



WAYFARER JUNE 2017

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
June 2017

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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.

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.

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Printing: Chris Deal

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Web Site <http://www.gbmc.org.uk>

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)

**Front cover: Malcolm Wise at the TAMS Packaging North Weald Sprint
on 23rd April 2017 (Photo – Robert Taylor)**

Editorial

We return to the subject of the future of clubs, mainly the future of Green Belt Motor Club. We have been involved in four motorsport events this year (Snetterton Stages, TAMS Packaging North Weald Sprint, Woodbridge Targa and the Stages). I'm starting to question whether we can promote these events, apart for the Snetterton Stages. Why you might be asking. The reason is the support from inside the club and the age of those that do help and probably the location of the Club to the events.

We have roughly 100 members at the moment and although we don't ask for members' age, my guess we have around 10 members under 50 and none under 20. I'm seeing this all around, where clubs fade out due to old age. We are also finding location to our base, so we have to drive some distance which is putting people off to help.

I'm hearing that other clubs are discussing their future with declining membership and no one to organise events.

If the Club isn't going to fade away like other clubs we need to act now. The last couple months is making me think hard about my future.

So come out to support us at the BBQ/Concourse D'elegence and the Debden Sprint below and on the website.

Chris Deal

Summer BBQ and Concourse D'elegence At Old Owens, 19.30 for 20.00 Wednesday 21st June 2017

For tickets and contact Mel 07748-952005

Summer Debden Sprint Sunday 25th June 2017

Regulations are on the website, Entry fee £75 for GBMC/WAC members

Enter on line and by via BACS

Marshals wanted – contact John Davie

GBMC Events 2017

Wednesday 21st June – BBQ and Concours at Old Owens

Sunday 25th June – Debden Sprint (with Wickford AC)

Sunday 9th July – Woodbridge Sprint (with Wickford AC), plus AutoSolo (with AMSC)

Saturday 2nd September – Debden Targa (with AMSC)

Sunday 10th September – North Weald Sprint (we assist Harrow CC)

Plus a Xmas meal, maybe some visits and a quiz or two.



The Club needs volunteers to help with the following:-

Marshalling at club events

Posting news and forthcoming events on our Facebook page

Organising quarterly club night events /rally school

Contact David Hughes, club secretary, on 01707 651280 or

secretary@greenbeltmc.org.uk if you can help with any of these tasks

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events run by member clubs which only need a membership card. The purpose in forming the group was to combat the decline of grass roots motor sport in East Anglia. All of the clubs involved were to a greater or lesser extent suffering from lack of competitors, organisers, and marshals for the events that they were running, and needed to pool resources in order to keep the events viable. At the time, the MSA had quite restrictive rules governing who could or could not be invited to club level events, and the idea of an umbrella club was formed as a survival mechanism that would allow us to remain compliant with the rules of the MSA.

Member Clubs are Cambridge CC, Chelmsford MC, Eastern Counties MC, Falcon MC, GBMC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

We are going to update the wording on our membership cards and membership forms etc going forwards.

Calendar

Date	Type	Descr	Permit	Pro Club	Org Club	Description
Sun 11 th Jun 2017	Rally	12 Car	Clubmans	SCCoN	SCCoN	Navigational Scatter
Sun 18 th Jun 2017	Rally	Road Historic	National B	CMC	CMC	
Sun 18 th Jun 2017	Tour	Tour Assembly	CoE	FMC	FMC	
Sun 25 th Jun 2017	Tour	Tour Assembly	CoE	SCCoN	SCCoN	Classic Tour
Sun 9 th Jul 2017	Autotest	Autosolo Autotest	Clubmans	AMSC	GBMC MCAC WAC	2017 AutoSOLO Challenge
Sun 16 th Jul 2017	Rally	Navigation	Clubmans	AMSC	AMSC	12 Car Regularity Run
Sun 13 th Aug 2017	Rally	Navigation	Clubmans	AMSC	AMSC	12 Car Regularity Run
Sat 2 nd Sep 2017	Rally	Targa	Clubmans	AMSC	WSMC WAC	2017 Targa Challenge

Competition Calendar

Date	Events	Club	Venue/Start	Format
10 th June	Carlisle Stages	RAC Rally MC	Keilder Forest	Multi venue Rally
10 th June	Abingdon CAR-vinal	Sutton & Cheam	Oxon	Sprint
11 th June	Abingdon CAR-vinal	Sutton & Cheam	Oxon	Single Venue Rally
18 th June	Flying Fortress Stages	Dukeries MC	Northants	Single Venue Rally
25 th June	Debden Summer Sprint	GBMC/WAC	Essex	Sprint

Show Calendar

Goodwood Festival of Speed 29th June to 2nd July

Sometime between June 29th and July 2nd you'll need to be at the [2017 Goodwood Festival of Speed](#), motoring and motorsport's world-renowned garden party, to ogle an assortment of precious metal that falls under the newly announced theme 'Peaks of Performance – Motorsport's Game-Changers'.

Yes, for the 25th running of this unique event that every year attracts the finest race and rally – and two-wheeled – kit that ever turned a wheel, we're inviting those cars and bikes that were so good the rules were tweaked or rewritten to give rivals a chance.



Among the assortment of classics from the past century or more of endeavour will be 1,000bhp turbocharged Grand Prix cars of the 1980s, unlimited Group 7 sportscars

from the glory days of Can-Am, the 750kg-formula European Championship leviathans of the mid-1930s and the bewinged beasts of rallying's Group B era. Bike-racing fans will be able to marvel at many of the iconic 500cc Grand Prix bikes with their light-switch throttles and two-stroke powerbands, as well as 200bhp-plus MotoGP missiles and Isle of Man TT and World Superbike winners.

Get those dates inked in now, for the event is guaranteed to once again offer an incredible assault on the senses for petrol-veined enthusiasts of all ages and persuasions.

Red Bull Soapbox Race 2017, Sunday 9th July at Alexandra Palace

More details next month.

London's Motorsport at the Palace

Get your motor running for London's Motorsport at the Palace, a two-day event celebrating all eras of motoring, on **Sunday 27th and Monday 28th August 2017**. Held at Crystal Palace, one of the oldest venues used for racing in the world and the first place from which live televised motor-racing was ever broadcast, the event attracts motorsport fans, classic car and bike enthusiasts and thousands of visitors looking for a fun family day out over the bank holiday weekend.

At the heart of the event is the motorsport. Using parts of the iconic racing circuit that still runs throughout the park the two day sprint will showcase racing cars from all eras ranging from prewar leviathans to modern day supercars. Get up close and personal to a heady mix of metal in the shows paddock area before watching the cars tear off down the strip in the hope of beating the lap record as the likes of Sir Stirling Moss and James Hunt have done before them.

The show field will house hundreds of classic cars and bikes as more than forty clubs and their members display their pride and joys. Live music, trade stands, fun fair rides, children's entertainers, stunt performers and food stalls complete the mix.

Motorsport at the Palace will be held on Sunday 27th to Monday 28th August 2017 over the Bank Holiday weekend. Tickets are now on sale, with adults passes from £12 when booked in advance. NEW FOR 2017 Children under 15 go free when accompanied by a paying adult. Car parking is available on-site and is free to visitors. For more information visit www.motorsportatthepalace.co.uk

RallyDay – Saturday 23rd September – Castle Coombe

More details to come

Summer Debden Sprint

Sunday 25th June 2017

Regulations are on the website, Entry fee £75 for GBMC/WAC members

Enter on line and by via BACS

Marshals wanted – contact John Davie

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



Richard Warne/Chris Deal on the Sweet Lamb stage on the Wales Rally GB 2016

Comp Sec News

Phew what a busy couple months I had, with three events to organise. Without the help of John Davie the events wouldn't have happened, see the editorial.

Starting with the TAMS Packaging North Weald Sprint. We had just 31 starters, 8 GBMC members. Mick Davis was 3rd in class A3 in his Suzuki Swift; Adi recounted his first Sprint in last month's edition. John Start was using his normal BMW 335D road car and gave Paul Phillips a run for his money in his Subaru Impreza a less than a second between them and they were 7th and 9th overall. Glenn Pickett and Chris Jones were sharing Subaru Impreza WRC in class B11 with Chris beating Glenn but just over 2 seconds. Then we had Malcolm Wise in his race Ford Escort Cosworth and Richard Warne in his Ford Escort Mk2 rally car. Richard has been Clerk of the Course for many years, so it was good to see him inside a car rather than watching over the event. Malcolm was using the event as a test session and it was testing him. Malcolm had problems with the course and the car. Others for the Club helping was John Davie, Loyd Gerken, Gerry Thurlow, Peter Thorn, Ed Davies and Robert Taylor. Thanks to Harrow CC for helping us.

Two weeks later we were there at Woodbridge for the Targa with Wickford AC. Before that we loaded up all the equipment for both the Targa and the stages, kindly transported by Phil Clarke of Wickford AC. On the Saturday a small band of helpers including myself, John Davie and Peter Nathan set up the tests. On Sunday we had 61 starters with most coming from Chelmsford MC, but none from GBMC.

Then we had the event which has given me sleepless nights and kept me busy for most of the year. On the Saturday I woke up with a headache, if I was going to work I wouldn't have been going. On the day we had 42 starters with 3 GBMC members taking part, new member Grant Shand, regular co drivers Steve Greenhill and Rob Cook. Grant finished 4th overall. Steve guided Ian Rix to 16th overall. Rob wasn't so lucky with Aaron Rix, they had oil problems on the first stage only to re-join later and roll the car, thankfully uninjured, just pride.

We are planning the competition events for 2017 with other clubs, the calendar is as follows:-

Sunday 25th June – Debden Sprint (with Wickford AC)

Sunday 9th July – Woodbridge Sprint (with WECC/WAC), plus AutoSolo (with AMSC)

Saturday 2nd September – Debden Targa (with AMSC)

Sunday 10th September – North Weald Sprint (we assist Harrow CC)

Chris Deal

Dayinsure Wales Rally GB

Rally of Legends

26-29 October 2017

The penultimate round of the FIA World Rally Championship

I thought it was time to put pen to paper to plug the ultimate Stage Rally on the UK mainland. For those of you that remember for over a decade I organised a group 10-12 club members who ventured into the forest to marshal on this fantastic event, we had some great times. Where have you all gone????

During the last 5 years I have been lucky enough to have had the opportunity to have had entered each of the last five events with mixed results of 3 finishes out of 5 starts can't be bad, in our 1978 Modern Historic Mk2 Ford Escort RS2000.

On Last year's event in the main service area at the Deeside Rally Village over the 3 days we didn't see any friendly club members to support us on, what a shame.

Having said that we did see Stan Graham & Stuart Kingham from Wickford Auto Club on a Stage finish control, if that counts.

Well looking forward to this October event again myself & Chris Deal are planning again to compete on the National event that runs between the International event covering well over 100 miles of stages over 3 days in the forests of mid and North Wales.

Please see details below of the hospitality packages and stage details over the 4 days of Motorsport.

PS Remember if wish to marshal you do require to be a registered marshal. Please go to the MSA website for details or speak with our clubs Chief Marshal John Davie his details are at the back of the magazine.

Now put the date in that diary ??

Richard Warne

Dayinsure Wales Rally GB

Rally of Legends

26-29 October 2017

Hospitality, Rally Xtra @ Sweet Lamb - £120 (£100 + VAT)

Rally Xtra @ Sweet Lamb is the authentic rally experience with all the essential extras to ensure the perfect day out at this famous mid-Wales venue.

This premium ticket offers morning bacon rolls, a hearty hot lunch, VIP parking, premium toilet facilities, free tea and coffee, pay bar, commentary, Wi-Fi and a private viewing area within the Sweet Lamb bowl.

Hospitality at Cholmondeley Castle - £240 (£200 + VAT)

For the ultimate rally garden party, Saturday's hospitality pavilion puts you in pole position to enjoy the action in the grounds of this magnificent stately home.

Offering sumptuous food and drink through the day, private viewing area, VIP parking and guest appearances by rally legends, Cholmondeley Castle RallyFest is the only place for the discerning rally fan.

The Forests

Thursday, 26 October 2017

Fans get their first chance to experience the dramatic new-era WRC cars in thrilling high-speed action during the official pre-event Shakedown held in Clocaenog Forest on Thursday morning. Teams will be based in Ruthin – just a short drive from the Deeside Rally Village – and will be making their final preparations for the three days of competition laying ahead.

Friday, 27 October 2017

The competition blasts off in spectacular style with classic speed tests in the legendary forests of mid-Wales. The opening day's schedule features three Special Stages, all set to the east of Aberystwyth. Myherin and Hafren are world-renowned as true classics while, with its jumps and water splashes, the shorter Sweet Lamb test is always a fans' favourite.

All three stages are tackled twice – once either side of a lunchtime regroup on the busy streets of Newtown before the cars head back to service, stopping off en route in Chester to meet the fans.

Saturday, 28 October 2017

Saturday's schedule is even longer and, concluding under the cloak of darkness, even more challenging. The morning's itinerary takes the competitors to the famous forests of southern Snowdonia, just to the north of Machynlleth.

Gartheiniog and Dyfi are two more demanding stages that will push crews to their limits and provide fans with some outstanding viewing opportunities. Once again the WRC teams will tackle both tests twice before heading east to the day's fifth Special Stage in Dyfnant Forest in the periphery of the Cambrian Mountains en route to the family-friendly RallyFest at Cholmondeley Castle.

After a service to fit lights, Saturday's hectic timetable concludes with two stages held in darkness. The first is a return to the Dyfnant section run earlier in the day, the second a one-off sprint through the superfast Aberhirnant Forest, close to Bala.

Sunday, 29 October 2017

Sunday's concluding day is set entirely in north Wales. The well-known Brenig and Alwen stages introduced in recent years feature again as well as the Gwydyr Forest in Snowdonia which returns to the route for the first time since 2013. All three stages will be run twice with the second run through Brenig being the event's concluding 'Power Stage', screened live to TV audiences around the globe.

As in 2016, the first half of the Brenig stage is set alongside the picturesque reservoir, however the final few miles have been revised to provide even better viewing areas below the dam and close to the Brenig Visitor Centre for those wishing to witness the grueling event's grand finale and TV podium presentations.

The official celebrations then switch to Mostyn Street in Llandudno for the Ceremonial Finish and prize-giving, providing the public with a final free-of-charge opportunity to savour the magic of the FIA World Rally Championship's annual adventure in Wales

Richard Warne

2017 Formula 1 World Championship

26-Mar	Australian GP	Melbourne	Vettel, Ferrari
09-Apr	Chinese GP	Shanghai	Hamilton, Mercedes
16-Apr	Bahrain GP	Bahrain	Vettel, Ferrari
30-Apr	Russia GP	Sochi	Bottas, Mercedes
14-May	Spanish GP	Barcelona	Hamilton, Mercedes
28-May	Monaco GP	Monte Carlo	Vettel, Ferrari
11-Jun	Canadian GP	Montreal	
25-Jun	Azerbaijan GP	Baku	
09-Jul	Austria GP	Spielberg	
16-Jul	British GP	Silverstone	
30-Jul	Hungarian GP	Budapest	
27-Aug	Belgium GP	Spa-Francochamps	
03-Sep	Italian GP	Monza	
17-Sep	Singapore GP	Singapore	
01-Oct	Malaysian GP	Sepang	
08-Oct	Japanese GP	Suzuka	
22-Oct	USA GP	Austin	
29-Oct	Mexico GP	Mexico City	
12-Nov	Brazilian GP	Interlagos	
26-Nov	United Arab Emirates GP	Abu Dhabi	

2017 World Rally Championship

19-22 Jan	Rally of Monte Carlo	S. Ogier/J. Ingrassia	Ford
09-12 Feb	Swedish Rally	J. Latvala/M. Anttila	Toyota
09-12 Mar	Rally of Mexico	K. Meeke/P. Nagle	Citreon
06-09 Apr	Rally of Corsica	T. Neuville/N. Gilsoul	Hyundia
27-30 Apr	Rally of Argentina	T. Neuville/N. Gilsoul	Hyundia
18-21 May	Rally de Portugal	S. Ogier/J. Ingrassia	Ford
08-11 Jun	Rally of Italy		
29Jun-2Jul	Rally of Poland		
27-30 Jul	Rally of Finland		
17-20 Aug	Rally of Germany		
05-08 Oct	Rally of Spain		
26-29 Oct	Wales Rally GB		
16-19 Nov	Rally of Australia		

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), Various including BTRDA Gold Star Rally championship on Front Runner (Freeview ch91).

2017 BTCC CALENDAR

April 1-2	Brands Hatch (Indy) R1 T. Ingram, R2 G. Shedden, R3 A.Jordan
April 15-16	Donington Park R1 A. Moffat, R2 T. Ingram, R3 C. Turkington
May 6-7	Thruxton R1 M. Neal, R2 R. Collard, R3 C. Turkington
May 20-21	Oulton Park R1 A. Jordan, R2 A. Sutton, R3 G. Shedden
June 10-11	Croft
July 29-30	Snetterton
August 12-13	Knockhill
August 26-27	Rockingham
Sept 16-17	Silverstone
Sept 30-Oct 1	Brands Hatch (Grand Prix)

SELECTED EVENTS IN 2017

29 June/2 July – Goodwood House, Festival of Speed

27/28 August – Crystal Palace, Motorsport at the Palace

28 August - Lydden Hill, World Rallycross Championship

2 September – Brighton, Speed Trials

8-10 September – Goodwood circuit, Revival Meeting

5 Nov – London to Brighton, Veteran Car Run



Adrian White/David Lobb - BMW 318is (Photo – Andrew Manston)



The Club needs volunteers to help with the following:-

Marshalling at club events

Posting news and forthcoming events on our Facebook page

Organising quarterly club night events /rally school

Contact David Hughes, club secretary, on 01707 651280 or

secretary@greenbeltmc.org.uk if you can help with any of these tasks

ROBERT'S RACING ROUND UP

Club Chairman Malcolm Wise has not got off to a very encouraging start to his 2017 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.

By now he planned to have competed in a total of nine races in these two championships but he has as actually only started in three events. All of these were in the Quaife Modified Saloon Car Championship – which has lost its prestigious Motorsport News sponsorship this year. He only finished in one of these QMSCC races where he took the chequered flag in third place.

As his Ford Escort Cosworth was not ready for this season's first pair of QMSCC races, Malcolm Wise's first outing in this championship was at the BRSCC's Snetterton Caterham Race Weekend at Snetterton.

In practice for this race he only completed three flying laps of Norfolk's Snetterton 300 circuit. On the second one of these he clocked his best time of 2min 17.2 sec (77.9 mph). Disappointingly this was only the seventh fastest time, and it was a hefty 7.7 sec slower than Rod Birley's Ford Escort WRC which, as usual, occupied pole position.

After taking the rolling start from the fourth row of the 12 car grid Malcolm completed the first 2.9 mile long lap in sixth place but then retired on lap two with a failure of his car's left rear wheel bearing.

This was far too big a job to repair in the paddock so he had to non-start in the second race at this event.

The next pair of QMSCC races were held on the 1.2 mile long Brands Hatch Indy circuit. In fact all of the subsequent 13 races in this championship will be run on this Kentish race track.

At this MG Car Club organised race meeting Malcolm's Escort, with its wheel bearing problem well and truly fixed (so he thought!), turned in a much better performance in the practice session.

He did 14 flying laps and on the penultimate one clocked a time of 52.9 sec (82.0 mph). This was only 1.2 secs slower than Rod Birley's Ford Escort WRC, which was in pole position, and mere 0.25 sec behind the second placed Renault Clio of Tony Skelton.

Malcolm spent the entire 15 minute race, which lasted for 17 laps for the leading seven cars, in third place.

Ahead of him Birley pulled out a 4.7 sec lead but our man was often right on the tail of Skelton's Clio. However he dropped back a bit, during the last couple of laps when his Escort's handling deteriorated and he started to hear strange noises from its back end.

Examination of the car in the paddock revealed that exactly the same problem with the car's left rear wheel bearing, as had manifested itself at Snetterton, had reoccurred. Once again this definitely could not be repaired at the race circuit so Malcolm could not take part in the second race at this race meeting.

Most unusually, the Morgan Car Club's Peter Morgan Memorial Meeting (at Brands Hatch, of course) included only one race in the QMSCC series.

In practice for this event Malcolm found that his Escort Cosworth Cosworth's straight line speed was not quite as good as it should have been. Nevertheless he was pleased to be second fastest behind Rod Birley (of course) and just ahead of Skelton's Clio.

He started the race from the front row of the 13 car grid but half way around the first 1.2 mile long lap found that he could not select fourth gear. Then his Escort's gearbox problems gradually got worse as the 15 minute race progressed.

It was not long before both fourth and fifth gears became unavailable and the car sometimes jumped out of third gear. By lap seven these problems had become so great that Malcolm decided to pull into the pit road to retire from the race.

During the winter Malcolm made the decision to race his Ford Sapphire Cosworth in the Blue Oval Saloon Series instead of the SVG Motorsport Pre 93 Touring Car

Championship. He made this decision because the organisers of the latter series flatly refused to increase the size of the air restrictor for engines of Ford Cosworth powered cars.

They did this despite receiving a number of requests from Malcolm, and from other entrants of similar Ford powered cars, to do so. It was put to them that this change was essential in order to make the Fords competitive with the BMW M3s which currently dominate the Pre 93 Touring Car Championship. However all of these representations fell on deaf ears

Unfortunately there had never been any chance that Malcolm's Barnet and Southgate College sponsored Ford Sapphire Cosworth, would be compete in the opening pair of BOSS races at Rockingham. This was because this race meeting clashed with the third and fourth rounds of the Quaife Modified Saloon Car Championship at Brands Hatch.

Malcolm also missed the next pair of BOSS races, which were held at Cadwell Park, because of a significant problem with his Ford Sapphire's two litre, turbocharged Cosworth engine.

This was discovered when it was being tested on the dynamometer at Dave Wilde's DTW Engines premises at Harlow. It was then noticed that there was a small hairline crack in the cylinder block.

So Malcolm now hopes that this problem can be solved in time for BOSS races numbers five and six, which will be run at Silverstone at the end of June.

ROBERT TAYLOR

**Send in your action photos for the magazine
and any news or stories**

GREEN BELT MOTOR CLUB

Affiliated to the RAC Motor Sports Association
Members of the ACSMC, AEMC and ASEMCA
part of the Anglia Motor Sport Club Ltd

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

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