

A CUT ABOVE THE REST

Some of the race-organising clubs must be looking uneasily over their shoulders at the moment. Why? Because a club which has recently returned to the MSA-affiliated fold brings a fresh approach to racing which could change many people's thinking.

For instance, it has only four main groups of vehicles which all have to be standard and use standard fuel. The regulations are blindingly simple and say in bold type 'If it doesn't say you can do it, you can't do it'. Entry fees average £10 plus £5.50 insurance for a whole afternoon's racing (you can pay online); transponders are mandatory and can be hired from the club if necessary.

And there's no shortage of marshals – teams have to supply them for long distance events, while after any meeting *everyone* has to get stuck in to clean up the track and put away equipment, in fact prize-givings don't start until that has been done.

But, I hear you cry, there must be a downside. Well, if you're besotted with speed I suppose there is because race averages are usually only around 45-50 mph because – and perhaps I should have mentioned this earlier – I'm talking about racing organised by the British Lawn Mower Racing

Association (motto *Per herbam ad astra*). The Association – see www.blmra.co.uk – which is over 30 years old, was formed in a pub (why am I not surprised?) by a bunch of enthusiasts concerned about ever-increasing costs in motorsport; it aims to provide inexpensive racing, usually between May and October. There are no cash prizes (any money generated is given to charity) and commercialism is discouraged.

Eccentric? Of course. And why not? But that doesn't mean safety is neglected. Helmets have to be worn; no bare arms or legs are allowed, and stout footwear and protective clothing is strongly recommended. Cut-outs are mandatory, to kick in if you lose contact with your machine. And, quote, 'Novices will remain such until told otherwise.' Quite right too.

Boadicea, perhaps the best known woman driver in the sport, wouldn't approve because it would mean modifying her chariots but, sorry Bo, cutting blades have to be removed to stop involuntary pedicures while you're racing.

Like many sports, ours is sometimes in danger of suffocating on its own self-importance so anything helping to keep feet on the ground (literally in the case of Group 1 mowers because you run

behind them) and as oddball as this racing is to be applauded.

Stirling Moss has won a couple of their 12 hour races, while enthusiasts still get moist eyed remembering the time the greatest all-rounder our sport has ever seen, Edgar Jessop, went off at the first corner in a long distance race, created a crop circle in the shape of an MSA logo in an adjacent field, and *still* managed to win by three grassbox lengths. Rivals, aware of his dietary fads, claimed the win was wind assisted but I think we can discount that. We shall not see his like again.

Hub of the sport is in Wisborough Green so inevitably that is known as the UK's Mowtown (you didn't think I'd get through this without puns, did you?). They don't hang out pit signals saying 'Last Lap' but 'One Mow Time'. The famous painting in the Louvre is actually of one of the early women racers – Mona Lisa; other drivers have included the Lawn Ranger and Geronimo. Personally, I hope Stirling competes again, with a Group 2 roller-driven machine this time, and that the organisers carefully clear the track of all pebbles so that we can demonstrate that 'a rolling Moss gathers no stone'.

Please yourself.

Stuart Turner.

KARTING

Fuel Testing

The MSA recently advised that fuel testing at events will be more actively carried out in the future.

All major kart championships and the majority of lesser series already use fuel testing as a standard routine activity. This is principally because they operate on control fuels to help level the playing field and 'control' costs rather than the inevitable free for all with spiralling budgets.

Typically this means that pre-nominated and random samples are taken during each event for either trackside testing or at an approved laboratory. In the case of trackside tests a sample is requested from the nominated competitors and subjected to gas chromatography tests or acceptable alternative methods often referred to a fingerprint test. This sample test result is compared to the reference control fuel previously sampled and if this shows contamination by anything other than kart engine lubricating oil the fuel will be deemed illegal and reported to the Clerk of the Course for action.

Should there be grounds for doubt further samples can be requested to be taken from the kart tank and these will be sent away for laboratory tests; the kart having been held in parc ferme whilst the tests are conducted.

It is worth noting that any contamination will affect the fingerprint and all fuel lines and the tank should be cleaned through before using control fuels.

AUTOSCENE



REVIEWS FROM



POCKET GUIDES

Triumph TR6, MGB/MGBGT both by Roger Williams – and **Jaguar E-Type 3.8 and 4.2 litre** by Peter Crespin are the latest subjects in Veloce's excellent *The Essential Buyers Guide* series £9.99 each.

These handy A5 60-pagers could help prevent you buying a dog, so are a good investment, but more specialists could be listed. See www.velocebooks.com or call 01305 268864.

MEMORIES OF JAMES HUNT ISBN 1 84425 215 9

Christopher Hilton, Haynes Publishing, £19.99

Everyone in motor racing it seems has a James Hunt story, and the prolific F1 reporter Christopher Hilton came up with the inspired idea of a book

featuring the strongest of these anecdotes. The result is a hugely enjoyable read covering all aspects of Hunt's complex character and wild life. As well as his legendary rise to F1 glory, the book highlights his hell-raising antics, problems with drink and drugs, breeding budgies, sex life, TV work and bravery. A compulsive read.

HEROES OF BROOKLANDS ISBN 1 84425 315 5

First published in the early '90s as two books, *Brooklands Giants* and *Aero-Engined Racing Cars at Brooklands* have been reissued by Haynes as one essential 318-page volume. No one knows more about these wonderful racing leviathans than Bill Boddy, and his fastidious research on these brave drivers and monster cars

makes an engrossing read. Great value at £35.

THE CLASSIC CAR BOOK

The Essential Guide to Buying, Owning, Enjoying and Maintaining a Classic Car ISBN 1 84425 231 0 **Andrew Noakes, Haynes Publishing, £17.99**

If you're keen on getting your first classic car, but have no knowledge of how to go about it, this will provide the basics. The chapters are laid out logically to take any novice through the initial buying process and right up to what clubs to join and which events to participate in. Pictures are colour throughout, and sharp close-ups major on teaching the reader how to scrutinise those all-important details. Chapters cover Buying, Care, Repair, Improvement, Driving, Breakdowns and Enjoyment with a final consideration of 50 classics you might want to bear in mind as potential first classics. It's nearly

all in there, though why no explanation of the differences between imperial and metric fasteners, or how to enlarge a garage to work on your classic rather than assume all newcomers want to repair everything on the cars themselves? Even so, this is a handy adjunct and first reference for any newcomer to the world of classic motoring and useful information to have all in one book.



COD FILLET QUIZ

1. For which racing series was the Johnsons Wax Company trophy awarded?
2. In 1992 the British Women Racing Driver's Club was founded...who by?
3. In which race did the Jaguar D Type give the marque its first victory?
4. What size engine was fitted to the original Austin Healey 100 BNI?

ANSWERS ON PAGE ii

WAYFARER

The Magazine
of
THE GREEN BELT MOTOR CLUB

September 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.

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 accordingly.

From the Editor's Chair

It seems a long time ago now that we were told that Oakington was finished as a venue, but in reality it is just a few weeks. The end of a mini era - where else will we find a good venue with such a cooperative and enthusiastic owner as Stephen Wright? But things move on, and moves are afoot to look for another venue, but it is getting increasingly more difficult.

The trouble is that we live in the south east of England, which is marked down in the official plans as a giant housing estate, shopping centre, and car park. Anyone a hundred years from now living in New Londopolis (assuming that the race survives that long) and reading this piece will either laugh or be horrified that people could actually derive enjoyment from driving fossil fuel burning cars, and in the open air! Much safer to stay indoors and plug yourself into the entertainment centre, whilst sipping your meagre water ration.

Nice piece from Stuart Turner on the noble art of lawn mower racing - makes me want to have a go! Do read MSA News and Wheels every month to keep up with the latest changes and news on the motor sporting front - it is a free distribution from the MSA, and Mr. T is always worth a read. It isn't easy to churn out readable and relevant copy month after month, but he seems to manage it, giving us lesser mortals something to put in our magazines.

The holiday season is just about finishing, so things are getting back to what passes for normal. For example the road works in Cuffley are still in full swing. At peak times this results in a two minute one way, two minute back again, tidal flow down my road, which unfortunately happens to be a convenient bypass, as the con-

trol lights change. I haven't noticed quite so many road works around lately though - probably because the workers have been on holiday too - no doubt this will be rectified in the near future. Watch this space.

Elsewhere you can read about the Rippspeed Donny South event, which took place at North Weald. Unfortunately a lot of us were away, leaving it to number one stalwart Richard Warne to once again represent the GBMC, this time assisted by Simon Hudswell. Looking at the photos however, there did seem to be one or two compensations around on the day. Whether we shall gain any new members from the exercise remains to be seen, but if you don't try then you can be sure that you won't.

On Saturday 14th October a visit is planned to the Heritage Motor Museum at Gaydon. This sounds a most interesting trip, and as it is not a million miles away it's not a bad journey. See the display advertisement for more details.

You may remember my mutterings from time to time about the printing of the magazine. This is a task which has usually devolved upon the editor, and one which I have been trying to get someone else to do for the last two years. Finally I have decided that enough is enough, and so I will no longer print Wayfarer. This of course leaves us with a problem in the short term, so if you find that your Wayfarer doesn't appear for a month or two it doesn't mean that the treasurer has absconded with the funds (he wouldn't get too far anyway), but we shall at the least have an e-version.

More ramblings anon.

Geoff Foot

Club Nights

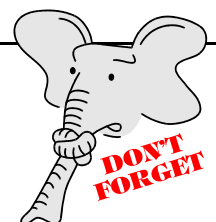
Club Members meet informally each Wednesday
at The Two Brewers, Northaw, Herts. from 9.30 p.m.

Upcoming Events

Sunday 24th September - Last Chance Treasure Hunt

Sunday 1st October - Autumn Autocross

Saturday 14th October - Visit to Gaydon Heritage Motor Museum



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 September 2006

Date	Event	Club	Venue	Format
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- Cancelled
15.10.06	Longcross Stages	Bexley Light CC	Longcross	Tarmac
22.10.06	Autumn Stages	GBMC/Wickford	Oakington	Tarmac Cancelled
29.10.06	Premier Stages	Dukeries Stages	Sherwood Forest	Forest



Simon Higgs collects his award at the two-day autocross

Merged classes

A number of speed event organisers are merging roadgoing production car classes (*MSA Competitors' Yearbook regulation L 11.*) with modified production car classes (*L 12.*). Where there are only a few entries in a class, this saves the cost of presenting an award.

However, where classes are merged in this way, the regulations applicable to *all* cars are those set out in *L 12*. The better solution, when entries in a particular class are low, is for organising clubs to state in the event regulations that awards will not be presented unless there are a specified minimum number of starters in the class.

Too few officials?

The MSA has written to all MSA Stewards offering advice to assist them in the implementation of the existing regulations when insufficient levels of officials or marshals are available at events.

Youthful officials – a reminder

Young people aged 16 or 17 can sign on and work as officials but their signature must be countersigned by parent or guardian.

Those under 16 years can officiate – again, a parent or guardian must countersign the signature. However, no official

under the age of 16 can go trackside.

An experienced adult must supervise all officials under 18 years old.

Child Protection Policy

The MSA has formulated a Child Protection Policy for the guidance of motor clubs. This will be distributed to club contacts shortly, with details of the implementation procedure. The Child Protection Policy is also available for downloading from the MSA website:

www.msauk.org

Wales Rally GB 2007

The Wales Rally GB has been confirmed by the FIA as a qualifying round of the FIA World Rally Championship in 2007. It will start on 30 November 2007 and, as this year, will be the final round of the WRC.

Marshalling resources

Volunteers in Motorsport (ViM) was set up to address the issues of recruitment, retention, training and development among the motor sport volunteer community (marshals).

Following the completion of the first 12-month phase, the project has put in place many recruitment, grading, qualifications and training initiatives – primarily focused on marshals. The problem of retaining marshals is also currently being addressed by

looking at better communication, greater encouragement, more rewards and enhanced recognition.

Initial reports indicate that the ViM project is already having a positive impact.

More information at www.volunteersinmotorsport.co.uk

Old autocrossers

To celebrate 40 years since the first Players No6 autocross, a reunion dinner is being held on 21 October at Retford, Nottinghamshire.

Contact Jeff Williamson, tel: 01777 702642, email: promotorsport1@supanet.com

Do you know the towing laws?

The driving licensing requirements for towing trailers in Great Britain are complicated! Simplistically, all drivers who passed a car test before 1 January 1997 retain their existing entitlement to tow trailers until their licence expires. However, since 1 January 1997, all drivers who hold category C or D entitlement have been limited to trailers up to 750kg MAM (Maximum Authorised Mass). Fortunately, Driver and Vehicle Licensing Agency leaflet INF30 (downloadable from www.dvla.gov.uk/forms/online_leaflets.htm) explains all. There is also information at www.direct.gov.uk/motoring

QUIZ ANSWERS

1. The Can-Am (USA)
2. Mary Wheeler
3. Rheims 12 hour 1954 (OKV 3)
4. 4 cyl 2660cc

Time was when it seemed that there were one set of marshals who did rallies and another who did circuits – or “roundy-roundy” as rally marshals disparagingly knew it.

The “great divide” always was narrower than some people liked to think and has been narrowing.

And, there’s one branch of the sport – speed events, or hillclimbing and sprinting – which has always attracted marshals from both disciplines.

Speed events are invariably run on sealed surfaces – but so are some rallies – and competing vehicles range from cars that you might see on a rally to the mighty Pilbeams and Goulds – the Speed Event equivalent of Formula 1 cars.

Watching slick tyred single seaters with big wings, often fuelled by methanol, running on what are effectively narrow farm tracks – sometimes between stone-built farm buildings – is an awesome sight.

So too are the rally and other saloon cars, not to mention the smaller bike engined single seaters and other speed event specials.

If you are wondering what it’s like to marshal – be it on rallies or circuits – then speed events are an excellent taster.

There’s not as much pressure – there may be several cars on the course at the same time, but, unless things have gone disastrously wrong, you will only have one car to deal with at a time as competition stops until each incident is dealt with.

As with other forms of marshalling, you have to keep your wits about you, but the pace isn’t as frenetic.

If you’ve not marshalled before or you’ve only done circuits or rallies then it’s well worth giving a speed event a try.

You are also guaranteed a warm welcome and plenty of people who will be pleased to show you the ropes. You’ll be surprised how many experienced marshals turn up at speed events for a bit of rest and relaxation and lots of fun.

Both circuit racing and local motor clubs run events, and you can find details of events in your area in the motoring press or from the sport’s governing body, the MSA – look at the events page on the www.msauk.org website, or go to www.racedates.net



1–3 December 2006

Interested in Marshalling?

Great Opportunity to watch the Top International and National Competitors on the final round of the World and British Rally championship

For more information on marshalling opportunities for Clubs and individuals please contact the Staffing Officers:

Marie Du Croq-Slip

02920 22 99 02

marie_walesrallygb@hotmail.com

Peter Whiting

01297 444 174

peterroywhiting@aol.com

<http://staffing.walesrallygb.com>

For more information on the event or training events, please visit the website

Competition Chat

The highlight of the month must be the Donny South event at North Weald. The Club managed to secure a stand at this year's event, in conjunction with the AEMC not sure if this type of event would attract new members to the club, or not.

The date for this event was not good as it would seem most of the club membership was a way on holiday. I was looking for additional competition cars and help for our stand, unfortunately we only had the Car Spares Escort.

The day did not start too well rain, rain and more rain, and the queue to get in was getting longer. At 8 o'clock we finally got in. Got the new marquee up and we were all set up. The problem was the pitch we were allocated was behind a huge marquee nobody was walking pass. After a few words we found out we might be in the wrong spot. We broke camp and moved to a more central point where I understand we should have been in the first place.

By this time the sun had came out and so had the young ladies who wanted to sprawl themselves all over my car, well would you stop them., See pic!! The attendance figures, was amazing, the place was heaving with people, my Mk1V RWD Car Spares Escort has never had so much attendance.

From the AEMC we had Berni Baker who was comparing the Autotest Demonstration, which seemed to have plenty of interest, not as spectacular as Paul Swift performing his stunt Driving, his parallel parking stunt was amazing.

A big thanks to Berni Baker AEMC, Michael Juniper from Chelmsford CC and Simon Hudswell from GBMC who helped on the day, was it worth all the effort, of course it was.

September 2nd brings the ever-popular Woodpecker Stages to the start at Ludlow Racecourse. This event always a favourite of mine, I have entered this event for the last 9 years, and had a mixture of results, with brake failure and a number of punctures, hampering a good performance, with last year on pace notes for the first time, gaining the award again for 3rd in class.

This year the IPB motors Escort of Ian Barnard / Martin Gould will be joining the Car Spares Escort, with Richard Bunn on the notes. This year 5 stages are on offer with most of the action in Haye Park and Radnor forest they are Brilliant, just hope the

weather is fine?? Chase car, sorry I mean Management Car will be by Paul & Mark Whitlock.

At the time of writing they have 183 competitors, 61 "1400cc" cars, the Car Spare Escort will be starting at 89 with the IPM motors of Ian Barnard at 85. Report next month

IPB Motors 2 Day Autocross July 2006

It seems a long time ago since our 2 day event at Oakington, entries a week before the event were abnormally low, on the Green Belt front we have a healthy 7 entrants. We had a great turn out from the Mini Drivers Association MDA with 8 cars attending and after a call to Cramlington & Dist Mc who I was to understand were heavy into Autocross, bought a staggering 7 cars to the event all the way from Northumberland, they must be keen!!

Friday was set aside to set the Autocross course up, unfortunately everybody was busy, so it was a long day for yours truly, with a late start on Saturday, the course was finish off by lunch time.

In total we had 26 cars for the Saturday, no major problems this year, Lee Brooks broke down on his practise and 1st timed run, well at least he did not put the car on its roof this year. It was good to see Bob & Stuart Batey out for the first time this year in their Chevette, this year with a new engine, however the car was a little off the pace.

On the 3rd time run of the day The Car Spares Escort was having a great run, with only 2 seconds off the pace, I was sure I could get class win. This was not to be, on the final Lap lost all gears. Back in the Paddock swiftly took the Gearbox out, only to find the gear Selecta pin had fallen out, and the 3rd gear was in a poor state, it was not looking good for tomorrow.

Saturdays FTD went to the Honda Special of Gary Davis from Cramlington by a mammoth 7 seconds from Carl Stebbings.

Saturday night was a great evening with a Barbeque and a few beers, a great social gathering, with the lads from Northumberland.

After a course change Saturday night we were ready for the Sunday event, 30 entrants turned up for final day. With the Car Spares without a gearbox, Simon Higgs came to the rescue and offered me a drive in

his RS2000, what a star. The last time I drive a Mk2 escort was 12 years ago, but looking forward to the challenge.

In practise posted a 164.82, fastest in class by 0.56 second. Simon managed a 172.46 and Ian in his RS2000 a 167.38. After the 2nd timed run I had slipped to 2nd in class, not wishing to push too hard kept the race times to within 1 second each time.

This performance was not to last, Ian & Simon put in a storming time on the last race and took 2nd & 4th in class respectively.

FTD on Sunday went again to Gary Davies in his motorbike powered 1100cc special, this car was no match to the conventional machinery.

Big thanks again to Simon Higgs for borrowing his car for the day, what a sportsman, I had forgotten what fun it was to drive a Mk2.

The only major incident we had was to my two marquees, at around 3pm a gust of wind came up, ripped up the mooring pegs and the rest was history, they eventually landed in top of my van with the canvas ripped and most of the poles bent or broken, not too impressed, thankfully nobody was hurt!!

Big thanks to Ian Barnard who sponsored the weekend, for Ian and Richard Todd for running the event on Saturday and, Dave Males for Sunday and of course the marshals who attended during the weekend, and Chris for the results and sorting all that paperwork out.

Finally thanks to Stephen Wright for the use of the field for the weekend. Unfortunately we won't be back to this venue next year.

Autocross 2006

Plans for our Autocross in October are progressing at our usual venue at Old Park Farm Much Hadden, a new field has been secured again for this year, should be another good weekend. If you can help on Saturday in setting the course out and of course marshalling on the Sunday that would be great, Give me a ring either way :- **07715 480228**.

Regs available with this magazine.

Championship Tables 2006

The positions include results received up to 28th August. If you have competed and wish to claim your points please send a copy in the post, of the results with an entry list, or see me at club nights.

I do not automatically receive event results, however, you will get points if I have competed on the same event as you, good hunting.

Since last month no results received no change in positions.

Has anybody been competing last month please send me your results????

Oakington Stages October 2006

End of another venue, what a blow when we were informed last month that permission had been rescinded for any activity on Oakington airfield, including the Saturday Market and any other activity for that matter. We thought we might have had another 12 months activity before any work commenced on the new "village." However the new owners have that right, and they have called Time.

A big thanks to Stephen Wright who farmed the majority of Oakington Airfield for his support of motorsport for the last 6 years, I wish more farmers were dedicated to the motorsport cause as Stephen was.

As a consequence the Middx County Bomb a Long stages in September and our October Oakington Stages are now cancelled.

If you are aware of any suitable venues for motorsport please give me a call on 07715 480228.

Rally of Wales 2006

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

The Date is Saturday 2nd December

Home Counties Autocross Championship 2006

Last weekend saw the 5th round of this years Championship at Witney this event also hosted the inter Association Championship round. Andrew Harris will holding up Green Belt honours and secured a last minute entry.

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

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

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

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>Clubwomens 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

Last month I mentioned that the situation did not look good for Oakington and as always just after I had sent my copy to Geoff came the news that we had indeed lost the use of Oakington Airfield and this time it was final. Well it was fairly good whilst it lasted thanks mainly to the enthusiasm of Stephen Wright, who sub leased the venue from Defence Estates. It always amazed me why he was so supportive of motorsport on the venue when it probably caused him more grief than other more lucrative enterprises, but for whatever reason we were grateful that he helped us out over the last few years, we just need to find a few more farmers with a similar attitude.

I am sure that Richard will have more to say on the Donny South show. I and a number of other members were not able to help out due to holidays, so our thanks must go to Richard and Simon Hudswell for flying the flag for motorsport and Green Belt and the AEMC in particular.

Whilst away on holiday I managed to listen to the Hungarian GP and Jenson Button's maiden GP win and I have to say that the radio commentary was much better than the ITV commentary, so perhaps it will be TV pictures and radio commentary in future. A few GBMC members were there to see Jenson win. As for the holiday it was a sailing trip to the west country and a chance to sample a couple of steam railways, walk up a few hills around Dartmouth and generally relax.

A word of thanks to whoever was in a Hertford curry house a few weeks ago and mentioned Green Belt Motor Club as two people who just happened to want to get into rallying heard the Club's name and looked us up on the internet and then came along to the Two Brewers last Wednesday and hopefully by the time you read this will be members of the Club.

Hopefully I will actually manage to compete on the Last Chance treasure hunt on the 24th of September as I have managed to miss the previous two treasure hunts for various reasons.

The following week we should be at Old Park Farm near Much Hadham for our Autumn Autocross, see regs with this magazine. Once again Anthony Ashwell is providing the field for us and if the weather plays its part we should have a good days motorsport.

Most of my time at work at present is spent reviewing various consultants reports and documents issued by government departments on transport issues and now the document reading has spread to Club activities with such delights as "The Good Practice Safety Guide for small and sporting events taking place on the highway roads and public places" 72 pages in total which should help me sleep for a while.

Chris Deal

New members – Chris Smith.

Visit to the Heritage Motor Museum, Gaydon

A visit to the museum is planned on Saturday 14th October. It is located at Gaydon, just a few minutes away from junction 12 of the M40.

The collection of cars is a record of the one-time great British motor manufacturing industry, now sadly deceased, or very nearly so. Here is what they say about themselves:

"The British Motor Industry Heritage Trust was formed in 1983 to safeguard a unique collection of historic vehicles, most of which had been the property of the Companies which had combined to form British Leyland in 1968 - Austin, Morris, MG, Riley, Wolseley, Standard, Triumph and Rover. These vehicles are now the core of the museum display at Heritage Motor Centre in Gaydon.

In the Centre's exhibition halls you will find more than 150 motor cars on display. They represent 100 years of motor manufacture in Britain from the many companies that have been part of the industry. Some are still in business today, whilst others have long since disappeared."

If we can get a confirmed number of visitors (between 12 and 25) in good time then a proper guided tour can be arranged, rather than just a wander round.

We shall probably leave earlyish on the morning of Saturday 14th October, visit the museum, and have a lunch somewhere. Timings could be changed if most people want to do something slightly different.

Family members and friends welcome. The likely cost of the visit will be £8 - there are optional attractions at extra cost available at the heritage site. Visit www.heritage-motor-centre.co.uk for lots more info.

Please contact David Hughes on 01707 651280(H) or 020 7089 8152 (B)

As always, you can also see any committee member at the Two Brewers on a Wednesday evening to make your booking.

NOT ROBERT'S RACING ROUND UP

Our erstwhile trusty scribe is sulking at the moment due to lack of racing activity amongst our racing members (yes, we still have more than one, although more of this later). This does not mean, however, that there has been no activity on the racing front, far from it. The trouble is just that - trouble.

* * * * *

Club chairman Malcolm Wise had been working behind the scenes for a lot of last season putting together a 500+ bhp motor for the Escort. Initially things didn't go that badly this season, in that he actually got to race a few times, but with all that power on tap the stress levels ran a bit high - and we're just talking about the driver! Inevitably when one tries to get a quart from a pint pot things go a little awry. Starting from what initially seemed a minor problem, Malcolm has suffered a series of mishaps which have proved very costly, not just in monetary terms, but also in terms of the time and effort needed to put them right. Any hopes Malcolm might have had of doing reasonably well in the Ford Saloon Car Championship have long evaporated. The engine is now on its second (or is it third?) rebuild.

* * * * *

The current spate of problems started off with a radiator air inlet grille which had a bit too much obstruction to the airflow. This led to some overheating. On a normal engine the driver would have had plenty of time to notice something was amiss, slow down and return slowly to the pits for investigation, without any real harm occurring. On a full out 500+ race engine there isn't any margin, and the temperature rockets almost out of control the instant there's a problem. You may have read the report of Malcolm's last race at Mallory - in hindsight he admits that he should have stopped - easy to say, not so easy to do when you're racing. Result - one cooked engine, warped cylinder head, blown head gasket etc. Fortunately the superduper oil that Malcolm is using protected all the whizzy bits inside the engine so that when he inspected them he was able to report that there wasn't a mark on them. One rebuild later and Malcolm is out testing

again at Mallory Park. Whoops! Red light on - no alternator drive? Doesn't look too bad, just cruise back round to the pits.

Wrong.

* * * * *

On arrival and closer inspection it turns out that not only had the alternator drive belt given way, but also the far more vital drive belt for the water pump had failed, probably by being tangled up with the other belt. Things had got very hot indeed. On stripping the engine yet again, which Malcolm is reluctantly getting very good at, there was a bit of a mess. Due it is thought to water getting into the cylinders through the once again failed head gasket, severe detonation had taken place, cutting an inch wide groove down the side of one of the pistons, rings and all. Quite fascinating, in much the same way as a freshly run-over hedgehog, but not what you want to see.

Another major rebuild, even more major than the last, is nearing completion. Rather than hurry the job and do the next race without adequate testing, Malcolm has very wisely (ouch!) decided to forego the race and make doubly sure that everything is running properly in a thorough test session.

* * * * *

The second racing member? None other than Lotus Cortina racer Les Nash. When Malcolm was up at Mallory on his last test session he ran across his old buddy Les, who was out testing his son's Lotus Cortina. Both car and driver were reported to be going well, so we might see Les doing a few races. Let's hope so - with the right machinery Les can give most drivers a run for their money.

* * * * *

Is there a third racing member? Well there just might be, but don't hold your breath.

Dirk Teknik

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

TEL: 020 8886 6428

TEL: 020 8888 4539

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www.langleyparkrallyschool.co.uk

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In White or British Racing Green

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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

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Or refer to David Hughes

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



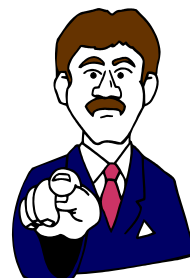
Yes, Richard's car is in there somewhere! Donny South at North Weald, 13th August.

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 1st September 2006

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



Green Belt Motor Club

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Vacant once again!

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A Members Only section may be accessed from the Index page
by entering a User Name and Password.

(e-mail Ed Davies for activation of your Name & Password)

VACANT COMMITTEE POSITIONS

Marshalling co-ordinator, Social Secretary, Ordinary Committee Members

*The above positions are currently vacant. Should you wish to help your club and get more involved in its running,
please contact Chris Deal (or any other committee member shown above).*