



WAYFARER APRIL 2019

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
April 2019

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The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

The Editor is not responsible for factual errors, or errors of spelling and English usage, in submitted articles.

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Front cover: the fastest sofa at the London Classic Car Show (L. Gerken)

Editorial/Comp Sec News

I have been clearing my loft and I have found many boxes of Green Belt Motor Club paperwork covering around 40 years, including magazines, regs, results, committee minutes etc. I guess I stored them in case we had a query on the event. I have reduced the amount needed, by doing my bit for recycling. If I have a spare hour (week/month) or two I might go through it again and start a history of the Club, if the Club continues – we will find out at the AGM, when this issue of the magazine came out, so you will have to wait for the next issue unless you were there?

The main motorsport season has started with many race meetings, Sprints, Rallies and Autotests to choose from, in fact there are probably too many. My first event this year is reading the pace notes for Richard Warne on the RallyNuts Stages this Saturday, 13th April, based in Bulth Wells and using Hafren Forrest. Also presenting the Club is Martyn Andrews and Steve Greenhill. Hopefully this year the Club will have a few competitors in Rallies, Sprints and maybe a couple racers. So please sent in your results and story of your successes or not.

Loyd Gerken sent me a couple articles from the Motorsport UK about Seat installation and Safely Harness, unfortunately the print size and the graphics didn't work for the size of the magazine. So for those receiving the post see the insert with the mag and for those reading on-line go to the Motorsport UK website and the Resource Centre/Technical Car section.

The Motorsport UK Council and Board have re-organised themselves, see item on page 13. At some point I expect the role of the Associations will be changed or the area they control (if they have any control).

Have a great Easter, until next time don't eat too much chocolate.

Chris Deal

Free MOTORSPORT on TV

F1 on C4 (only GB GP live), WRC on Red Bull TV on the web (highlights on Spike on Freeview), BTCC on ITV4 (live with support races), British Rally Championship - BRC on C4 (highlights on Saturday mornings the week after), Goodwood events on ITV4 (highlights), Formula E on the red button. Don't forget there are loads of videos on the internet and some live stuff on youtube.

Motor Museums

Bicester Heritage, Bicester, Oxon

Brooklands, Weybridge Surrey

Cotswold Motor Museum, Bourton on the Water, Gloucester

Coventry Transport Museum, Coventry, Warks

David Sutton Rally Car Museum, Daventry, Northants

Heritage Motor Centre, Gaydon, Warks

Haynes International Motor Museum, Sparkford, Somerset

Ipswich Transport Museum, Ipswich, Suffolk

London Motor Museum, Hayes, W London

National Motor Heritage, Beaulieu, Hants

Whitewebbs Museum of Transport, Enfield

Club Diary

19 June – GBMC BBQ, at Old Owens

28 July – TAMS Packaging North Weald Summer Sprint

Event dates

Key

(ASMC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and without a licence.

(AEMC) – events run by clubs of the Association Eastern Motor Clubs and GBMC is invited to and normally you need a competition licence.

April

13 Rallynuts Stages (BTRDA)

13 Formula E race in Rome, Italy

14 Chinese GP, Shanghai

14 North Weald Sprint, run by Sevenoaks & DMC (AEMC)

14 Cambridge Classic runs by Cambridge CC, starting and finishing at Duxford

14 AutoSolo at Debden, run by West Suffolk MC (ASMC)

14 Trial at Ivinghoe Aston, run by Falcon MC (ASMC)

20 Goodwood Sprint, run by Bognor Regis MC

20-21 Autocross at Wilmington, run by Torbay MC

22 British RX at Lydden

25-28 Rally Argentina (WRC)

27 Pirelli International (BRC)/(MSA British Historic Rally Championship)/(2WD)

27 Formula E race in Paris, France

27-28 World RX, Barcelona, Spain

27-28 Donington Park (National) BTCC race

28 Azerbaijan GP, Baku

28 Tendring & Clacton Stages, run by Chelmsford MC (AEMC)

May

- 2-4 Canaries Rally (ERC)
- 9-12 Rally Chile (WRC)
- 10-11 Manx National Rally (Motorsport UK Asphalt Rally Championship)
- 11 Plains Rally (BTRDA)
- 11 Goodwood Sprint, run by Brighton & Hove MC
- 11 Formula E race in Monte Carlo, Monaco
- 11-12 Autocross at Sugworthy, run by North Devon MC
- 11-12 World RX, Spa-Francorchamps, Belgium
- 12 Spanish GP, Barcelona
- 12 Debden Sprint, run by Herts County (AEMC)
- 18-19 Thruxton BTCC race
- 19 Wethersfield Targa, run by Kings Lynn & DMC (ASMC)
- 19 Rushmoor Sprint, run by Farnborough & DMC
- 22-23 BTRDA RX at Pembrey
- 24-26 Rally Latvia (ERC)
- 25-26 World RX, Sliverstone
- 25 Formula E race in Berlin, Germany
- 26 Monaco GP, Monte Carlo
- 26 Hethel Sprint, run by Herts County (AEMC)
- 26-27 **Motorsport at the Palace, Crystal Palace**
- 30-2 Rally Portugal (WRC)

MOTORSPORT AT THE PALACE

SUNDAY 26TH- MONDAY 27TH MAY 2019

CRYSTAL PALACE PARK, LONDON 9AM - 5PM



June

- 1-2 Coventry Motofest, run by BARC (Midlands) (AEMC)
- 1-2 Autocross at Newnton, run by Bath MC
- 2 AutoSolo at Wethersfield, run by West Suffolk MC (ASMC)
- 8 Carlisle Stages (MSA British Historic Rally Championship)/(2WD)
- 8 Abingdon Sprint (AEMC)
- 9 Abingdon Stages (AEMC)

- 9 Canadian GP, Montreal
- 13-16 Rally Italy (WRC)
- 15-16 Croft BTCC race
- 15-15 World RX, Hell, Norway
- 15-16 Le Mans 24 hours race
- 15 Rally van Werik, Belgium (Motorsport UK Asphalt Rally Championship)
- 15 Lydden Sprint, run by Borough 19MC/Sevenoaks & DMC (AEMC)
- 16 Flying Fortress Stages at Under Grafton, run by Dukeries MC (AEMC)
- 22-23 British RX at Pembrey
- 22-23 Autocross at Zeal Monachorum, run by South Hams MC
- 23 French GP, Paul Ricard
- 23 Red Kite Stages (MSA British Historic Rally Championship)
- 28-30 Rally Poland (ERC)
- 28-29 Ypres Rally (BRC)
- 29-30 Oulton Park Island BTCC race
- 29 East Anglian Classic, Historic road rally based in Bury St Edmunds
- 30 Debden Targa run by West Suffolk MC (ASMC)
- 30 Austrian GP, Red Bull Ring
- 30 BTRDA RX at Blyton

CHIEF MARSHALS MUTTERINGS

2018 is now over and it seemed like I didn't have too much spare time during the year and a quick check through makes me realise that I attended some 33 events plus a few setup days prior to events, a couple of training days and various motorsport related meetings throughout the year.

The second running of the Corbeau Seats Rally Tendring & Clacton is coming soon on 28th April. The format is much the same as last year but two stages have been joined together to make a longer stage so there is now a loop of four stages that is run three times to make a total of twelve stages. The entry list opened and was oversubscribed within hours for the 135 places and it currently has a long reserve list. The website for the event is at <http://corbeauseatsrally.co.uk/> from where any Motorsport UK registered marshal can register to come out and help. As last year, Green Belt Motor Club member Graham Frary is acting as Stage Commander, this time for Stage number 2 and I will be assisting him as the Stage Safety Officer.

At the 'club' level of events such as Autosolo, Autotest' Trials and Targa Rallies it seems obvious that the competitors appreciate the events being organised for them and almost all say 'thankyou' to the marshals and many competitors stay to assist with the venue clear up at the end of the event.

However, when you get up to higher level events such as Special Stage Rallies I get the impression from a number of competitors, and others, that they believe events just 'happen' for their convenience. You wouldn't think that it was much to ask for

competitors to be polite and treat the officials and marshals with common courtesy but it is not always the way and the volunteers should not be subject to the abuse and aggressive attitudes that are sometimes thrown their way. It is probably fair to say that it is only a minority, and not always those you would imagine, but it doesn't take many to sour the marshalling experience at a time when many events struggle to get sufficient volunteers out on events.

In order to organise these events the amount of time and effort put in by volunteer officials and marshals to stage motorsport events is probably greater than many realise and the travelling and accommodation costs that these volunteers pay for themselves is not insignificant. The Safety and Rescue Units, Scrutineers, Medical Support and Motorsport UK appointed officials can get a fee and expenses reimbursed by the event and while it is true that some events are able to offset or help towards some of the costs, usually accommodation, incurred out of necessity by some of their senior officials, rarely if ever are all out of pocket expenses covered and all the marshals, radio crews and timing crews, without whom an event couldn't run, perform their duties at their own expense for 'the love of the sport'.

If you take Stage Rallies as an example, the planning of a new event can start a few years before the event runs. For an established annual event the planning will normally start before, or as soon as the previous year's event finishes. For example, the Snetterton Stages which ran on February 16th 2019 has had its wind-up meeting and the organising team has started the planning for the 2020 event. Over the next six months lessons learnt from the previous running will be digested, liaison with the venue and site visits made and plans on what might be changed will be discussed and the scrutineers and rescue/recovery units will all need to be contacted to book them for the next event.

From around August, regular meetings will be held by the organising team to finalise the route, all the organisational matters, equipment requirements, documentation and everything else that goes into making an event work. All the Safety Manuals, Route Planning and Risk Assessments have to be done and documented and sent to Motorsport UK for approval and authorisation, the event organisation and documentation has to all be designed and printed, the marshals and officials contacted and recruited, the entries sought and managed, plus much more.

This all takes considerable time and effort by a number of people before we ever get to 'event day' when the large number of volunteers gather together to make the event work. So, a simple thankyou isn't too much to ask and while most participants are appreciative there always seems to be those who are 'unpleasant' towards those out there doing their best to make everything run smoothly.

John

THE CHAIRMAN SPEAKS

This is the speech given by Club Chairman Malcolm Wise to the Annual Dinner and Awards Presentation evening at the Crews Hill Golf Club, on Saturday 23rd February 2019.

Ladies and gentlemen, members of the Green Belt Motor Club, on behalf of the committee I welcome you to the Club's 54th Annual Dinner and Awards Presentation.

During 2018 we sadly lost our president Gerry Thurlow, who had served the club for 40 years after our 1979 merger with the South Herts Motor Club - of which he had been also been a member for many years. He is greatly missed.

In his memory the club's committee has decided to have a new trophy for its most important championship, the Trent Park Trophy. In future this will be known as the Gerry Thurlow Memorial Trophy.

We look forward to welcoming Richard Warne as our new club president. As Richard is a long serving member of the club, I am sure that he will fulfil the role of president with the same enthusiasm with which he has previously served the club for thirty years as competition secretary. Thank you, Richard.

During the last year the club has run several motor sport events as well as being involved in assisting on events run by other clubs.

Our membership of the Anglia Motor Sport Club, an organisation which promotes events in the East Anglia region, has seen our club having an input to the recent Snetterton Stages Rally.

This is a very prestigious rally that is a round of the Motor Sport Vision Racing / Motorsport News Circuit Rally Championship – which has full television coverage of all rounds.

The Club ran its own Sprint at North Weald Airfield in July and it assisted Harrow Car Club with their Sprint in September. It was also involved in running Targas and AutoSOLOs as part the Anglia Motor Sport Club.

Richard Warne and Chris Deal did several club level stages rallies in Richard's Ford Escort. However, the pinnacle of their year was competing on the National Rally section of the Wales Rally Great Britain – the British round of the World Rally Championship. Sadly, electrical problems on the first day and a differential failure meant that they retired from the rally.

Many of our members are returning to rallying including Mark Goddard and Andy Wishart plus a couple younger members who are quick – Aaron Rix and Rob Cook and Mark and Matt Blackmore.

On the Autocross front John Ridgen could have won the Trent Park Trophy if there had been more competitors in his class. He finished fourth overall in the Association of South Western Motor Clubs Autocross Championship.

Although Ashley Davies tried circuit racing in a Citroen C1, including a 24 hour race at Rockingham, I have been the only club member who has done a full season in motor racing.

I competed in the Modified Saloon Car Championship in my Escort Cosworth and finished the season in third place in the overall championship and second in class.

Sprinting is another motorsport discipline in which several of our members take part and Rob Choules and Mick Davis are our leading competitors on these events.

Competitions Secretary, Chris Deal, ran the Association of Eastern Motor Clubs Sprint Championship in 2018 - but for the last time.

On the social side, we had our annual Dinner and Awards Presentation at the Crews Hill Golf Club, our Concours' d'Elegance and Barbecue at the Old Owens Club in Potters Bar and our Christmas Dinner at The Two Brewers in Northaw.

All of the club's events, which I have mentioned, do not just happen. So, we must thank all of those members who gave up their time to organise and run them.

Our thanks must also go to our committee members David Hughes – club secretary and membership secretary, Chris Deal – competitions secretary and association delegate, Ed Davies – treasurer and website manager, Robert Taylor – press officer, Melanie Camp – social secretary and John Davie – marshalling co-ordinator and equipment officer. I have the honour (I think that it's an honour) of chairing the committee.

Also important in running the club is Chris Deal who edits and produces our monthly magazine and Loyd Gerken who is our scrutineer.

David Hughes will not be seeking re-election to the post of club secretary at our forthcoming AGM. So, we must thank him for his two and a half years of hard work in this position.

This is a good club, dedicated to the promotion of motor sport, and we look forward to another successful year.

Transcribed by Robert Taylor

REMEMBER

19 June – GBMC BBQ, at Old Owens

28 July – TAMS Packaging North Weald Summer Sprint

2019 LONDON CLASSIC CAR SHOW

“You were only supposed to blow the bloody doors off”! Arguably one of the best well-known lines from any film!

Surviving cars, and some replicas, from the iconic film *The Italian Job*, released in 1969 and celebrating their 50th anniversary were on display at the 2019 London Classic Car Show, being held the weekend of February 14-17 at the London ExCeL exhibition hall in the London docklands area.

Sadly most of the cars didn't survive the making of the film, having been blown up or thrown over a cliff, but, together with a recreation of the coach, copies of the three Minis in red, white and blue, the bullion van and Lamborghini Miura, the organisers of the display had found the original Aston Martin DB4 and one of the Jaguar E-Types from the film!

If you've seen the film, you will remember at the beginning of the film, and with the iconic song “On days like this” written by Quincy Jones and sung by Matt Monro, the Lambo crashed into a bulldozer in a tunnel and was pushed over the cliff; likewise the Aston Martin in another scene, and the two E-Types were destroyed by the Mafia's bulldozers!

The original Lambo in the film, which you'll be pleased to know still exists today and is currently being restored, was replaced in the crash scene with an identical car that had been written off in a road traffic accident, and the Aston was replaced by a Lancia Flaminia (what are they worth now?!) dressed-up to resemble the Aston!



But, the E-Type's didn't escape from being damaged in the film. The E-Type on display was an early example, said to be the 12th RHD car off the production line, and had been a race car driven in 1961 by Robin Sturgess. The history of the car following the making of the film is a bit sketchy, but it was discovered by Sturgess, recognising the registration plate when visiting a car show, and chatting with a very surprised owner, who had no knowledge of its past history! The E-Type, following a full restoration, was on display next to the Aston Martin DB4! I was told the second E-Type is currently being restored.

The original coach in the film was a converted 1964 Bedford VAL tri-axle coach, and for the film, the driver's seat was pushed as far forward as possible and the seat was reinforced with a steel panel to protect the driver for when the Mini's were driven into the back of the coach! On completion of filming, the coach was returned to its original working condition, serving the Scottish community for many years but the passage of time had not been kind, and it was eventually scrapped!

As was usual with BMC at that time, they refused to supply the Minis for the film, but they could be purchased at cost! At least thirty Minis were destroyed during the making of the film! In later years BLMC/Austin Rover's attitude had not changed and refused to supply cars for films and TV, having famously removed their cars mid-filming from the early shows of *The Professionals*! Which in turn proved to be very lucrative for Ford, supplying cars from their press fleet for *The Professionals*, *The Sweeny*, and many more TV shows and films!

Of course, without the kind help and generosity from the authorities of the city of Turin, and Fiat motor company, who supplied many Fiat, Alfa Romeo and Lancia cars, the film would not have been possible. Naturally, Fiat was very disappointed in many ways, ridiculed and humiliated by the three diminutive Mini's!

During the day, there were to be three Grand Avenue convoy displays driving down the centre of the exhibition hall, the only indoor classic car show to do so in the UK. The first convoy was devoted to celebrating anniversaries. Citroen, celebrating its 100th anniversary, had many cars on display mostly from Citroen's own museum, and a number of privately owned cars.

Andre Citroen started his eponymous motor car manufacturing company in Paris, France; his first car - the Type A - was launched in 1919. It was said he was the "French Henry Ford" of the time in Europe!

Sharing anniversaries with Citroen were Mini and Jaguar's Mk2, each celebrating their 60th anniversaries, with a fine selection of cars supplied by their enthusiastic owner's clubs, and from Ford's own Heritage collection and the Capri owner's club, some excellent examples of the Capri for their 50th anniversary.

For the second, called Total Traction, there were an assortment of four-wheel-drive cars, not the Land Rovers we all know and love, they had their 70th anniversary last year, but a very rare Opel Monza (the last surviving example of a number of cars built for the British Intelligence army during the Cold War!), a Triumph Stag (only a few were built to order by GKN/Harry Ferguson Research!), Jensen Interceptor FF, Ford Escort Cosworth, MG Metro 6R4, Lancia Delta, Nissan Sunny, and to finish off, although not a four-wheel-drive car, we had the late Ayrton Senna's Toleman F1 car give us a blast up the avenue!

The last Grand Avenue convoy of the day consisted of some rare Bentley race and road cars, celebrating 100 years of Bentley cars. Walter Owen Bentley – or W.O. as he was known – was the last child of nine from a well-to-do family in Hampstead, born in 1888. He served a five year apprenticeship with the Great Northern Railways workshops in Doncaster, and developed an interest in racing motorcycles. He later joined his brother H.M. in the motor trade importing the French DFP 12/40TT Speed Model, which W.O. successfully raced.

Post First World War, W.O. together with friends and partners, F.T. Burgess (Humber) and Harry Varley (Vauxhall) designed and built a new car and displayed it at the 1919 Motor Show. It drew a lot of praise, especially from Sammy Davis, *The Autocar* tester, and W.O. took premises in Cricklewood and started manufacturing cars, with the distinctive radiator grill and winged badge. Despite some superb wins in the Le Mans races, and with debts mounting up, Bentley was taken over by Rolls Royce in 1931.

Driven on the convoy were some cars from Bentley's museum dating back to the 1914 DFP, 1929 and '31 Tourers and a couple of 4½ litre blower race cars, some Continentals past and present, and a Continental GT3 race car. Included in the display was a superb replica of an 1886 Benz Patent Motor Wagen, the first gasoline-engined motor car, and the "daddy" of today's motor car! It made one trip up the avenue but stalled and couldn't be restarted, so was pushed back to the paddock by the ever efficient Grand Avenue marshals supplied from Brands Hatch race circuit!

The last convoy was concluded for the day when a DeLorean DMC12 and a very rare Bricklin SV1 slowly drew up to the finish line of the Grand Avenue, and both cars opened their gullwing doors simultaneously to warm applause.

In between the Grand Avenue convoys, there were a few celebrities being interviewed on stage by ex-F1 race driver and co-presenter of *Fifth Gear*, Tiff Needell. The first on stage was Edd China, former co-presenter of *Wheeler Dealer* TV programme, engineer and inventor. Together they gave an excellent and amusing talk on their past exploits, before they were famous, and their future projects! Afterwards Edd stayed behind for photos and autographs, I have to say, he's a tall chap! Some people had to stand on the staging to get into the photos!

For the show, Edd had been asked to arrange a display of some legendary aero-engined racers, along with some of his own motorised inventions including the infamous sofa car, and his latest project, an electric powered ice cream van! Edd also drove his own 1918 Cadillac Type 57 Tourer which was fitted with the first mass-produced V8 engine with an electric starter, in one of the Grand Avenue convoy.

The main feature on the aero-engined monsters display was “Babs”, the car used by John Parry-Thomas, who broke the land speed record in 1926 at a speed of 171.09mph but tragically the following year, while attempting to better the land speed record on the Pendine Sands, South Wales, he crashed and was the first driver to die in the pursuit of the land speed record! The car was buried where it crashed in the sand, and in 1967, car enthusiast Wyn Owen excavated the area and rescued and restored the car back to running condition.

For the second stage presentation, Tiff interviewed the former *Top Gear* presenter and motoring journalist Quentin Willson and *Classic Car* magazine editor Phil Bell, discussing what the best classic cars to buy, or not, and which cars in the future that could be termed as “classic”! Quentin and Phil were very knowledgeable, and there was plenty of witty banter and questions between the guests and the audience!

Despite some excellent cars on display, this year’s show was a bit disappointing! After the show, I did hear the show’s visitor numbers were down by 2000 compared to last year! This year, there were fewer owners’ club stands and after speaking to my own owner’s club, who attended the show last year and, because of prohibitive costs for putting on a stand in London, they decided not to attend this year.

Last year we had the Historic Motorsport Show share the hall with the London Classic Car Show, this year they were missing! Coys auction house took up a quarter of the hall with their sale cars, and did we need three grandstands at £10 per seat for the Grand Avenue, with very few seats sold!

The display stands seemed to be larger with fewer cars on display, and bigger gaps between stands, and loads of trade stands selling things not really associated with classic cars...pine furniture, jewellery, cheese and wine etc.! Next year I hope there will be more owner’s club stands and more classic cars on show, and most importantly, access to the Grand Avenue paddock, which this year was denied due to our good friend “Elf-n-safety”, even with my contacts with the Brands marshals I couldn’t get in to photograph the cars featured in the Grand Avenue parades!

Loyd Gerken

Motorsport UK changes

In one of the most significant changes to the administration of motorsport in the UK, the governing body has adopted new articles of association, which bring it in line with Sport England's Code of Governance and best practice.

Motorsport Council Members voted unanimously to approve the new articles during an extraordinary general meeting (EGM) at the Royal Automobile Club on 12 March.

The new articles see the Motorsport UK Board become the ultimate decision-making body in the governance of UK motorsport. This has historically been the role of the Motorsport Council, who will now become the body that informs and advises the Board on key issues affecting motorsport, helping to shape strategy and promoting the sport in the UK. The Board will be made up of a greater proportion of independent non-executive directors, in addition to the members representing the sport's direct interests.

The Council will expand significantly to include representatives of a wider range of stakeholders, including motorsport venues, broader motorsport activities such as commercial karting and the motorsport industry in general. This will allow a greater range of views to be considered and ensure the governing body better reflects the whole sport.

A new Rules Committee, drawn from across the disciplines, will be established to review regulation changes proposed by the various specialist committees. Meeting bi-annually, the Rules Committee will review proposed regulation changes and ensure that full consideration is given prior to submission to the Motorsport UK Board.

David Richards CBE, Chairman of Motorsport UK, said: "This is a very significant moment in the history of Motorsport in the UK, as we commit to becoming a modern governing body that is truly representative of our members and motorsport in general. The changes approved this week have come about after lengthy debate and meet the objective of ensuring that we will now provide the highest standards of sports governance.

"This is a journey of modernisation that over 50 sports governing bodies in this country have already taken. As sport has developed from its amateur roots it has become highly complex, commercial and multidisciplinary. Motorsport is no exception and these changes now provide the foundation for the future development and promotion of motorsport in the UK."

Another important decision taken by the Board was the appointment of Tom Purves as the new Chairman of the reformed Motorsport Council, taking over from Tony Scott Andrews at the end of his nine-year tenure. Purves has previously served as a Director of Motorsport UK and is also a former Chairman of the Royal Automobile Club.

GREEN BELT MOTOR CLUB

part of the Anglia Motor Sport Club Ltd
Members of the ACSMC, AEMC, AEMC and WAMC
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Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

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