currently in second place in the Class A Champi-

onship table - with 25 points.

Before the third and fourth races in the series (at Croix en Ternois in northern France) he plans to put some much better rear shock absorbers on the car, to improve its handling. He will also be fitting some equipment to ensure that the windscreen does not fog up again when it rains.

The new engine is not delivering power smoothly and he hopes that adjusting its electronic mapping will cure this. He is, however, somewhat concerned that it may require something more drastic - like fitting new camshafts!

ROBERT TAYLOR

We've just joined GBMC last month and are competing in a Peugeot 205 1.6 and plan to do several AEMC stage events this year. We are sponsored by my company The Footstool Company.

My son drives (19) and is a brand newcomer and I have nav'd many years ago.

We competed in the Spring Stages up at Sculthorpe last weekend, April 9th, on Alex's first ever event and finished a fine 24th overall and 6th in class, from approx 50 starters. Very pleased as we started as a learning day for Alex and refresher for me after 20 years off rallying, and by the middle of the day found ourselves getting progressively quicker, posting good times and occasionally beating our class contenders.

The day went great with only minor problems: failed noise test, mild over-heating, loose gear linkage, and detached air horns.



New member Paul Markham with son Alex and their Pug 205. Keep it looking like that, Alex!

WANTED



MARSHALS

THE GBMC/WAC OAKINGTON STAGES

SUNDAY 7th MAY 2006

CONTACT

RICHARD TODD ON 01727 862379

Langley Park Rally School

LEARN HOW TO RALLY DRIVE WITHOUT BREAKING YOUR CAR. LANGLEY PARK RALLY SCHOOL WILL MAKE THIS POSSIBLE. BEGINNER OR EXPERT CATERED FOR, OUR FRONT WHEEL DRIVE AND REAR WHEEL DRIVE RALLY CARS ARE PROFESSIONALLY MAINTAINED AND EQUIPPED TO A HIGH STANDARD.

THE STAGES HAVE A MIX OF SURFACES, HAIRPINS AND SWEEPING CORNERS TO BE ABLE TO POWERSLIDE THE CARS AROUND.

OUR COURSE IS HELD IN OPEN COUNTRYSIDE IN EAST ANGLIA ON PART OF A DISUSED AIRFIELD, JUST OFF THE M11, WITHIN EASY REACH OF LONDON, ESSEX, & HERTFORDSHIRE.

FOR BOOKING INFORMATION CALL:- 01279 777519

E-mail: langleyparkrallyschool@hotmail.com
www.langleyparkrallyschool.co.uk

PRIVATE OR CORPORATE EVENTS ARE AVAILABLE

Green Belt Motor Club

40th Anniversary Polo Shirts

In White or British Racing Green

All sizes catered for

Special Offer

£14.95

See Richard Warne at Club nights or Tel : 07715 480228

Discounts and Directory

Car Spares

**Delamare Road, Cheshunt
01992 639844**

Green Belt members get full trade discount on production of their membership card.

All types of pattern parts stocked. Full range of accessories, tools etc. etc. etc.

Latitude

**27 - 28 The
Service Road
Potters Bar
01707 663090**

Green Belt Members get 10% discount on all Ordnance Survey products on production of their membership cards (Note that they are open only on weekdays now)

Latest copies of the OS Map Finder Publication available free from Richard Warne.

R P M

**Redhouse Service Station, London Road, Ware
01920 460800**

Green Belt members get at least 5% discount on production of their membership card

Lots of competition parts and most of the products shown in the Ripspeed catalogues. Geoff Foot holds a copy of the catalogues. If anyone wants a look, give him a call.

The Directory

A list of handy places that members have found useful. Any additions to the list will be welcome

Harlow Motorsport, Edinburgh Way, Harlow, is fully equipped with a rolling road for competition cars. 01279 453486

Kalvin Tyres, 259 High Road, Broxbourne 01992 462728

Lee Industrial, Suez Road, Brimsdown. All types of fixings, screws and small tools etc. No min. charge, and open Sat morning. 0208 8053535

ParkSide Steel, Units 7/8 Mowlem Trading Est. Leaside Road, E17 OQ1 All shapes & sizes of mild

steel, min. chg £15.
020 8808 1484

Thames Stockholders Ltd., Unit 5W Woodhall Road, Redburn Industrial Estate, Ponders End. All non-ferrous metal i.e. alloy sheets, copper, al. bronze etc. Could be a min. charge. 0208 805 3282

Tilgear, Station Road, Cuffley. Wood and metal working tools etc. 01707 873434 At last they have their new catalogue out.

Upshire Car Breakers, Maxens Yard, Galley Hill Yard, Waltham Abbey. 01992 711305

Wheelbox - Caterham / Lotus 7 / Westfield specialists. Chris 01992 470480

Vauxhall Performance Spares Centre (standard road going parts only), run by Eddy. 01255 670670

Essex Star Gas - for LPG Dual fuel conversions - Les Holden 01255 852777

East Herts Signs - for car decals - No.3 Old Cross, Hertford, SG14 1HX 01992 553004 e-mail: EHS@oldcross.demon.co.uk

Garage Clearout

Most parts are for a Crossflow Ford Escort 1600

Starter Motor LRS102 2 Bolt fixing (as new)	£8	Prop Shaft RS2000 to Atlas one inch shortened	£45
Rear Drums, Back Plate, Brake Shoes, W/Cylinders & H/B Assembly	£50	Two Colway M/S Tyres 185/70/12 10mm Tread	£20
M16 Brake Callipers / Comp Pads (Good) vented Discs & Hubs	£100	Competition Short Stem Steering Racks	£15
Flywheels for sintered centre plate	£20	Competition Long Stem Steering Racks	£20
Cosworth 5 Port Dry Sump Pump	£60	Two Front Bilstein Inserts 260/60 (good)	£60
PolyV Water Pump & Pulley (Non Alternator)	£40	Alloy Rocker Cover	£20
Four to One Competition Exhaust Manifold 1.650 / 2.50 O/D	£40	Shock Absorber Bearing Mount (Very New)	SOLD
Oil Cooler sandwich plate, new	£10	Camshafts, Kent A6, A9, 1FR4 & Vulcan V111	£10
Dry Sump Remote Oil Filter Housing	£10	Pedal Box complete (Std Twin Cam)	SOLD
H/D, H/C Oil Pumps	£15	Pair 3 Point Full Harness Belts, Blue Good	£20
Tuffrided/ Balanced Crankshaft 1300 Crossflow	£50	Big Winged Baffled Sump & Pick Up	SOLD
Gearbox Escort Mexico Type (Dead)	£15	Steel Rocker Shaft, Posts & rockers (as new)	£45
Offers most welcome. See me at club nights or call:-		Various Std Flywheels	£10

Contact Richard Warne for further details :- Home 01992 302669

Mobile 07715 480228

Please someone buy this lot so Richard gets some room! - Ed.

Badminton has moved

GBMC Badminton division now plays at a smarter venue. Same night, Thursday, but half an hour later, 8.30 p.m. to 9.30 p.m. at the Hertswood Centre, Potters Lane, Borehamwood (close to the A1). New players welcome.

Please see Ian Davies at the Two Brewers most Wednesdays, or call him on 020 8882 4889

WANTED

Purple People Eater or similar. 1976 or earlier Fidenza, Capri, or... or... or... for classic motor sport. Any condition considered.

Please see Ian Davies at the Two Brewers most Wednesdays, or contact by phone. His phone number is 020 8882 4889.

Set of five 15" x 7" Sapphire Cosworth wheels with Hoosier slick tyres. Suitable for sprints or track days £250 .

Set of six Dunlop slicks suitable for 15" x 7" rims £85.

Contact Malcolm Wise on club nights, or call 020 8351 4953

TAILPIECES

Casting Repairs

Quick Crank Ltd. have now renamed to L & S (UK) and offer a full range of engine machining services, but of particular interest is their ability to repair castings which have cracked, or where a threaded hole has cracked or pulled out.

They are sited in Waterlooville, Hants, and their prices don't look too bad. There are several techniques available, and if anyone would like further details, please contact Geoff Foot.

Club discount on Haynes books and manuals.

Motor club members get 12.5% discount (with free post and packing thrown in as well). I have a complete catalogue of all Haynes books, so contact me (Geoff Foot) for further details. They will send you their free catalogue on request, or you can order through their website (and still get discount)

New books on F1, Ford GT40 and Rubens Barichello, plus re-issue of biog. of Gerry Marshall out now

Operator: "Ridge Hall, computer assistance; may I help you?"

Caller: "Yes, well, I'm having trouble with WordPerfect."

Operator: "What sort of trouble??"

Caller: "Well, I was just typing along, and all of a sudden the words went away."

Operator: "Went away?"

Caller: "They disappeared."

Operator: "Hmm So what does your screen look like now?"

Caller: "Nothing."

Operator: "Nothing??"

Caller: "It's blank; it won't accept anything when I type."

Operator: "Are you still in WordPerfect, or did you get out??"

Caller: "How do I tell?"

Operator: "Can you see the C: prompt on the screen??"

Caller: "What's a sea-prompt?"

Operator: "Never mind, can you move your cursor around the screen?"

Caller: "There isn't any cursor: I told you, it won't accept anything I type."

Operator: "Does your monitor have a power indicator??"

Caller: "What's a monitor?"

Operator: "It's the thing with the screen on it that looks like a TV. Does it have a little light that tells you when it's on??"

Caller: "I don't know."

Operator: "Well, then look on the back of the monitor and find where the power cord goes into it. Can you see that??"

Caller: "Yes, I think so."

Operator: "Great. Follow the cord to the plug, and tell me if it's plugged into the wall."

Caller: "Yes, it is."

Operator: "When you were behind the monitor, did you notice that there were two cables plugged into the back of it, not just one??"

Caller: "No."

Operator: "Well, there are. I need you to look back there again and find the other cable."

Caller: "Okay, here it is."

Operator: "Follow it for me, and tell me if it's plugged securely into the back of your computer."

Caller: "I can't reach."

Operator: "Uh huh. Well, can you see if it is??"

Caller: "No."

Operator: "Even if you maybe put your knee on something and lean way over??"

Caller: "Oh, it's not because I don't have the right angle - it's because it's dark."

Operator: "Dark??"

Caller: "Yes - the office light is off, and the only light I have is coming in from the window."

Operator: "Well, turn on the office light then."

Caller: "I can't."

Operator: "No? Why not??"

Caller: "Because there's a power failure."

Operator: "A power..... A power failure? Aha, Okay, we've got it licked now."

Do you still have the boxes and manuals and packing stuff your computer came in??"

Caller: "Well, yes, I keep them in the closet."

Operator: "Good. Go get them, and unplug your system and pack it up just like it was when you got it. Then take it back to the store you bought it from."

Caller: "Really? Is it that bad?"

Operator: "Yes, I'm afraid it is."

Caller: "Well, all right then, I suppose. What do I tell them??"

Operator: "Tell them you're too f**king stupid to own a computer!!!!!"

This is a true story from the Word Perfect Helpline, which was transcribed from a recording monitoring the customer care department..

ARTICLES for PUBLICATION

Thanks to contributors who have sent in articles for inclusion in the WAYFARER. Please continue to send in those reports and articles to me (Geoff Foot) at my address (on the back page), or to my email. Please note that my fax is now broken!

The **final** copy date for next month's issue is:
Friday 26th May 2006

Surely **YOU** could have filled this space?



