

WAYFARER

The Magazine
of
THE GREEN BELT MOTOR CLUB

August 2006

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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

A few weeks ago I went to the le Mans Classic event with chairman Gerry Thurlow, meeting up with Lotus stalwart Ron Welsh and son Kevin. In keeping with the nature of the event Ron had chosen a Lotus Europa from his stable, and his mate Colin took his Lotus instead of his Aston. I should think that nearly every classic car capable of motion was either there or at Goodwood - incredible. A pity that the events coincided. It was entertaining just walking round the car parks, and with the club displays centred on the Bugatti (short) circuit area there was a complete overload of classic sports cars - enough to satisfy even the hardest of enthusiasts. We met Richard and Derek MacCarty taking lunch next to Richard's Ferrari in the club compound - all very civilised.

The paddocks were open if you had a ticket (which the ACO threw in for free if you were a member - which Gerry is), although the guardians of the gates to the various paddocks (six - one for each class) seemed to vary in their approach almost as much as the cars. Real historic machines from way back were on the same bill as cars which to me looked almost indistinguishable from today's racers. The lap times varied as much as the cars, which is why the event consisted of a number of different "miniraces" to keep the classes apart. I thought that it was handled very well, even down to the classic le Mans start, albeit after that "start" there was a formation lap to allow those drivers who found it an effort to break into a gentle trot (some of the drivers were fit in the modern style, others more in the "classic" mould) to find their rightful place on the rolling grid. This culminated in a rolling start. The whole package kept going for the 24 hours, each class doing three stints on the track, each stint having an

obligatory pitstop, where there could be a change of driver. All very entertaining, especially if you like to see the old machinery being driven as it should be.

Unfortunately the Classic also coincided with the GBMC two day autocross, which I had intended to do. I had hoped that a projected change of date would have allowed this, but it was not to be. It would have meant a bit of graft to ready a car, but it would have been worth it, as I haven't been out for what seems like ages. Our next event is the autocross on 1st October, and I will definitely aim for that one. The other rounds of the autocross championship all seem to take place a long long way away, and it's a toss-up as to whether it's worth the effort in the standard car class.

Just to put things into perspective, I should point out that a million miles away a tragedy is taking place. Even by the reckoning of Kofi Anan, who is usually restrained, war crimes are being committed by Israel, attacking civilian targets. Hezbollah, it must be said are not the innocent victims in all of this, but it is the people of Lebanon who are paying a terrible price.

I had intended to write a lot more, but the situation is almost beyond discussion. It has almost the character of a blood feud, where there can never be an end, save for the total destruction of one side or the other. Why is the West involved? One thing - oil. If the middle east conflicts were taking place in Africa or the Far East the US (and therefore the poodle UK) wouldn't care tuppence (except for some crocodile tears). Anybody know where we can get cheap bio-fuel?

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

Sunday 24th September - Last Chance Treasure Hunt

Sunday 1st October - Autumn Autocross



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 August 2006

DAte	Event	Club	Area	Type
13.08.05	Tempest Rally Sprint	Sutton & Cheam MC	Bramley Forest	Gravel
02.09.06	Woodpecker Stages	BTRDA	Ludlow/Radnor	forest
03.09.06	Longcross Stages	London Irish MC	Longcross	Tarmac
10.09.06	Bomb A Long	Middx County	Oakington	Tarmac

Essex Charity Stages

We had a great result and finished 2nd in class from 6 starters, and 22nd overall. This was very encouraging in only our 3rd start of the year and first 'loose', non airfield, event.

First 2 stages went fine, but on Stage 3 Sandbeach we had to stop to repair a gear linkage near the end of the stage, losing almost 2 mins.

This put us well down. Really competitive times on rest of the day's stages, and particularly on the 2 Wraywick 8 milers, saw Alex pull all the time back. And thankfully no major car problems, after we had changed the engine the week before, due to a blown head gasket on the Abingdon Carnival stages 3 weeks earlier.

We were very pleased, as we were able to pip our nearest AEMC rival (in the same car - standard Peugeot 1.6 gti) by 1min 11secs at the finish.

Also many thanks to the supportive GBMC marshals we met on the day at Wraywick - this was a great stage.

Paul & Alex Markham, Car 29

P.S. If anybody knows anyone that took any pics on the day, especially in the Bridgewick or Round Barn buildings on Wraywick, please let me know (or contact the editor).

Paul Markham

Competition Chat

Congratulations again to Club Member Gerry Moroney; on his recent trip to Longcross for the single stage event he picked up another FTD. With all this silverware is a new Trophy Cabinet on order?

Congratulations also to Dale & Jo Glover from deepest Kings Lynn with the birth of their daughter Lucy. Sleepless nights I remember them well, what great times!!!

The last couple of months has been very quiet on the motorsport front, I must be getting withdrawal symptoms. The Car Spares Escort has had a small make-over - the paintwork was in need of some tender loving care. The suspension was all changed ready for the Essex Charity stages, pulled the gearbox out and sorted the oil leak, big thanks to Ian Barnard at IPB motors for his assistance.

I always look forward to the Wickford's Essex Charity Stages. This event is a real test of man and machine, the stages are fast and demanding - a full selection of tarmac & loose surfaces with the famous grass sea wall stages, good entertainment value,

Only three Green Belt crews entered to date, I managed to persuade one of our new club member Richard Bunn to sit in the hot seat for this year's event, in my 1600 Zetec powered Escort MkIV RWD, and Ian Barnard and Simon Higgs in the IPB motors RS2000 Zetec powered Escort. Full report next month.

And Alex / Paul Markham in their Peugeot 205 GTI 1600 will make up the 3rd crew.

IPB Motors Two Day Autocross

What a weekend, good racing, great weather, what more can you ask for. Full report next month.

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 event or maybe not !!

Rally of Wales 2006

I know it is only July but time passes so quickly. Put a date in your diary for this year's event, we will again be heading for darkest South Wales to Marshal on the event. The event is a little later this year in contrast to the summer conditions of 2005.

The Date is Saturday 2nd December

Millbrook Stages 29th May 2006

The Green Belt marshalling team was out again to Marshal on the West Essex Car Club Millbrook Stages on Bank Holiday Monday 29th May. Those of you who were not there missed another great day's entertainment.

With the weather changing every hour or so, it was dry then wet then damp, a few competitors were caught out. We made our camp at our usual spot at the merge, where we had great views of a number of tracks.

Only two Green Belt Crews entered this year's event IPB Motors RS2000 Ian Barnard / Martin Gould in the Clubman's category, and Simon Gudgeon, Metro 6R4, in the National Rally. Ian took stage one with care and was only 15/21 quickest, but by stage 9 had put in a top 5 time, can't be bad. By the final stage Ian/Martin had pulled up to 7th Overall and picked up the award for 3rd in class. For Ian's first Millbrook what an achievement.

Simon Gudgeon in his rapid Metro 6R4 was putting in consistent times putting him just outside the top 10, on Stage 10 posting a time good enough for 11th overall. Unfortunately during the day he picked up a couple of time penalties which dropped Simon to 17th Overall and 7th in Class.

Rally School 2006

Our popular Rally School (theory) is now over for another year, unfortunately not very well supported this year, should further interest grow this year we may hold a further session in the Autumn

Championship Tables

It has been quiet on the championship front for the last two months apart from Malcolm Wise with his race results and Paul Markham who competed on the recent Abingdon Carnival Stages. The Autocross re-

sults have been included, when I find my copy of the Essex Charity stages, the points will be included next months Wayfarer is there nobody competing, surely not!!!!!!!!!!!!!!!

2006 Club Championship

FROM THIS YEAR THERE WILL BE A CHANGE TO THE SCORING OF POINTS FOR THE TRENT PARK TRO-

Home Counties Autocross Championship 2006

We have had a delay in producing this year's championship details, due to a whole raft of problems, moving on we have a championship. Please support the events, Autocross has had a bumpy ride a few years back and these type of events were almost extinct. After last year's support on the two Green Belt events we have turned the corner. We have eight events in this year's championship starting off with the Bournemouth event on 24th June.

I have a supply of registration forms please ask.

This years Calendar consists of:-

Date	Organising Club
24 June	Bournemouth
8 July	Green Belt Motor Club
9 July	Green Belt Motor Club
13 August	Southsea MC
27 August	Witney MC
9/10 Sept	Central Sussex MC
17 Sept	Wickford AC
1 October	Green Belt Motor Club

PHY

CHANGE : POINTS WILL BE AWARDED TO A MAXIMUM OF 10 EVENT PER DISCIPLINE.

Maximum events for The Trent Park Trophy remains at 15 events

MSA BRITISH RALLY CHAMPIONSHIP

2006 Provisional Calendar of Events

- 13/14th May - Pirelli International Rally
- 7/8th July - Join 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
24th September	Last Chance Treasure Hunt
1st October 2006	Autumn Autocross
22nd October 2006	Oakington Stages

**The BK Competition Tyres, Ward Construction
AEMC Stage Rally Championship**

**Contact :- Clive Taylor Phone 01284 788095
Mobile 07771 644202
www.taymormotorsport.com**

Date	Event	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	Rockingham Stages	Middx Stages	Rockingham	Tarmac

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

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

11 Feb 2006	<u>Wydean</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.

GREEN BELT MOTOR CLUB 2006 MOTORSPORT CHAMPIONSHIP

As at 20.07.06

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	251	50	251	287	269							2079
2	Ian Barnard	299	200	50	101	251	50	260	308								1519
3	Andrew Harris	179	251	50	275	275											1030
4	Paul Bowden	350	350	296													996
5	Simon Higgs	89	200	50	200	230	221										990
6	Richard Warne	215	242	308	179												944
7	Martin Gould	299	131	149	50	260											889
8	Gerry Moroney	50	350	350													750
=8	Charles McEnergy	50	350	350													750
10	Chris Carter	275	314														589
11	Melanie Stiles	137	200	200													537
12	Stewart Batey	221	308														529
13	Chris Taylor	251	221														472
14	Frank Trueman	149	221														370
15	Stuart Parrish	350															350
16	Lee Brooks	149	149														298
17	Paul Watkins	92	149	50													291
18	Alex Markham	215	50														265
=18	Paul Markham	215	50														265
20	Geoff Jackson	251															251
21	Steve Tammadge	242															242
22	Stuart Simpson	221															221
=22	Neil Burgess	218															218
24	Dave Males	215															215
25	Arun Dhanapala	200															200
=25	Simon Gudgeon	200															200
27	Dave Wild	50	149														199
28	Bob Batey	92	92														184
=28	Philip Haydon	179															179
30	Richard Kirby	173															173
=30	Keith Perry	158															158
31	Clark Devey	149															149
=31	Brian Wood	149															149
33	Shaun Lytollis	137															137
34	Ed Britton	131															131
=34	Chris Meanwell	131															131
36	Anita Higgs	50															50

Trophy	Event	Date	Trophy	Event	Date
SV Stages	Oakington Stages	05.02.06	Chalk	North Weald Sprint	19.03.06
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	SV	Hillbilly Oakington Stages	07.05.06
SV Stages	Longcross Stages	21.05.06	TPT	Race Pembrey	13.05.06
TPT	Race 2 Pembrey	13.05.06	Chalk	Debden Sprint	14.05.06
TPT	Race Croix	29.04.06	TPT	Race Donington	26.05.06
SV Stages	Carnival Stages	11.06.06	SV S	Millbrook Stages	29.05.06
TPT	Race Mallory Park	02.07.06	Thatcher	IPB Autocross	8/9.07.06

	Dropped Score	Maximum of 10 events per discipline	
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Trophies

<u>Single Venue Stages Trophy</u>							
<u>Driver</u>							
POS	NAME	1	2	3	4	5	TOTAL
	1 Gerry Moroney	5	100	100			205
	2 Ian Barnard	83	5	5	70		163
	3 Richard Warne	55	64				119
	4 Alex Markham	55	5				60
	5 Stuart Simpson	57					57
	6 Simon Gudgeon	50					50
	7 Shaun Lytollis	29					29
	8 Ed Britton	27					27
	9 Simon Higgs	5					5
	=9 Andrew Harris	5					5

<u>Co Driver</u>								
POS	NAME	1	2	3	4	5	6	TOTAL
	1 Charles McEnery	5	100	100				205
	2 Martin Gould	83	5	5	70			163
	3 Steve Tammadge	64						64
	4 Paul Markham	55	5					60
	5 Neil Burgess	56						56
	6 Dave Males	55						55
	7 Chris Meanwell	27						27
	8 Anita Higgs	5						5
	=8 Paul Watkins	5						5

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

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

<u>Chalk Trophy- SPRINT</u>																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
	1 Paul Bowden	100	100	82													282
	2 Chris Carter	75	88														163
	3 Ian Barnard	50	17	67													134
	4 Simon Higgs	13	50	50													113
	5 Andrew Harris	43	67														110
	6 Malcolm Wise	100	5														105
	7 Stuart Parrish	100															100
	8 Frank Trueman	33	57														90
	9 Chris Taylor	67															67
	=9 Geoff Jackson	67															67
	11 Martin Gould	27	33														60
	12 Arun Dhanapala	50															50
	13 Paul Watkins	14	33														47
	14 Philip Haydon	43															43
	15 Richard Kirby	41															41
	16 Dave Wild	33	5														38
	17 Keith Perry	36															36
	18 Clark Devey	33															33
	=18 Brian Wood	33															33
	20 Melanie Stiles	29															29

<u>Thatcher Trophy Autocross</u>											
Pos	Name	1	2	3	4	5	6	7	8	9	TOTAL
	1 Andrew Harris	75	75								150
	2 Stewart Batey	57	86								143
	3 Richard Warne	86	43								129
	4 Simon Higgs	60	57								117
	5 Melanie Stiles	50	50								100
	6 Ian Barnard	86									86
	7 Lee Brooks	33	33								66
	8 Chris Taylor	57									57
	9 Bob Batey	14	14								28

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

<u>Clubwomans Trophy</u>					Total	
Pos	Name	1	2	3	4	
	1 Melanie Stiles	129				129

<u>Treasure Hunts</u>					Total
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Secretary's News

Having had a quiet month, hence the absence of a magazine at the start of July we have had a bit of activity now that the World Cup is over. Perhaps it was the footie that kept everyone at home on the night of the Concours as we had a grand total of zero entries. The other reason may have been the hosepipe ban.

Sunday 2nd July saw GBMC well represented at the Wickford AC Essex Charity Stages assisted by half a dozen or so marshals from the Club. We ended up manning a stage start and providing two radio crews, plus the course closing car for the stage we manned. The stage commander was Peter Nathan; the start crew was Fran & Richard McCarty with Simon Hudswell and myself on radio; Marcus Foreman and Vic Baker manned a mid-stage radio point on the sea wall. It was a very hot and dusty day, but other than a few minor delays all went well. As for the GBMC competitors I suspect Richard Warne will have a few stories to tell.

The following weekend was the IPB Motors Oakington two day Autocross. Joining us for the weekend were the Minicross Drivers and several members of the Cramlington & District MC, who had a long trip down from the Newcastle area. The weekend was enjoyed by everyone and we had no real problems with the event, apart from the fact that we needed more entries from the local area. If had not been for the Minicross Drivers and those from Cramlington & District MC we would have had to cancel. Again Richard will no doubt have a few stories to tell from the competitor's angle. The Saturday saw Ian Barnard in the role of Clerk of the Course for the first time and he handled it well and seemed to enjoy it towards the end of the day. Dave Males took over on Sunday so that Ian could have a go, which was only fair as he sponsored the event. The marshals did well as always, staying at their posts on two fairly hot and dusty days.

One week later and it was the Warner Celnik Scatter Treasure Hunt organised by Des Meldrum and Donald Berry. Again I could not make it due to a Sprint at Debden and the fact that it was my birthday. I believe there should be a report elsewhere in the magazine.

At the AEMC meeting in July we had news that Oakington may be lost to the developers earlier than we thought. Discussions are going on to try to resolve the situation and hopefully we will be able to publish our October stages regs in the September magazine.

I have recently moved offices so I have a new work telephone number should you need to get in touch with me at work, it is 020-7150-8721.

So what is coming up for GBMC members; well August is traditionally a quiet month and this year is no exception, although GBMC will be at Donny South with the AEMC to promote Motorsport to the cruising boys on 12/13 August at North Weald. The event also coincides with the National Motorsport week. Richard Warne is organising things, so if you think you can help get in touch with him.

We hope to have a gallery of Club members in action on the web site. So if you have any good ones let Ed Davies have them. We also hope to have two new GBMC stickers available soon courtesy of Steve Tammadge at TAMS packaging. The smaller one designed for normal road cars will be sent out to all Club members and the other larger one for competition cars will be sent to those members who have scored championship points this year. Of course that is not to stop anyone else having them, just ask myself or Richard Warne once you have received the smaller version.

Finally have you heard how Bernie Ecclestone intends to liven up F1 racing in 2008 – well Microsoft have won the contract to supply the ECU programs for the cars, so no doubt there will be random crashes and cars stopping whilst the onboard computer re-boots.

Chris Deal

New members – Allan Bayman, Bob & Stewart Batey.

THE CELNIK SCATTER

Sunday 16th July - a scorching hot day - saw the organisers and this member (Ian Davies) enjoying "brunch" at the Trent Park Café by the large car park which was to be the start of Desmond's and Donald's annual Treasure Hunt.

Signing in and handouts completed on time at 1.30 p.m. - then lots of plotting and mulling over time penalties etc. Only one map reference was wrong - obviously, and the organisers made sure everybody knew what it should be. At 2 p.m. we were more or less ready for the off. But not too quick, Louise said; and while David (Hughes) started the engine and line up on the grid, or at least pointed the car out of the car park slot, Louise and I searched out the start clues. Nobody tells you there are going to be clues at the start; your first indication is when you receive your time sheet at 2.01 p.m. But none of the three crews was caught out, and the questions were tricky but not too tricky to answer.

Then off and away - down to the main gate, but do we go left or right? The route was random with questions at map references, but it seemed that there was an obvious way to go, except for the first reference at the end of a no through road coming into Hadley Woods from the west (Trent Park is just east of Hadley Woods). Do we avoid the speed bumps in Beech Hill or the road works in East Barnet Village? We chose the Beech Hill route, and luckily the bumps were not too bad.

I won't list all the questions - just one favourite.

Strong tools for civic purposes perhaps? Honda power equipment - the obvious board, hardly fitted, did it? The "equipment" was lawn mowers and suchlike, hardly suitable for building civic centres etc. so we walked south, we walked north, we walked west and east, searching for something else. And then the penny dropped. Civic is of course a Honda car, and the answer had been staring us in the face all along.

A little bit of suburban motoring because of clues north and south of Potters Bar, then off into the very pleasant lanes of Hertfordshire.

Timing didn't seem too tight so we took in an extra clue, involving extra mileage, before the tea stop, which doubled up as special stage one. This was the little known but very pleasant Mill Green museum between Hatfield and Welwyn Garden City. Nice tea and scones sitting outside in the sunshine, but the special stage questions were ambiguous and had to be scrubbed.

Special stage two was the ubiquitous train ride - this time from St. Albans Abbey station to Bricket Wood - again we seemed to have time to spare and did one clue "early".

David answered his questions on the drivers' "route", and Louise and I found ours at Bricket Wood station without too much difficulty.

Then - panic - I should have known. The train trip instructions were to be at St. Albans at 6.15 p.m., and quite predictably it was 6.40 p.m. by the time we met up at Brickets Wood, and we were due to finish at 7.01 p.m., 5 miles and 3 questions away. Doing one clue "early" wasn't enough - we could and should have done 2 or even better 3 of the last clues before the train ride. So rush and cut and lose points.

We thought we'd blown it initially. Robert, Malcolm, and Doug were declared winners, but Louise's eagle eyes checked the sheets and a recount was done. And we'd won by just 2 points (60 penalties compared to 62 by Robert and co.) - so it's my job to put pen to paper yet again!!

Thanks to Desmond and Donald for a very enjoyable event. Only disappointment was that only 3 crews entered. Hope we get more for Robert and Doug's "Last Chance" on September 24th. See you then.

Ian Davies

Results

1st	David and Louise Hughes, Ian Davies
2nd	Robert Taylor, Doug Williams, Malcolm Wise
3rd	Gerry Thurlow, Geoff Foot, Brian Aldridge

ROBERT'S RACING ROUND UP

A couple of mediocre performances have ensured that Malcolm Wise is sadly now out of contention for victory in even the Class A (over 2100cc) in the 2006 Ford Saloon Car championship.

His results in the two races in which he has competed since the last RRRU was published have pushed him down to sixth place in the Class A championship table. He is now a massive 61 points behind the class leader Stewart Whyte.

Our chairman thought that he had solved the handling problems that have dogged his Ford Escort Cosworth's performances in most of his races this year.

That proved not to be quite the case at his first event when he went off the - admittedly wet - track and spent most of the rest of the race catching up. It was more or less true at his second race - but a major engine problem robbed him of a possible win at his event.

So the results sheets, which show finishes in fourth and fifth places, do not by any means tell the whole story. To get that you will have to read on!

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Prior to the first race - which was at Donington - two new rear tyres were fitted to the car and the corner weights were checked and adjusted by making changes to the springs. The combination of these two changes improved the car's handling significantly and Malcolm had no complaints about how it performed during the practice session at the 1.95 mile long Leicestershire track.

Although the car was now handling much better Malcolm admitted that he had not really regained sufficient confidence in it to throw it through the corners at the absolute limit. His time of 1min 19.9 sec (88.2 mph) was 2.9 seconds off the pace of pole position man Steve Scott in his World Rally Championship specification Ford

Escort Cosworth and was fifth fastest overall.

He was only 0.9 sec behind the slowest of the all conquering Scottish trio of Chris Doherty, Andrew Gallacher and Stewart Whyte - who all have similar cars to Malcolm's Ford Escort Cosworth. Consequently he was quietly confident that he would pick up one or two places during course of the race.

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The race was run over the usual duration of 20 minutes - and in pouring rain. Malcolm made a good start, from the third of the 16 rows of the starting grid, and he immediately overtook Andrew Gallacher - who had started from the second row.

They then both went into the first corner, Redgate, a bit too fast and spun off into the gravel trap. During course of their gyrations the rear end of Gallagher's car hit the left rear corner of Malcolm's Escort car. Fortunately it did not do any harm to the rear suspension but it did quite badly damage a body panel.

It took Malcolm several tries to restart his car's two litre Cosworth engine which had stalled during the spin. Once he had got it going again, and selected reverse gear, the track marshals had almost pushed him out of the gravel trap - but all of the other cars in the race had gone past him.

He then got going and started his pursuit of the rest of the field. The first car that he overtook was not actually another competitor but the safety vehicle which follows the cars round for the first lap!

The next ten laps of Malcolm's race consisted of him carving his way back up through the mammoth 32 car field. After ten laps he had disposed of most of the slower cars and was back up into fourth place.

"I had to pick my moments carefully to get past the other cars as some of them were very much on a par with me and I had to take into account

the fact that the track was very wet" Malcolm told me after the race.

Although he was lapped by race leader Steve Scott, Malcolm then made a conscious effort to press on and stay with him for the last three laps of the race.

He was pleased to find that he could do this without too much difficulty and stayed right behind him until the chequered flag was shown.

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The body damage was repaired and a different design of front bumper was fitted to the car in time for next round of the championship - which was at Mallory Park in Leicestershire. New and larger rear tyres were also fitted to improve the Escort's handling.

The practice session, which was run in hot weather, went very well for Malcolm. During the course of 17 flying laps of the 1.35 mile track he clocked a best time of 50.66 sec (95.9 mph).

For the first time this year he was on the front row of the starting grid and was ahead of all three of the Scottish competitors. Steve Scott, however, still managed to beat him to pole position - by going 1.16 second faster.

Malcolm was very pleased with this result and felt confident that he would be able to press hard for the lead in the race

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It transpired that Malcolm was on his own at the head of the 19 car field because Steve Scott's Escort Cosworth WRC suffered a misfire, and pulled into the pit road at the end of the warm up lap.

So, once the starting lights turned to green Malcolm made one of his best starts of the season. As the field hurled itself into the first corner, Gerrards Bend, our man had several car lengths

lead over Stewart Whyte's Escort Cosworth.

Unfortunately his car had developed a problem in practice without him realising it. The Cosworth engine's cylinder head gasket had started to deteriorate. It had been necessary to put a little bit more water into the cooling system after the practice session but Malcolm did not think that this signified a serious problem as everything was otherwise working so well.

He was wrong because there actually was a serious engine problem. It manifested itself as soon as he turned the turbocharger boost up to maximum on the back straight during the first lap.

A misfire immediately started and in next to no time Whyte caught and passed him. He managed to retain second place for a few more laps but as the car's performance got worse he slipped down the order to eventually finish in fifth place - as the last unapped competitor.

After the race he told me "I was lucky still to be running at the end of the race. I should really have pulled off earlier because the damage to the engine when it gets this hot is quite horrific."

He has paid the price for this misjudgement as he had to repair the distorted cylinder head and do quite a lot of a work on the valves - although the oil did a good job so there was no damage to the bearings and the pistons.

Nevertheless he is now involved in a pretty serious engine rebuild job which will be certain to make him miss the next race in the series.

ROBERT TAYLOR

GREEN BELT MOTOR CLUB
NEW LAST CHANCE
TREASURE HUNT

Sunday 24th September

Start at The Crooked Chimney PH

On B653 near Wheathampstead

(MR 166 / 210123)

(Meals and snacks available)

Assemble from 1pm, start at 2pm

OS Maps 166 & 154 required

Entry Fees:

£7.50 per car (2 person crew) plus £2.50 per extra person

FURTHER INFORMATION FROM:

ROBERT TAYLOR

DOUG WILLIAMS

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PRIVATE OR CORPORATE EVENTS ARE AVAILABLE

Green Belt Motor Club

40th Anniversary Polo Shirts

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All sizes catered for

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£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.

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.

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.

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, aluminium 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

The other day I received an e-mail from a friend with this note, followed by a unique method of taking the edge off for a moment.

"If you've had a rough day, here's a stress management technique recommended in all the latest psychological texts. It really works. Just take a few seconds and focus on each step."

1. Picture yourself near a stream.
2. Birds are softly chirping in the cool mountain air.
3. No one but you knows your secret place.
4. You are in total seclusion from the hectic place called "The World".
5. The soothing sound of a gentle waterfall fills the air with a cascade of serenity.
6. The water is crystal clear.
7. You can easily make out the face of the person you're holding underwater.

8. See, you're smiling already.

* * * * *

Canonball racers forfeit their cars

Two estate agents have had their cars confiscated after being caught driving at more than 150 mph in the Cannonball run, a rally from London to Rimini in Italy.

Marc Sharifi, 37, from Ongar, Essex, lost his £100,000 Ferrari 360, and Gerald Harrison, 25, of Glasgow, forfeited his £70,000 Porsche 911 after a French court invoked a law allowing confiscation if speeders do more than twice the legal limit.

So it ain't just the rednecked Sheriff who is a baddy on the cannonball!

(Cutting supplied by Gerry Thurlow)

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 25th August 2006

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



