



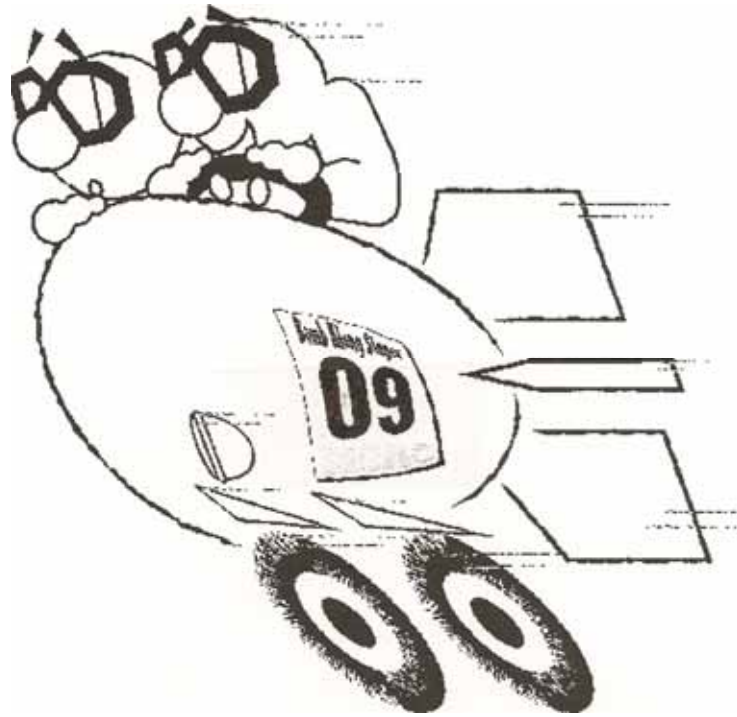
Middlesex County Automobile Club Ltd  
and The Green Belt Motor Club

Announce the return of the



*Founded 1905.*

# Bomb-Along Stages



## Supplementary Regulations

Debden Airfield, Saffron Walden, Essex

Sunday 6<sup>th</sup> September 2009

The event is a qualifying round of the following 2009 Championships:

The 2009 Ward Construction supported by M-Tech Developments, AEMC Stage Rally Championship,  
and the Middlesex Challenge



Middlesex County Automobile Club Ltd  
The Green Belt Motor Club



## *The Bomb-Along Stages 2009*

The Bomb-Along is back!

Middlesex County Automobile Club Ltd and the Green Belt Motor Club are pleased to invite you back to Carver Barracks, Debden – the spiritual home of the Bomb-Along. The site is the former Debden Airfield at Carver Barracks. It is now the training ground of the 33 Engineer Regiment (EOD), Royal Engineers and we are indebted to them for their help and assistance. The 'EOD' stands for Explosive Ordnance Detachment and is what was previously known as the Bomb Disposal Squad, from whence the title of the rally was derived when the event was first held there in 1996.

The venue is ideal for a single-venue stage rally – a single circuit of the perimeter track is over 3 miles and, with some judicious use of the runways and available roads, we have managed to put together fast and interesting stages of around 8-9 miles each. The aim is to run around 65 miles of competitive motoring for an entry fee of £195, which must be the best value around. There is practically nothing to hit should you overcook it so there is the real opportunity to 'have a go'. While the surface is generally smooth, there are now a few pot holes and side drains here and there to keep you on the right lines.

We have been delighted at the helpful attitude of the military authorities during our preparations for the event and we hope that all participants will abide by the few rules they have imposed to ensure the continued use of the airfield in future years.

Once again, we are supporting our usual charity at this event – the **Lynda Jackson Macmillan Centre** for Cancer Support and Information at Mount Vernon Hospital (LJMC) – and we hope you will give generously to this worthwhile cause.

With a scrutineering session on Saturday afternoon and free camping and caravanning on site (with 'proper' toilets and shower facilities), you could make a weekend of it – as long as you remain within the service area. There are also several hotels and guest houses within a short distance.

The Regulations and Entry Form can be downloaded from the event web page – [www.bombalongstages.co.uk](http://www.bombalongstages.co.uk) – and we ask that wherever possible an e-mail address is given for acceptance, finals etc. Obviously, if you have no means of obtaining the Regulations or other information electronically, we will still be more than willing to use the normal mail services.

Naturally, if you are unable to compete on the event, your services will be welcomed as a marshal. Please contact the Chief Marshal, Eris Robertson, to offer your services on 07865 058233 or by E-mail: [marshals@bombalongstages.co.uk](mailto:marshals@bombalongstages.co.uk) . Alternatively, complete and return the form in these regulations.

We look forward to seeing you at Debden.

The Organising Team

**FOR UP TO DATE INFORMATION VISIT**

**[WWW.BOMBALONGSTAGES.CO.UK](http://WWW.BOMBALONGSTAGES.CO.UK)**



# **The Bomb-Along Stages 2009 Sunday 6th September 2009**



## **Supplementary Regulations**

### **Article 1 - ANNOUNCEMENT**

- 1.1 Middlesex County Automobile Club Ltd and The Green Belt Motor Club will organise and promote the *Bomb-Along Stages 2009*, a National B Status Multi-Use Stage Rally on Sunday 6th September 2009 at Debden Airfield, Carver Barracks, Wimbish, Saffron Walden, Essex, CB10 2YA. Map Ref: 154/566½343½.

### **Article 2 - JURISDICTION**

- 2.1 The event will be held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations and any written instructions that the organising clubs may issue for the event.

### **Article 3 - AUTHORISATIONS**

- 3.1 MSA National B Permit number has been applied for.

### **Article 4 - ELIGIBILITY & CHAMPIONSHIPS**

- 4.1 The event is open to competitors (whether Entrant, Driver or Co-Driver) holding a valid MSA Competition Licence appropriate for the event, who are
- 4.1.1 Registered contenders in one of the Championships specified in 4.2.1 or
- 4.1.2 Fully elected members of:
- a. One of the organising Clubs,
  - b. Clubs affiliated to any of the following associations:  
*The Association of Central Southern Motor Clubs*  
*The Association of Eastern Motor Clubs*  
*The East Midlands Association of Motor Clubs*  
*The London Counties Association of Motor Clubs*
- 4.2.1 The event is a qualifying round of the following championships:  
The 2009 Ward Construction supported by M-Tech Developments, AEMC Stage Rally Championship  
Registration Number: 17/2009 (*Rob Cook: 07976 446501*)  
The *Middlesex* Challenge  
(*Brian Catt: 020 8952 9404*)
- 4.3 Competitors are reminded of the requirement to produce valid 2009 Competition and Entrants Licences (NB - Stage Rally Licences can no longer be applied for on the day of the event but must be held prior to competing), Club Membership Cards and Championship Registration Cards (if applicable) at Documentation.
- 4.4 Vehicles MUST possess a valid MOT Certificate (if applicable) and an MSA Rally Car Log Book.
- 4.5 Vehicles need not be taxed or insured for the public highway.

- 4.6 It is ADVISORY that all vehicles competing in events on the AEMC maps have mud flaps fitted behind each road wheel to cover the full width of any wheel/tyre combination fitted. They must go down to a maximum of 100mm from the ground.

## Article 5 - TIMETABLE

- 5.1 The timetable for entries and the event is as follows:

Wed 19 <sup>th</sup> August	Entries close at discounted fee
Mon 31 <sup>st</sup> August	Final Instructions posted 1 <sup>st</sup> class/e-mailed/on website
Wed 2 <sup>nd</sup> September	Entries close at standard fee
Sat 5 <sup>th</sup> September	
16.00- 18.00	Scrutiny and documentation.
Sun 6 <sup>th</sup> September	
06.30 - 08.30	Noise, Scrutiny & Documentation.
08.45	Drivers briefing at Rally HQ
08.57	First car starts rally
16.30 approx	Last car finishes
17.00 approx	Provisional results announced
17.30 approx	Results become final and Awards Presentation.

## Article 6 - CLASSES

- 6.1 The event will consist of 6 classes:

**2-Wheel Drive vehicles:**

Class 1 - Up to 1400cc	Class 2 - 1401cc to 1600cc
Class 3 - 1601cc to 2000cc	Class 4 - Over 2000cc

**4-Wheel Drive vehicles:**

Class 5 - All 4-wheel drive vehicles irrespective of capacity.

**Historic Vehicles:**

Class 6 - Historic (Category 1), Post-Historic (Category 2) and Classic (Category 3) vehicles complying with MSA requirements for Historic vehicles.

- 6.2 Vehicles with engines having forced induction will be considered as having a capacity increase of 70% and should be entered in the class applicable to this multiplication factor.
- 6.3 There will not be any capacity increase for any vehicle having more than 2 valves per cylinder.
- 6.4 The event is open to all vehicles complying with GR C(b), C(c), C(e), H262-282. All vehicles must comply with MSA Regulations.
- 6.5 The organisers reserve the right to re-classify any vehicle where they deem it fair so to do.

## Article 7 - ROUTE & FORMAT

- 7.1 The entire event, including Noise Test, Scrutiny and Documentation, will take place within the confines of Debden Airfield. Maps will not be required.
- 7.2 The event will comprise of 8 special stages with an approximate distance of 65 miles, all on sealed surface.
- 7.3 The event will NOT include sections on the public highway.

- 7.4 Any competitor not signed on 30 minutes before their due start time may be excluded without refund and their place allocated to a reserve.
- 7.5 At Documentation, competitors will receive a Road Book, containing details of all special stages. The route will be defined by diagrams contained in the Road Book. Time Cards will be issued after passing the sound test.
- 7.6 Arrows will be used to show the correct route at junctions. Chevron type marker boards will also be used to indicate the correct entry point at chicanes or other hazards.
- 7.7 Samples of all stage markers and control boards will be available upon request at Documentation.
- 7.8 At the Passage Check after each special stage a marshal, under the supervision of the MSA Timekeeper, will issue competitors with their due time of arrival at the following stage arrival control.
- 7.9 Competitors will be required to start special stages at 30-second intervals.
- 7.10 Competitors will be provided with time record cards and these will be required to be surrendered at points indicated in the Road Book. It is the responsibility of the competing crews to ensure that all record cards are completed correctly and the organisers reserve the right to use whatever means are at their disposal to establish times taken in the event of illegible or disputed times.
- 7.11 Details of the Noise Test, Scrutiny and Documentation will be advised in the Final Instructions, together with individual reporting times.

## **Article 8 - AWARDS**

- 8.1 Awards for the event will be presented as follows:
 

1st Overall	The Reddings Trophy and 2 Replicas
2nd Overall	2 Awards
3rd Overall	2 Awards
1st in Class	2 Awards
2nd in Class	2 Awards (Subject to 6 entries in the class)
3rd in Class	2 Awards (Subject to 8 entries in the class)
Best MCAC Crew	Club Trophy and 2 Awards
Best GBMC Crew	2 Awards
- 8.2 All awards are perpetual except The Reddings Trophy and the Club Trophy, which must be returned after 10 months or earlier at the request of the organizers.
- 8.3 No competitor may win more than 1 award other than Best MCAC or Best GBMC.
- 8.4 To be eligible for the Best MCAC or Best GBMC Award, both crew members must have been fully elected members prior to 1st August 2009.
- 8.5 MCAC members will be presented with their awards at the Club's Annual Dinner Dance at Stockley Park Golf Club on Saturday 30<sup>th</sup> January 2010.
- 8.6 The organisers reserve the right to amend the awards list at their discretion and additional awards may be presented.
- 8.7 Award winning competitors must be present to collect their award. Failure to do so may result in forfeiture of the award, but will not affect placing in the results.

## **Article 9 - ENTRIES**

- 9.1 Entries will open on publication of these Supplementary Regulations and CLOSE on Wednesday 2<sup>nd</sup> September 2009. The organizers reserve the right to accept

entries after this date should the maximum number not be reached. However, it should be noted that entries received after 19<sup>th</sup> August will not be seeded and will not appear on the official entry list.

- 9.2 The discounted entry fee, for entries RECEIVED prior to Wednesday 19<sup>th</sup> August 2009, is £195.00. For entries received after 19<sup>th</sup> August the standard entry fee is £215.00.
- 9.3 Cheques should be made payable to MCAC Ltd.
- 9.4 All entries must be made on the official entry form and be accompanied by the appropriate fee.
- 9.5 Entries should be submitted to the Entries Secretary:
- Tony Phillips**  
7 The Drive  
Northwood  
Middlesex  
HA6 1HQ
- Tel: 01923 822590  
Mob: 07761 823157  
E-mail: [tonyp@mcac.co.uk](mailto:tonyp@mcac.co.uk)
- 9.6 Withdrawn entries must be advised to the Entries Secretary **in writing** by post or e-mail, and the date of withdrawal will be the date of receipt. Verbal withdrawals will not be accepted without written confirmation.
- 9.7 Entries withdrawn up to and including the 19<sup>th</sup> August will be refunded in full, less a £10 administration fee. Entries withdrawn after 19<sup>th</sup> August and before 2<sup>nd</sup> September will be refunded less an administration fee of £20.00. Any entry cancelled after 2<sup>nd</sup> September 2009 will not be refunded.
- 9.8 Entry fees will not be refunded to any entry that fails to start or meet the noise/scrutineering requirements.
- 9.9 The first 70 entries will be accepted in order of receipt. 5 entries will be reserved at the organiser's discretion. Any further entries received will be placed on a reserve list.
- 9.10 The order of starting will be at the organizers discretion and will be based on the seeding information supplied on the entry form. No discussions will be entered into regarding the starting order of any competitor.
- 9.11 The maximum number of starters for the event is 75.
- 9.12 The minimum entry for the event is 40.
- 9.13 The minimum entry for each class is 5.
- 9.14 Should any of the above figures not be reached the organisers reserve the right to cancel the event or amalgamate classes as appropriate.

## Article 10 - OFFICIALS

- 10.1 The Officials of the meeting will be:
- |                                 |                      |              |
|---------------------------------|----------------------|--------------|
| MSA Steward                     | tba                  |              |
| Club Stewards                   | Peter Wood (TMC)     |              |
|                                 | Gerry Thurlow (GBMC) |              |
| Clerk of the Course             | Richard Warne        | 01992 302669 |
| Deputy Clerk of the Course      | Andy Greenland       | 01932 226230 |
| Secretary of the Meeting        | Tony Phillips        | 01923 822590 |
| Deputy Secretary of the Meeting | Chris Deal           | 020 88030675 |
| Asst Secretary of the Meeting   | Darren Pike          | 07780 761779 |
| Chief Marshal                   | Eris Robertson       | 07865 058233 |

Safety Officer	Mike Hurst	07774 672110
Service Area Safety Officer	tba	
Chief Medical Officer	tba	
Stage Commander	Peter Nathan	020 8906 0803
MSA Chief Scrutineer	Mike Madden	020 8841 6997
MSA Environmental Scrutineer	Doug Meekins	01727 762527
MSA Timekeeper	Gary Nicholls	01245 351468
Results	Nigel Banks and Chris Deal	
Radio Controller	Brian Catt	020 8952 9404
Child Protection Officer	Paul Duckmanton	07767 797379
Public Relations Officer	Richard Warne	01992 302669

Please DO NOT telephone officials after 21.30 hours

## Article 11 - SERVICE

- 11.1 Competitors are reminded that ALL persons entering the venue having connection with their entry are subject to the rules and regulations governing servicing and service personnel.
- 11.2 Servicing will only be permitted in the designated central service area for the entire event.
- 11.3 There will not be a designated re-fuelling area.
- 11.4 Competitors are reminded of the requirements under the Health & Safety At Work Act regarding the refuelling of vehicles. All entrants must ensure that all persons connected with their entry have read and fully understood the following statement 'Every person participating in this event, whether employed or voluntary, shall take reasonable care for health and safety of them selves or other people who may be affected by his/her acts or omissions during the operation of the event'.
- 11.5 In accordance with 1997 Environmental Legislation, generators etc. must be placed within the confines of a 'catch tray' of sufficient size in order to contain any spillage of fluids (fuel and oil). A suitable fire extinguisher must be placed alongside all generators.
- 11.6 All service work should be carried out on a suitable 'floor cloth'.
- 11.7 Petrol and water will not be available at the venue.
- 11.8 Hot food and drink will be available throughout the day. There are also 'proper' toilets and shower facilities.
- 11.9 Open fires are prohibited at all times.
- 11.9.1 Barbecues are prohibited on Sunday.
- 11.10 No engines should be run before 08.50 hours, other than for movement or Noise Test purposes. Please assist us by keeping the noise in the service area to a minimum at all times.
- 11.11 Service personnel, and all other persons associated with an entry, must remain within the designated service area or spectator area AT ALL TIMES. Any competitor, or person associated with their entry, found on the stage route without due reason will result in the exclusion of that competitor.
- 11.12 The site speed limit of 10 mph must be strictly observed within the venue and on all access roads, other than when competing.

11.13 Tyre warming is not allowed.

## Article 12 - MARKING AND PENALTIES

- 12.1 Timing and marking will be as per GR H194-208.
- 12.2 Penalties will be in accordance with GR H209-212, except as modified below:
- |  |   |
|--|---|
| (e) Making a false start                                   | 30 seconds                              |
| (m) Excessive vehicle sound (Article 13.3)                 | EXCLUSION                               |
| (o) Breach of GR H233(b) (Illegal servicing etc)           | EXCLUSION                               |
| (q) Unauthorised presence on the stage route               | EXCLUSION                               |
| (t) Hitting or driving through chicane /<br>course markers | 15 seconds (1 <sup>st</sup> offence)    |
| (u) Breach of Articles 17.5 - 17.7                         | EXCLUSION and removal<br>from the venue |
- 12.3 Please note that GR H212(c) is deemed to include deliberately hitting chicane elements or taking short cuts in order to gain an advantage (2<sup>nd</sup> and subsequent offences) and taking the wrong routes at split junctions or otherwise. The track is defined as the roadway ONLY (NO corner-cutting), with 'gate' arrows defining the route.

## Article 13 - MODIFICATIONS TO THE GENERAL REGULATIONS

All other General Regulations of The Motor Sports Association apply, except for the following which are modified:

- 13.1 A43 Vehicles may be 'double entered' with separate crews at the organiser's discretion.
- 13.2 C(a)57(e) Competitors may be required to carry advertising material supplied by the organisers.
- 13.3 C(b)23-24 All vehicles must comply with a mandatory maximum noise level of 100 dB(A) at tests carried out in accordance with C(b)24 (100 dB(A) at 0.5 metres). Competitors should ensure that they have the means of complying with the requirements of the noise test at 4500 rpm. Vehicles may be subject to additional noise tests during the event. THE USE OF NOISE GENERATING ANTI-LAG SYSTEMS IS PROHIBITED WITHOUT EXCEPTION AND WILL LEAD TO IMMEDIATE EXCLUSION. Any vehicle producing spurious noises (e.g. backfires or popping of any kind) may be subject to immediate withdrawal until eliminated in accordance with H12. In all cases the decision of the Clerk of the Course, in conjunction with the MSA Environmental Scrutineer, shall be final.
- 13.4 H22 Only the nominated driver shall drive on special stages.
- 13.5 H136.6(c) Red Flags WILL be used. If a red flag is shown, you must cease competition immediately and come to a standstill at the side of the track as soon as possible. You must not continue until instructed to do so by an official of the event and should then proceed directly to the stage finish and Passage Control.
- 13.6 H152 The stage starts will be operated by Traffic Lights linked direct to a Digital Clock with a Jump Start Detection Beam. No verbal warnings

will be given and competitors should leave the start on the Green Light. The traffic light sequence is as follows:

15 seconds Red light

10 seconds Red and amber light

5 seconds Red light is extinguished and the amber clusters count down 5-4-3-2-1

0 seconds Green light

- 13.7 H186 Stages will open on arrival of the Course Opening Car and close 6 minutes after the due time of the last car.
- 13.8 H200 Maximum permitted lateness is 5 minutes.
- 13.9 H201 There is no penalty-free lateness.
- 13.10 H204 Competitors will start all stages at 30-second intervals, therefore two cars will be due at each main control per minute.
- 13.11 H263 The requirement for Road Fund Licence is relaxed.

## **Article 14 - RESULTS, TIES AND PROTESTS**

- 14.1 Interim, provisional and final results will be published on the Official Notice Board, which will be located at the Rally HQ throughout the event.
- 14.2 Results will be published as soon as possible after the finish of the event.
- 14.3 Ties will be resolved in accordance with GR H247.
- 14.4 Protests must be in accordance with GR C(d)45-59 and Appeals in accordance with GR C(d)60-80.

## **Article 15 - JUDGES OF FACT**

- 15.1 Judges of Fact will be appointed as per GR B78 to adjudicate and report on breaches of GR H140(b), (c), (e), (f), (h), (i) and (j).
- 15.2 A full list of Judges of Fact will be available on request.

## **Article 16 - IDENTIFICATION**

- 16.1 Vehicles will be required to carry identification numbers in accordance with GR C(b)6, which will be on sale at Documentation.

## **Article 17 - ADDITIONAL INFORMATION**

- 17.1 Any misbehaviour may result in the removal of team members from the venue.
- 17.2 The Official Photographer for the event will be Simon Clarke - SC Photography ([www.sc-photography.co.uk](http://www.sc-photography.co.uk)).
- 17.3 The Official Video will be by Ian Maddison, ([ian@madvideo.demon.co.uk](mailto:ian@madvideo.demon.co.uk)), Mad Videos.
- 17.4 Final Instructions, having the same force as these SRs, will be posted and/or e-mailed to the nominated co-driver, unless otherwise specified on the entry form, during the week preceding the event.
- 17.5 **ANIMALS ARE NOT PERMITTED AT THE VENUE.** Any person bringing animals into the venue will be excluded from the event and removed from the venue.
- 17.6 Anywhere other than the service area is designated an OUT OF BOUNDS area. Anyone found in an Out of Bounds area will result in the exclusion of the associated crew and removal from the venue.

- 17.7 Quad bikes, mopeds, motorcycles etc are not allowed within the service area. Any person found using quad bikes, mopeds, motorcycles etc. will be penalised as per Article 12.2(u).
- 17.8 At the conclusion of their competition, competitors shall sign a Damage Declaration in accordance with GR H248.
- 17.9 Competitors causing damage to any third party property may be liable for any excess payable under the MSA Master Policies (currently £250.00) or for any uninsured losses.
- 17.10 A tyre van, operated by Slicks Tyres ([www.slickstyres.co.uk](http://www.slickstyres.co.uk)), will be at the venue over the weekend. Please contact Andrew Knott on 01142 470485 or email [sales@slickstyres.co.uk](mailto:sales@slickstyres.co.uk) if you have any specific requirements for the event and to guarantee supplies. Supplies cannot be guaranteed if not ordered in advance.

## Article 18 - PRACTICE EVENT

- 18 Competitors who do not visit a Time Control within the time allowed will be penalised in accordance with GR H212(a) and will be classified as a non-finisher.
- 18.1 However, the Clerk of the Course may permit those crews who retire during Stages 1 - 4 to continue in a Stage Practice event, starting from Stage 5, which will run concurrent with the main event, provided that:
- 18.1.1 The crew has not incurred a penalty of exclusion for any reason other than not visiting a Time Control within the time allowed.
- 18.1.2 It is the same crew in the same car that started the event.
- 18.1.3 The vehicle has been re-inspected by an event scrutineer.
- 18.2 The decision to allow a crew to continue rests solely with the Clerk of the Course who may withdraw competitors' time cards at any subsequent point.
- 18.3 To take advantage of this option, the crew must report their intentions to Rally HQ and make arrangements for the vehicle to be re-scrutineered.
- 18.4 With the agreement of the Clerk of the Course, they will then be issued with an appropriate arrival time for SSA5.
- 18.5 Crews will retain their existing competition number and may continue in approximately their original running order or any order specified by the Clerk of the Course.
- 18.6 The organiser's reserve the right to halt the Practice Event at any time.

## Past BOMB-ALONG Winners

1995	Ford	Paul Skelmerdine/Steve Renham	Ford Escort Cosworth
1996	Debden	Steve Scott/Sarah Scott	Ford Escort Cosworth
1997	Debden	Andy Blair/Jez Kemp	Ford Escort Cosworth
1998	Wroughton	Andrew Haddon/Paul Kirby	BMW M3
1999	Wroughton	Tom Lambert/Peter Keel	Darrian T9
2001	Oakington	Mark Welch/Mark Sims	Ford Escort Cosworth
2002	Oakington	Dave Jacobs/Chris Penn	Ford Escort Cosworth
2003	Oakington	Keith Davison/Holly Bailey	Darrian T90
2004	Oakington	Dick Mauer/Andy Street	Ford Escort RS Turbo WRC
2005	Oakington	Gerard Moroney/Charlie McEnery	Subaru Impreza WRC

## About the Clubs

**Middlesex County Automobile Club Ltd** ([www.mcac.co.uk](http://www.mcac.co.uk)) originally called the North London Automobile Club, was formed in 1905 when half a dozen enthusiasts decided to form a motor club. It is one of the oldest motor clubs in the UK and had a long association with the Royal Automobile Club until the motoring association was sold. MCAC also operated its own legal defence scheme, predating that of the RAC by several years, and was the first Club to obtain written permission from the Police to hold a hill-climb competition on a public road – if only it was that easy now!

On the home front the MCAC continues to offer its members an eclectic mix of events, as it has since its foundation. As well as being affiliated to The Motor Sports Association, the Club has for many years been a member of the London Counties Association of Motor Clubs, the Association of Central Southern Motor Clubs, the Association of Eastern Motor Clubs and the Welsh Association of Motor Clubs which has enabled our members to compete in a wide variety of events. In December 2004, to conclude a century of motorsport, the Club used its well-practiced organisational skills in co-promoting and running the first single venue stage rally to be held at the Rockingham Motor Speedway – now an annual 2-day event.

Keeping in touch with trends in motor sport has resulted in the Club providing what its members desired and there is little doubt that this has been the key aspect of the Club's survival and success for over 100 years. Present day events bear little resemblance to those earlier ones but the Club now organises events with a modern outlook, backed by well-earned experience. These include 3 single-venue Stage Rallies, grass and sealed surface Autotests, Night Scatters, 12 Car Rallies and a Treasure Hunt combined with a barbeque – an event designed for all the family.

**Middlesex County Automobile Club** have a varied social programme and meet every Wednesday from about 8.30 p.m. at **Gerrards Cross Sports Club**, Dukes Lane, Gerrards Cross, Buckinghamshire, SL9 7TZ. Prospective new members are always welcome at these informal gatherings.

**The Green Belt Motor Club** ([www.gbmc.org.uk](http://www.gbmc.org.uk)) has been organising road rallies, special stage rallies, autotests, sprints, autocrosses, etc for over 40 years. In the latter months of 2007 it incorporated and now includes members from the Stort Valley Auto Club previously based in Bishops Stortford.

The Club also holds a number of social events each year, including an annual **Dinner and Dance** and a **Concourse D'Elegance**, and runs a total of seventeen **Annual Championships** which are open to all members. Awards are presented to the most successful competitors in most areas of motor sport.

The Club enjoys a first class **Club Magazine** which is published every month, detailing club activities, motor sport and social events. Previews, reports, results and opinions on all kinds of event feature regularly. All members may contribute and advertise in the magazine and through these web pages.

Meetings are held weekly, with a varied programme of motoring videos, guest speakers, quizzes and other activities which include an annual series of **Rally School** classes, designed to teach Novices the sport of rallying.

**Green Belt Motor Club** meets every Wednesday evening from 9.30 p.m. onwards at **The Two Brewers**, Northaw, Hertfordshire. Potential new members are very welcome to attend these informal meetings.



# The Bomb-Along Stages 2009



Sunday 6th September 2009

## Marshals

If you are unable or do not intend to compete on the event, why not consider offering your services as a marshal? No motor sport event can function without an adequate number of volunteer marshals, so what about joining this band of unsung heroes!

We appreciate the time and effort given by marshals, so there will be a 'goody bag' and a marshals draw.

If you are available on the Saturday to assist with the set-up you will also be most welcome.

Please contact the Chief Marshal (as below) if you are able to help on either day or complete the form below and forward to him as soon as possible.

Thank you.

+++++

### Marshal Enrolment Form

I am willing to marshal on the Bomb-Along Stages 2009 and will be bringing . . . . . people with me.

I /we\* have/have not\* had previous experience in marshalling on a single venue stage rally.

Name: I /we have experience of the following:

Address: Stage Arrival Control: yes / no \*

Stage Start Control: yes / no \*

Postcode: Stage Finish/Stop Control: yes / no \*

Telephone (home): Junction Marshal: yes / no \*

(work) Service Area: yes / no \*

(mobile) \* delete as appropriate

E:mail:

I am / we are available on Saturday to help set-up: yes / no \*

I am / we are available on Sunday: yes / no \*

Please complete and return this form to the Chief Marshal:

Eris Robertson, 12 Old London Road, St Albans, Hertfordshire, AL1 1QQ

Tel: 07865 058233 or email: [marshals@bombalongstages.co.uk](mailto:marshals@bombalongstages.co.uk)



## **Lynda Jackson Macmillan Centre for Cancer Support & Information**

**Mount Vernon Hospital, Northwood, Middlesex HA6 2RN**

Four in ten people will develop cancer at some stage in their lives so it is not surprising that cancer is, perhaps, the disease that people fear most. A diagnosis of cancer can lead to a range of emotions such as fear, anxiety and stress. The Lynda Jackson Macmillan Centre (LJMC) provides a service that supports patients and their families and helps them cope with all aspects of the disease from diagnosis, through treatment and beyond.

Opened in 1993, the LJMC was the first centre of its kind to offer a full range of support and information services, including counselling and complementary therapies, to cancer patients and their carers. Since opening, the centre has won many awards for its innovative work and the quality of the information that it provides.

The LJMC forms part of the Mount Vernon Cancer Centre with a large catchment population encompassing Herts, Beds, parts of Bucks and Berks, Middlesex and North London. Approximately 14,000 people use the LJMC's services each year.

The centre is partially funded by the NHS, but relies on voluntary donations and fundraising activities for 2/3rds of its running costs. In the year 2006-7, these will exceed £500,000. If you would like further information about the LJMC and how you can be involved, including opportunities for volunteers, please call us on 01923 844014.

**'working  
to improve  
the lives of people  
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