



GERRY THURLOW

1930 - 2018

WAYFARER JULY/AUGUST 2018

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
July 2018

Page	Article
3	Editorial/Comp Sec News
4	Motor Museums/Motorsport on TV
5	Club Diary/Competition Calendar
6	Social Secretary column
8	Flying Fortress Stages report
11	Gerry Thurlow
14	Robert's Racing Round Up
26	The Paint Shop advert
Inside Back Cover	2018 Committee & Wayfarer Article Submissions

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: Gerry Thurlow

Editorial/Comp Sec News

Firstly, I must start with the sad news that our President, Gerry Thurlow, died on 14th June after a short illness. Gerry has always been there since I joined the club in the late 70's and always helped and kept pushing the club along. Gerry worked with my Dad for a short time in the 1950s – Gerry went on to set up his own business and my Dad stayed at the same firm until he retired as a toolmaker. Then Gerry came around he and my Dad had a good chat of old times. Gerry will be sorely missed. Many club member present and past gathered at Woollensbrook Cemetery and Crematorium on Friday 13th July for a service and afterwards at Cheshunt Marriott Hotel on another hot day. There's a tribute to Gerry by his good friend Geoff Jackson.

On Sunday 29th July we have the TAMS Packaging North Weald Summer Sprint with help from Harrow CC. With two weeks to go we didn't have enough entries to make it worthwhile and finally enough people entered. So once this magazine is finished I was back to the Sprint prep. A couple evenings ago Richard Warne helped me to get the Club caravan/trailer ready at Anthony Ashwell's farm. Having done that I made my home and left Richard chatting to Anthony. Near Much Hadham I got a blowout on a pothole as I called Richard to see if he can divert to help me, which he did. With no spare we tried the gunk but the gash was too big. So it was a call to Volvo Assistance, an hour after the pick up was there and 40 mins after I was home. Next day I went through the same process as they don't sent a fitter to replace the tyre, so I chose the normal dealer I use and Volvo Assistance said it will be fine I called the dealership to check whether I need to order the tyre etc. Lucky I did as they was closed due to a flood, so back to Volvo Assistance to divert the truck to another dealership. Finally after 5 hours I was home with a new tyre and now for the insurance claim paperwork. Good job I'm retired.

In the edition there is a write up on the Flying Fortress Stages by Richard Warne and the results of the Concours be Mel and Robert's racing round up.

Richard and I made time to visit the Festival of Speed at Goodwood on the first day. It was a packed day and really you need two days and we still missed some bits.

See you at North Weald

Chris Deal

TAMS Packaging NORTH WEALD SUMMER SPRINT

SUNDAY 29th JULY 2018

REGS available on the website

Having procured a summer date we need helpers to make it happen. If you can help give me a call or email me or we will have to cancel the event!

Chris Deal 07920-840689, chris.deal@greenbeltmc.org.uk

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

MOTORSPORT on TV

F1 on C4 (same live) , WRC on C5 (highlights on Tuesday evenings), 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 Spike (Freeview ch31, live).

Club Diary

Sunday 29th July - North Weald Sprint, regs are on the website

Event dates

August

- 5 Hethel Sprint, run by Borough 19 MC (AEMC)
- 11 Curborough Sprint, run by BARC (Mids) (AEMC)
- 11-12 Bovington Stages, run by BournemouthMC (AEMC)
- 12 Haymaker Autotest, run by Boundless (AEMC)
- 12 12 car run by AMSC
- 16-19 Rally of Germany (WRC)
- 19 Dukeries Rally at Donington circuit, run by Dukeries MC (AEMC)
- 19 Autosolo/Autotest at Whethersfield, run by Eastern Counties MC (AMSC)
- 25/26 Mewla Rally on Epynt
- 26 Belgium GP, Spa-Francorchamps

September

- 1 Brighton National Speed Trails
- 1 Eventsigns Woodpecker Stages, Shropshire/Welsh Border (BTRDA)
- 2 Italian GP at Monza
- 2 Targa at Debden, run by Wickford AC (AMSC)
- 7-9 Revival Meeting at Goodwood
- 9 North Weald Sprint run by Harrow CC/GBMC (AEMC)**
- 9 Whethersfield Stages, run by Chelmsford MC (AEMC)
- 13-15 Rally Isle of Man rally , asphalt event on closed public roads
- 13-16`Rally of Turkey (WRC)
- 16 Singapore GP
- 16 Autosolo/Autotest at Whethersfield, run by Cambridge CC (AMSC)
- 22 Rally Day at Castle Combe
- 22 Goodwood Sprint run by TWMC/7Oaks (AEMC)
- 29 Curborough Sprint run by BARC (Mids) (AEMC)
- 29 Trackrod Forest Stages, North Yorkshire (BTRDA)
- 30 Russian GP at Sochi
- 30 Autosolo/Autotest at Stanta, run by SCCoN (AMSC)

Social Secretary column

Dear members,

It seems like an age since I last produced an article for the magazine, probably because it has been!

Well, we had a successful awards dinner and dance back in March. Although attendance was down, the venue and the food were excellent despite some reservations about the catering arrangements. I would actually go as far to say as the best one for a long time, even if the snowy weather put people off!

In the week running up to the dinner, I had taken myself off to Kent for a week's holiday which turned out to be a bad idea as I was staying in a cottage in the middle of nowhere and got snowed in. On the days I could get out, it wasn't worth it as all the National Trust properties I wanted to visit were shut. I had the week planned and didn't get to a single one. Unfortunately in this horrendous ambulance chasing culture that we live, they probably shut due to the risk of someone slipping over and suing them. Where there's blame, there's a claim or so they say. Not always. Sometimes the individual should take responsibility. In my profession as a solicitor, I think I can get away with saying that (please don't sue me). Obviously I don't work in the personal injury sector.

Speaking of which, I have just moved to a wonderful firm in Broxbourne (Ed – what no plug for them?). We even have an office dog and no, I'm not being rude about a colleague!

Concours d'Elegance

On Wednesday 20th June we had the annual Barbeque and Concours d'Elegance. 27 members and friends of the club participated in the barbeque and 9 entered cars in the Concours. The weather was lovely and, as always, the food was excellent. Malcolm Wise kindly judged the Concours with myself assisting. Please see the results below.

Award winners:-

Keith and Ann Warner - MG Midget 1976 - Best in Show

Richard Warne - Jaguar E Pace 2018 - Best under 3 years

Geoff Jackson - Jaguar XK 2007 - Best under 20 years

David Hughes - Jaguar MkII 1963 - Best over 20 years

Other entrants:-

John Davie - Range Rover 2017

Robert Taylor - Mercedes GLA250 2017

Nick Cook - Lotus Elise 2002

David Dean - Jaguar XKR 1999

Pete Dunstan - Ford Anglia 100E 1958

Also on the night, Richard Warne was presented with the Lucy-Jane Tammadge Friendship Cup for his support of the club in the last 12 months. Congratulations to Richard, a worthy winner.

Well, I'll try not to leave it so long until the next article. I suspect the Christmas (who said that word in July) meal may be the next social event unless I can find some to organise a trip or a quiz. Suggestions on a postcard (or email etc, I'm not fussy)!

Mel.

Keith and Ann Warner - MG Midget 1976 - Best in Show



The 2018 Rex Pet Hotel Flying Fortress Stages Rally report

The **2018 Rex Pet Hotel Flying Fortress Stages Rally** took place on Sunday 17th June 2018. This single venue stage rally was held on a former WW2 American 8th Air Force Base which is part of a Private Estate in Northamptonshire. The venue was first used for motorsport in 2012 and has received a full entry each year.

The Car Spares Escort has not been out competing so far this year this was for a number of reasons which I won't bore you with, this meant I would have plenty of time to check the car over. Looking back the last event was the Wales Rally GB last October, where has all that time gone.

One major issue was uncovered when checking the Fire Extinguisher, the new MSA regulations state extinguishers are required to be serviced every 2 years. Of course mine were due on closer examination they were now over 10 years old which meant they were out of date and no longer could be used.

Cam Auto developments came to the rescue and supplied me with a new system and installation kit (see Wayfarer January 2018 Scrutineering Bay) where the new regulation is spelled out thanks for that Loyd. The main difference is the pipe bore is now 8mm and you now have 8 extinguisher nozzles to install.

After all that time installing the new system the scrutineer checked it over for at least 5 seconds. The only issue we had was the Hans devices required a MSA sticker another new regulation for this year.

What is becoming a regular on events now is that you can cycle round the stages on the Saturday night which I duly took advantage of. Not sure I agreed with the seeding as starting from Car 11 was a little too high, around car 20 was what I was thinking of.

Right onto the event itself Chris Deal was again sitting next to me and was also familiar with the layout having done the event a couple of times before. Within the first minute I thought something was up the warning triangle was not stowed away properly and was under my right foot which was very off putting trying to kick it out of the way during the stage. I am sure we lost about 20 seconds.

One the first 3 stages we came out of the split just behind the competitor who was just starting the stage hence when we came to the 150 yards of gravel you had a wall of dust that was no fun losing more time.

Stage 5 we had a small moment when we were heading for a large tree sideways just stopped in time with a small loss of time.

Thanks to Karl Adamson for checking the car over during the event.

Our usual spot in the service area.



For the rest of the field:-

David Longfellow and **Daniel Ward's** Subaru Impreza came out on top of a shortened **2018 REX PET HOTEL Flying Fortress Stages**, after the rally was halted when **Vince Sillett** and **Samm Keeley's** Ford Escort crashed heavily on the sixth stage.

Only a second split the Impreza's of **Martin Pavier/Peter Kettle** and Longfellow on the opening stage, as they pulled out a 12sec lead over **Dave Hornbrook/Matty Sample's** Mitsubishi E4. The Impreza's of **Martin Farrar/Andy Ward**, **Scott Renshaw/Dean Wilson** and **Simon Belcher/Pete Butler** completed the initial top six.

Longfellow upped his pace on stage 2 to turn his one second deficit into a two second lead. They both increased their margins over Hornbrook, who in turn consolidated third over Renshaw, who had moved up when Farrar broke his steering. Belcher had also lost ground with a puncture and broken wheel which moved **Steve & Cathy Booths'** Mk1 Escort into fifth, a second off Renshaw and a further second clear of **Sean & Max Bailey's** Impreza.

Longfellow was quickest again on the next two stages, ending SS4 14secs clear of Pavier but it was all closing up behind. Booth had reeled in Hornbrook and was only two seconds off a podium place but is was game over for Renshaw after he went out with brake problems. Bailey was up to fifth, followed by class 3 leaders **Dean Baker/Andy Falconer's** Escort and class 1 leaders **David McMullan/Marc Melhuish's** Vauxhall Nova, with Vince Sillett/Samm Keeley's Escort eighth.

Pavier managed to peg back Longfellow's growing lead on stage 5 to only nine seconds, but Booth's hopes of a podium had gone when his throttle cable broke. "He held it together while I changed the gears. We made it to the stage finish but lost more than 5 mins" said co-driver Cathy. Bailey therefore moved up to fourth with Dean Baker and McMullan holding station to complete the top six. Having started SS5 in 14th place, **David Wood/Tracy Wood's** Mitsubishi had a remarkable run, to move into seventh ahead of Sillett, with Adrian Baker and **Connor Tolson/Sam Bailey's** Impreza rounding off the top 10.

The sixth stage had to be stopped when Sillett crashed out. With both of the crew needing urgent medical attention, the rally was stopped whilst the air ambulance evacuated the casualties. The subsequent delays meant that results had to be declared at the end of stage five.

Paul Rees/Paul Briggs' Astra set the pace in class 2, before gearbox maladies dropped them to third behind **Chris Keys/James Riley's** Peugeot 205 GTi and **Phil Kenny/Gary Laverick's** Ford Puma. But both Rees and Kenny demoted Keys on SS3, with Rees back in front on stage four by just one second from Kenny. However, there were more gearbox problems for Rees on SS5, dropping them back to third in the final standings, behind Kenny and Keys again!

Dean Baker led class 3 all day, but it was much closer behind. **Gary Mason/John Matthews'** Escort and **Stuart Popplewell/Nigel Barber's** Seat Ibiza held station in second and third, but by the end of stage 3 Adrian Baker was level with Popplewell and Sillett was closing too. Mason went out on SS4 and Sillett shot up to second, from Adrian Baker and Popplewell. But Popplewell's rally ended too on the next stage with a transmission breakage, moving **John Stevens/Stephen Moyses'** Escort into fourth.

Following the rally stopping incident on stage six, both Vince Sillett and Sann Keeley were taken to hospital. "I am back home now, extremely bruised on most of my limbs and very sore, but I was the lucky one," said Sann. "Vince is in hospital, he's broken his leg and had major surgery on the other one yesterday. He has shattered his elbow, broken his collarbone and injured his back, so it's a long road to recovery for him," she added.

The Car spares Escort came home 22nd overall from 65 car field must try harder.

Our next proposed event in the Car Spares Escort is the BTRDA Woodpecker Stages starting from Ludlow racecourse at the start of September. This forest event being a shakedown before the Wales Rally GB National event in October.

Richard Warne

GERRY THURLOW

1930 – 2018



I first met Gerry over 70 years ago when he joined the Orchard Motor Club.

Although I visited him in Barnet General hospital and he was very ill, it was still an awful shock when he died on the 14th of June.

He was a keen member, though not very interested in competition driving, preferring to help with the marshalling and the running of the club. He was soon elected to the committee. Once I moved on from motor cycles to cars he navigated for me on road rallies.

He had served his time as an apprentice toolmaker with Ever Ready Ltd. and then did his two year National Service in the RAF as an engine fitter, much of this time was spent overseas.

After two or three jobs as a toolmaker he somehow raised the capital to equip a rented workshop in Wood Green with all the machinery he needed to set up his own business. For many years he successfully supplied press tools and plastic injection moulds to local factories. In later years when the competition became highly automated he switched to making replica parts for vintage cars. He had prestige contacts with the Bugatti Motor club and the owners of Lotus cars, introduced to him by Lotus enthusiast/race driver Ron Welsh.

We became good friends and went on holidays together. The first was a trip to Cannes. Johnny Stiffin had bought a 1938 Morris 8 tourer but when we started loading up with our camping gear we found there was no room for the 4th passenger. Gerry offered to follow us on his 125cc two stroke BSA Bantam.

It sounds ridiculous but all went well till we started ascending the Alps on a pass called the Col de Lec. As we neared the snow line the Morris ran out of puff. The passengers walked up, with Gerry ferrying the equipment to the summit tied to his Bantam. The car made it in reverse gear but not without running a big end. Our beach holiday was spent with Gerry fettling a scored crankshaft while I modified a set of Citroen big end shells to fit the Morris.

A more successful venture was a sailing holiday with Orchard club members to the Norfolk Broads. This moved on to chartering yachts in the Mediterranean crewed by club members. When we found that Monaco residents moved out of the harbour in GP week (they did not like the disruption and the noise) we moved in with our boat. Most moorings were empty and you could actually tie up to the armco and view from the cross trees. Bit different now!!!

Gerry married Laura in 1957 and a few months later he was my best man when I married Doreen. Tragically Laura died some twenty five years ago.

When Orchard merged with Green Belt, Gerry was soon helping on it's committee. Then when Tony Strong retired he took his place as President. His annual speech at the prizegiving dinners were always a highlight of the evening, usually starting with a well thought through commentary of the political events of the year, before detailing the achievements of the prize winners. Quite often he filled the role of Clerk of the Course at club events.

He continued participating, until very recently, as a navigator in 12 car rallies and treasure hunt events, often with some success.

Once I started taking motor racing seriously Gerry accompanied me to every, yes every, race meeting, He was an excellent mechanic but believed in the motto "if it aint broke don't fix it" which served me well most of the time. He often drove the rig back home, sometimes with me recovering from mishaps laid out on the back seat!

He was a regular participant in the group of Green Belt racing enthusiasts who visit Le Mans regularly and he also joined them when they went to watch Grand Prix's at Monaco, Hungary and Barcelona among others.

His other interest was football, he was a fan of Spurs and when Alan Goodrick was not using his season ticket he would borrow it and enjoy the luxury of watching the match from the members stand.

Goodbye old friend, you will be sorely missed.

Geoff Jackson.



ROBERT'S RACING ROUND UP

Club Chairman Malcolm Wise has not got off to an fairly encouraging start to his 2018 season of racing in both the Quaife Modified Saloon Car Championship (QMSCC) - in his turbocharged Ford Escort Cosworth - and in the Blue Oval Saloon Series (BOSS) – in his Ford Sapphire Cosworth.

In the former championship he has competed in four races and notched up an overall win and come second in two events. Sadly, his fourth race did not go so well because a wheel came off his car at 100mph!

Last year Malcolm had intended to race his Sapphire Cosworth in the Blue Oval Saloon Series instead of the SVG Motorsport Pre-93 Touring Car Championship. He made this decision because his and the other Fords that took part in this series were uncompetitive relative to the BMW M3s, which dominated that championship.

However, his Sapphire did not actually compete in any of these BOSS events last year. This was because of serious problems with its two litre, turbocharged Cosworth engine, which took several months to resolve.

But this year he was ready to compete in the BOSS championship from the start of the season in his re-engined Ford Sapphire. He has taken part in six races and, in three of them, he was won his class and he has finished second in class in the other three.

As his Ford Escort Cosworth was not ready for this season's first pair of QMSCC races, Malcolm's first outing in this championship was at the 1.2 mile long Brands Hatch Indy circuit - where five of the subsequent 11 races in this championship will be held.

In practice for this race he completed nine flying laps and on the penultimate one clocked a time of 53.0 sec (81.9 mph). This was the second fastest time and only 0.64 sec slower than Rod Birley's Ford Escort WRC which, as usual, occupied pole position.

After taking the rolling start to the first 15-minute race from the front row of the grid, Rod Birley and our man immediately eased ahead of the rest of the 16-car field. Although he did consider trying to out-brake his rival on a couple of occasion, this came to nothing because Malcolm was pretty sure that his car did not have the cornering speed to make a successful overtaking manoeuvre.

These two competitors nevertheless dominated the race with the third placed car almost 14 sec behind them at the finish.

Rod Birley also led the second 15-minute race but only for the first six laps. His Escort WRC then slowed, due to ignition problems, and a closely following Malcom was able to zoom past him on the Cooper Straight to take the lead. This he held, unchallenged, for a further 11 laps with the second placed Renault Clio of Tony Skelton six second behind when the chequered flag was shown.

Most unusually, Motor Sport Vision Racing's SpeedFest Saloons event, at Brands Hatch, included only one race in the QMSCC series.

Alex Sidwell in his five litre Holden Commodore, who is an occasional competitor in this championship, was fastest in practice for this race with a best lap time of 50.9 sec (85.4 mph). This was two seconds faster than Rod Birley's pole position time at the previous QMSCC race.

Of more importance to Malcolm was the fact that he clocked a time of 51.9 sec (83.8 mph) which was second fastest - and 0.5 sec a quicker than Rod Birley's time.

At the start of the 15 minute race, Birley immediately overtook Malcolm at the first corner, Paddock Hill Bend, and they both spent the rest of the race following Sidwell's Commodore, which steadily increased its lead over them.

The second race at this race meeting did not count for the QMSCC championship. Malcolm retired from this event on lap 12 when a failure of his Escort Cosworth's left front hub resulted in a wheel coming off at 100mph at Clearways. After thinking for a moment that he was going to hit the concrete pit wall, Malcolm was mightily relieved when the car came to rest on the grass on the outside of the track without hitting anything.

The first race in the Blue Oval Saloon Series for Malcom, in his Ford Sapphire Cosworth with a new 550bhp engine, was at Silverstone's 1.6 mile long National Circuit.

It was a combined event with twelve BOSS cars racing alongside the same number of Classic Thunder Saloons – which were mostly much faster. On a wet track the fastest BOSS car was Scott Matthias's two litre Ford Escort Cosworth, which was fifth overall

with a time of 1 min 13.4 sec (80.4 mph). Malcolm, whose Sapphire Cosworth was in the same class for two wheel drive turbocharged cars within the section for BOSS cars, was in 17th place overall with a time that was 10.6 sec slower. This big gap in times was almost entirely due to our man only having the use of a set of very second rate wet weather tyres.

The results of both 15 minute races reflected this pattern with Matthias's Ford Escort finishing in fourth and 12th places overall and Malcolm taking the chequered flag in 17th and 15th positions – and being placed second in his BOSS class on both occasions.

His lack of suitable wet weather rubber meant that Malcom decided not to make the long journey up to Croft circuit in North Yorkshire, for the next pair of Classic Thunder/BOSS races, in case they happened to be run in the wet.

So his next two races were much nearer to home at the 1.35 mile long Mallory Park circuit in Leicestershire.

On a dry track Malcolm's Sapphire, with its engine re-mapped, was only 0.76 sec slower than Matthias's Escort and only two places behind him in the overall standings. They were actually in 13th and 15th positions in the overall standings.

In the first race Matthias retired on the 12th of the 19 laps that the race winners completed during the 15 minutes duration of the event. This allowed Malcolm to finish in 12th place overall. So, despite having been lapped twice by overall race winner Dale Gent, in his Classic Thunder Subaru Impreza, Malcom still won his class in the BOSS section of the race.

In the second race things went better for Matthias as his Escort Cosworth finished five places higher up the overall standings than Malcolm – who once again took the chequered flag in 12th place overall – and, this time, second place in his BOSS class.

Due to some internal politics there was a much smaller entry of only ten cars (six BOSS cars and four Classic Thunder cars) for the next pair of races in these two championships. These two races were held at Rockingham's 1.94 mile long International Super Sports Car circuit.

After further re-mapping of the Cosworth engine in Malcolm's Sapphire he clocked a best lap time of 1 in 39.6 sec (70.1 mph) in the practice session for the first race. On this occasion our chairman's only other rival in his BOSS class was Ashley Shelswell, in his 3.7 litre Ford Sierra XR4i, and he was 3.6 sec faster.

Shelswell and another BOSS competitor, Tom Abbot in his Ford Capri, were running ahead of Malcom when they collided, at Dene Corner, on lap nine of the first race. This is the left hand hairpin bend where the cars leave Rockingham's banked track for the infield section.

This contretemps allowed our man to claim fifth place overall and to win his BOSS class, when the race finished two laps later.

In the second 15 minute race - in which there were only seven finishers - Malcolm took the chequered flag in fourth place overall and was, once again, first in his BOSS class.

ROBERT TAYLOR



David Hughes - Jaguar MkII 1963 - Best over 20 years



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Committee Members 2018

President –

Vice Presidents – Dan Chalk, Geoff Jackson, Tony Strong

Ambassador Richard Warne

Chairman

Malcolm Wise
16 Bycullah Road
Enfield
EN2 8EW
020-8351-4953

Club Secretary/Membership Secretary

David Hughes
37 Aberdale Gardens
Potters Bar
EN6 2JW
01707-651280
secretary@greenbeltmc.org.uk

Treasurer/Website

Ed Davies
11 Herons Close
Stubbington
Hampshire
PO14 2HA
07711-691029
ed.davies@greenbeltmc.org.uk

Competition Sec/Association delegate

Chris Deal
209 Latymer Road
Edmonton
London
N9 9PN
07920-840689
chris.deal@greenbeltmc.org.uk

Press Officer

Robert Taylor
52 Hillfield Park
Winchmore Hill
London
N21 3QL
020-8886-6428
Roberttaylor893@btinternet.com

Social Secretary

Melanie Camp
Wendycot, Chelmsford Road
Hatfield Heath
Essex
CM22 7BH
07748-952005
turkeystile@hotmail.com

Marshalling co-ordinator/Equipment

John Davie
18 Hazelwood Lane
Amphill
Beds
MK45 2HA
01525-405521
Jc.davie@btinternet.com

Magazine Production

Chris Deal

ARTICLES FOR PUBLICATION

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Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

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