

WAYFARER FEBRUARY 2020

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

February 2020

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Front cover: Tony Strong

Editorial/Club Sec News

This month we are looking back on the life of Tony Strong, who ran this Club for 30 years since 1964 when he formed the club.

The Annual Awards Dinner date has been set as Saturday 29th February 2020 at the Crews Hill Golf Club. The menu can be found elsewhere in this magazine – let Mel know you are attending.

Looking forward into 2020 there's the Snetterton Stages, the Annual Awards Dinner, the Annual General Meeting (22nd April), the Clacton Stages, many Sprints including our TAMS Packaging North Weald Sprint, the Summer BBQ and hopefully two new stage rallies one at Honnington and the other one a closed road event, see below. Then there's the return of Autocross in our area thanks to Anthony Ashwell.

Middlesex County AC and Herts County with some help of Green Belt MC and other clubs are in the advance stages of planning a closed road stage rally based in Stevenage using the roads to the east and north of the town. John Davie will be Chief Marshal with Richard Warne assisting; Graham Fray will be one of the stage commanders. Also involved is Paul Jeeves and Peter Nathan in their capacity as member of MCAC. The date is Sunday 12th July, so please get involved and when you sign up to help please help Graham on his stage, Braughing. More details soon.

Good luck to those taking part at the Snetterton Stages and thank you to those helping to run the event and don't forget to claim your championship points and see you at the Annual Awards Dinner on the 29th February at Crews Hill Golf Club, invite is in the magazine.

Chris Deal

Free MOTORSPORT on TV

F1 on C4 (only GB GP live), WRC on ITV4 and Red Bull TV on the web, 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 I-player. 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, Beulieu, Hants

Whitewebbs Museum of Transport, Enfield

Club Diary

29 February – Annual Awards Dinner

22 April – Annual General Meeting

24 June – BBQ and Concours D'Elegance

Event dates

Key

(ASMC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and RS Clubmans licence.

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

(BRC) – British Rally Championship 2020

Provisional dates, shows are in red

February

7 12 car rally run by Boundless by CMSA on 166 map

8 South Downs Stages at Goodwood, run by Southsea and Bognor Regis (AEMC)

8 Cambrian Rally (BRC/BTRDA)

9 Trial at Holbecks Park, run by West Suffolk MC (ASMC)

9 **The MG & Triumph Spares Day at Stoneleigh Park**

13-16 Rally Sweden (WRC)

15 Snetterton Stages, run by AMSC (AEMC/MN CRC)

15 Mexico City E-Prix

20-23 **London Classic Car Show at Olympia**

21-23 **Race Retro, International Historic Motorsport Show at Stoneleigh Park CV8 2LZ**

March

- 1 Hong Kong E-Prix
- 1 Anglesey Stages (MN CRC)
- 6 12 car rally run by Boundless by CMSA on 166 map
- 12-15 Rally Mexico (WRC)
- 14 Malcolm Wilson Rally (BTRDA)
- 14-15 West Cork Rally (BRC)
- 14-15 Agbo Stages Rally at Weston Park, run by Owen MC
- 15 Donington Stages, run by Dukeries MC (AEMC/MN CRC)
- 15 Australian GP, Melbourne
- 20-21 North West Stages, (Motorsport UK Asphalt Rally Championship)
- 21 Chinese E-Prix (TBC)
- 21 Training Day (Pratical) at Cambridge (AEMC)
- 20-22 Azores Rally (ERC)
- 22 Bahrain GP, Sakhir
- 22 Trial at Wattisfield, run by West Suffolk MC (ASMC)
- 28 North Wales Stages (British Historic Rally Championship)/(2WD)
- 28-29 Donington Park (National) BTCC race
- 28-29 Members Meeting at Goodwood
- 28-29 New Sprint event by Farnborough DMC (TBA)
- 29 BTRDA RX at Blyton
- 29 Targa at Wethersfield, run by Chelmsford MC (ASMC)

April

- 3 12 car rally run by Boundless by CMSA on 166 map
- 4 Rome E-Prix
- 5 Vietnamese GP, Hanoi
- 5 Abingdon Sprint, run by Sutton & Cheam MC (AEMC)
- 11-12 Brands Hatch (Indy) BTCC race
- 11-12 Easter Sprint at Blyton Park, run by BARC Mids
- 11 Tour of Epynt, tarmac rally (Motorsport UK Asphalt Rally Championship)
- 12-13 Rallycross at Lydden Hill
- 18 Rallynuts Stages (BTRDA)
- 18 Paris E-Prix
- 18 Goodwood Sprint, run by Bognor Regis MC
- 18-19 World RX, Barcelona, Spain
- 18-19 Autocross at Kilmington, run by Torbay MC
- 19 Chinese GP, Shanghai
- 19 AutoSolo at Debden, run by West Suffolk MC (ASMC)
- 19 Spring Car Trial at Ivinghoe, run by Falcon MC (ASMC)
- 19 Cambridge Classic runs by Cambridge CC, starting and finishing at Duxford
- 25 Kielder Forest Rally (British Historic Rally Championship)/(2WD)
- 25-26 Tendring & Clacton Stages, run by Chelmsford MC (BRC/AEMC)

SCRUTINEERING BAY JANUARY 2020

May I start this article with some very sad news from our scrutineering family. Just before Christmas, we lost two of our most valued team members, John Harvey and Denn Dubber, they were our Environment Scrutineers. John worked mostly at Silverstone but did noise testing for rallies and sprints in the Oxfordshire/Surrey/Sussex area, but if you've raced or rallied at Brands Hatch you will have met Denn noise testing your cars. Denn was also an Environment Inspector, signing off our new trainee scrutineers' environment section of their training modules. I'm sure everyone will want to join me in sending our deepest condolences to John and Denn's families, they will be badly missed.

MEMORIES OF 2019

2019 was, for me, a busy year scrutineering on 26 events, eight of them as Chief Scrutineer! The highlight events were the Donington Historic Festival, Blancpain GT and British GT's at Silverstone, Snetterton and Brands Hatch and of course, the club's two sprints at North Weald, and to top off the year my Ford Escort RS Mexico was awarded first in class at the Knebworth Classic Car show in August and Corgi making a model of my car too!

But the stand-out race event for me was the DTM race meeting at Brands Hatch in August. The DTM is a German "saloon car" race championship run at mostly former or current Grand Prix circuits in Europe. I was the Deputy Scrut for this event; we had a team of twenty scrutineers who were each allocated a car to look after in their respective garages. Each scrut had to make notes of any work done to the cars before, during and after qually and the races each day, and make sure nobody touched the cars while in parc-ferme.

After Mercedes had pulled out last year to go Formula E racing, Audi and BMW were joined for the first time by Aston Martin. Getting up close to the cars while checking them, I was surprised that all the cars, irrespective of what make or model they were, shared the same carbon-fibre tubs, gearboxes, and suspension and brake components. The engines were the only item unique to each manufacturer but they were very strictly restricted to limit the power and fuel consumption. The tubs were clothed in a carbon fibre body, a silhouette of one of the manufacturer's current road cars and with DRS activated rear wings.

The only thing I didn't like during the race meeting was the constant TV cameras following you around filming everything you were doing! I suppose with all the ex-F1 and star drivers racing it was going to be expected! The drivers and team members were all very friendly, making "Brexit" jokes, and anything we asked them to do was done without question, most spoke very good English too. Helpfully, some of the team mechanics/technicians were British; one technician I met was from a British GT Lamborghini team!

During the "down time", the DTM team members enjoyed watching the support races. Although Jamie Chadwick finished fourth in her race, she was crowned the first W Series champion, having led from the first race of the championship that followed the DTM around Europe. Well done Jamie, I saw her win the British GT4 championship a few years ago, then last year witnessed her being the first female driver to win a British F3 race. It will be good if she manages to get a F1 seat in the future. Talking of F1, David Coulthard was enjoying himself demonstrating a Red Bull F1 car during the lunch breaks.

We also had two Lotus Europe Cup races for Lotus Elise's, but sadly one race was interrupted by a serious fire to one of the cars, fortunately without injuries to the driver! Something we learnt from this incident, when the driver exited the car he pressed the external electronic electric isolator switch together with the fire extinguisher button to extinguish the fire. When the marshal arrived at the by now heavily smoking car, not realising the driver had pressed the electric isolator switch, he pressed it again thus resetting the electrics and the fuel pump started to pump more petrol onto the hot car to reignite the fire!

Please note, if your competition car is equipped with an electronic electric isolator to kill the electrics, the circuit cannot be reset by pressing the outside switch again, it must be reset by a separate switch, ideally located inside the car close to the driver and/or co-driver when seated. Although the Lotus Europe Cup cars were racing in the UK, they were racing under a FIA permit; I'm pleased to hear that the Lotus Europe Cup has now altered their regulations regarding electronic electric isolator switches!

But the best racing for the weekend was reserved for the little Mini Seven and Mini Miglia's. For this weekend we were using the Grand Prix circuit, and we had the biggest grid allowed for the GP circuit, 45 Mini's entered! The racing was very close, plenty of slipstreaming, and some panel rubbing too, with a few cars off in the kitty litter! Some of the DTM team members were getting very excited with the close racing, asking us questions about the Mini's racing!

And to finish off the year, have you ever wanted to go racing, but thought it was too expensive? You could look at the new for 2019 KA Enduro racing series run by MSVR's excellent Track Day team. The series is for the diminutive Ford KA Mk1, all the cars are standard road cars with very limited modifications allowed, apart from the usual safety stuff. The races are from 4 to 12 hours duration and you can enter a team of three or more drivers to help spread the costs. Our own Ashley Davis and Ian Barnard have raced during the year, Ashley winning a race with the Burton Performance team at Donington!

For the last KA Enduro race at Brands, we had a number of superstar drivers entered including ex-F1 McLaren team boss Eric Boullier and ex-BTCC champion Robb Gravett, and 24hr Le Mans winner Nick Tandy had entered a team of two cars, the car he was driving winning the race! Afterwards, Nick claimed this was the most fun and cheapest racing he'd done ever, and hopes to enter again next year!

THE YEAR AHEAD

So, 2020 looks like it's going to be another busy year...unless the controversial news that Motorsport UK increasing licence and event permit fees for 2020, as mentioned in the last issue of Wayfarer, causes competitors to not renew their licences or reduce the number of events they want to enter! I thought our governing body were trying to help motor clubs to encourage more new members, and help promote grassroots motorsport events! Personally, I think people will vote with their wallets!

Again, I've been invited to be Chief Scrutineer for the Donington Historic Festival, along with some Blancpain GT and British GT race meetings at Snetterton, Silverstone and Brands. DTM are, despite what was reported in the press, coming back to Brands Hatch, and the return of Formula E, racing around the perimeter roads of London's ExCel centre! Sadly we can't return to Battersea Park due to the locals wanting to walk their dogs in the Park!

Before the start of the new motorsport season, you will be checking your competition car in your workshops or garages...won't you! Apart from the usual oil changes, new brake pads/shoes, suspension checks etc., don't forget your safety items. Fire extinguishers must be serviced within two years of manufacture or when they were last serviced, and to help at scrutineering, please have the service label visible for us scrutineers to inspect, or we will ask you to remove the bottle for us to see the labels!

A reminder that harnesses and, depending on events entered, seats must be in date, not damaged, and installed properly! The number of seats and belts I've seen this year that have been badly or stupidly installed would make you wince!!! Bolts loose or missing, no washers behind bolt heads or spreader plates missing for seat or belt mounts to the chassis/bodyshell! On one occasion, someone used a motorcycle security chain to attach the harness to the chassis of the car because he'd bought the harness second hand on an auction site and the belts were not long enough, being meant for a single seater and not a saloon car! Yes, really, I kid you not, we've seen everything!

Remember, when installing harness belts, the shoulder straps must have the FIA homologation foil label on the **LEFT** shoulder, and if not mounted to the chassis may also be fixed to a harness bar which forms part of the vehicle ROPS; the straps may either be looped around the harness bar or bolted to the bar. If looped around the harness bar, the straps should pass three times through the 3-bar slide and the strap end should protrude by at least 100mm. The 3-bar slide should be positioned as close as possible to the harness bar. It is also important to consider the harness angle, especially where a Frontal Head Restraint (FHR) such as a HANS or Hybrid is being used. Motorsport UK regulations require the shoulder straps to be a maximum of 45° below horizontal. However, for use with an FHR it is recommended that they are no more than 20° below horizontal and they must not be angled upwards at all.

During the Christmas holiday, I had time to read the new 2020 Blue Book! I know, sad isn't it! I must say it's better than having to suffer watching "Strictly" or endless repeats of old comedy shows and films!

Not much has changed but the Technical Regulations for the sprint section has been covered in red ink, S.10.1 to S.14.1! It's really to re-define the various classes and their allowed modifications! But surprisingly section S.9.2.1 to S.9.2.1.4 is, in my opinion, a backward step! Overalls homologated to FIA 8856-2000, FIA 8856-2018 or FIA 1986 standard are mandatory **except for Standard Cars, it's recommended!** The same for gloves too! It's going to be confusing, is it a Standard or a Road Car? I do wonder about the Speed Committee coming up with these new regulations!

Keep safe and have a competitive 2020.

Loyd Gerken Motorsport UK National Scrutineer

Social column

I honestly cannot remember the last time I put fingers to keyboard to write an article for the Wayfarer. I shall endeavour to do so more often in the future so watch this space.

Last month saw the annual Christmas meal take place at the Two Brewers. A fabulous evening was had by all. I have to say I was very impressed by the food. Unfortunately, I had already had the works (3 course) Christmas meal at about 3pm that afternoon so wasn't able to eat as much as I'd have liked. I had planned this in advance and had brought back up to eat what I couldn't. The real disappointment was the evening meal far outweighed the afternoon meal so wish I'd saved myself. Never mind, there's always next year.

The next social event for the club is the Dinner and Dance which is being held on Saturday 29th February at Crews Hill Golf Club. Full details elsewhere in the mag. We have been to this venue for the last couple of years and are looking forward to going back. The disco is booked so make sure you are wearing your dancing shoes. If you are able to supply a raffle prize, it will be gratefully received. Please can I ask that you let me know you are coming and your menu choices as soon as possible. It can prove difficult and very time consuming for me trying to add additional last minute attendees. Thank you in advance.

I need to word this next sentence carefully so as to avoid offence and accusations of ageism! I may be one of the (slightly) younger members of the club and committee, but I am a dinosaur when it comes to modern technology. As such, I do not have a Facebook account nor do I intend to. Thankfully, our esteemed Social Media Co-ordinator does. Mark Goddard has been doing wonders. The number of followers (I think that's what they are called) has increased dramatically and the club had benefited from new members as a result. Thank you to Mark for his hard work and welcome to those new members. For those who have not yet been to our Facebook page and do use the social media giant, it's well worth a visit from what I gather. It's full of news, information about events and photos from members so head over and see what members and the club have been up to.

Look out in future magazines for other upcoming club events such as the AGM, the summer Barbeque and Concours d'Elegance and possibly a quiz.

Well, I think that's all from me for now.

Mel Camp

2019 Award Winners

Gerry Thurlow Memorial Trophy (formerly the Trent Park Trophy)

1st – Malcolm Wise

2nd – John Ridgen

3rd – Sam Fordham

Single Venue Stages Driver

1st – Ashley Davies

2nd – Mark Blackmore

3rd – Aaron Rix

1st overall Trophy shared between Driver and Co-Driver, donated by R. Warne

Single Venue Stages Co-Driver

1st – Sam Fordham

2nd – Matt Blackmore

3rd – Rob Cook

Multi Venue Stages Driver

1st – Martyn Andrews

2nd – Richard Warne

3rd – Mark Blackmore

Multi Venue Stages Co-Driver (donated by M. Wise)

1st – Steve Greenhill

2nd – Chris Deal

3rd – Preston Ayres

Thatcher Trophy (Autocross)

1st – John Rigden

Chalk Trophy (Sprint)

1st – Rob Choules

2nd – Chris Jones

3rd – Glenn Picket

Bowyer Trophy Driver

Not awarded

Bowyer Trophy Navigator

Not awarded

Clubwomans Trophy

Not awarded

Clubmans Trophy

1st – Ashley Davies

Warner Celnik Memorial Trophy

1st – Melanie Camp / Georgina Parkin

Lucy Jane Tammadge – TBA

Ross McNeil Trophy – TBA

Enthusiast Trophy – TBA

Jackson Trophy – TBA

Greta Taylor Memorial Trophy

1st – Donald Berry/Desmond Meldrum/Felicity Brown

Marshals Trophy – TBA

Bangham Trophy – TBA

Glover Trophy (GBMC events)

1st – Chris Jones

Smee Trophy – TBA

Winners of the above will be
Announced on the night,
so it could be you!

Rally School 2020

Last month saw the resurrection of the Green Belt Rally School Workshop, for those of you that remember this was a regular slot over a couple of decades ago. After a bit of advertising on Facebook last year it was encouraging that we had 5 club members signed up for the day's workshop.

This was the first time that we held a one day event usually cover the training over a 6 week period and just managed to cover the topics in 7 hours, of preparing a stage rally car for competition, licences, event regulations, what to expect on your first event regarding the paperwork, roadbooks, pace notes and driving tips.

A big thank you to Martin Andrews for his hospitality for using his Conservatory for the day.

Car Spares Escort

The Escort did not finish the year on a high as Chris detailed in the previous Wayfarer. Prior to the Wales Rally GB National event I had spent many weeks checking every nut and bolt ensuring there was no offending part that would fail. After a soggy Friday with many stages rivers of mud we finished 25th overall which considering the field very pleased.



Steve Greenhill / Martyn Andrews ace service crew - Llandudno Service Park

The First stage was a 2-hour drive south to the Dyfi Stage which is one of my favourites, this year 16 miles long. The first half of the stage the car was singing, until the dashboard was showing low voltage, not a good sign!!

The power steering then disappeared, a few miles later, the dashboard illumination then also with the gearbox gear indicator also disappeared so we were driving blind,

keeping a high gear we made it to the stage finish and didn't get caught by the car behind. Made it down to the passage check only for the car engine to die.

A quick look under the bonnet alternator failure was diagnosed which was the only item I have not changed on the car, and the spare was back in the Llandudno service park what bad luck.

This year's upgrade on the Car Spares Escort was decided to be the suspension. There are a few manufacturers out there that do the business after a lot of research I opted for **Rieger** Dampers which are a Dutch company. Rieger UK are based in Milton Keynes and can answer all your questions. However, once you have placed your order it could take up to 12 weeks for delivery!! Prior to this I tried several Irish based Rally Prep people but because of the cost they are not on the shelf to buy.

During the wait for the pallet of dampers to arrive there was plenty of work to be performed on the car, after the Bilstein dampers were removed, the rear Damper turrets had 2 locating cups either side of the turret to be removed which was time consuming to grind them off then reweld another plate on top to take a small damper top mount and then respray.



Before Christmas the Dampers arrived, which was good news, having ordered Tarmac and Forest Springs the first job was to convert the dampers to the Forest Spec as they came in Tarmac Spec, of course they did.

A big thanks to Ian @ Rix Engineering for his suspension bits in installing the Rieger's.

After a few hours in setting the camber and tracking to my spec it was all installed, was it worth all the effort, Yes it was.

It was now time for testing, not knowing how the dampers would respond as they have many settings for bump and rebound. Martin Andrews had already decided that he wanted to go testing with his Subaru anyway so to reduce the cost I said I would join him for a half day. A Friday date was agreed trailed up the car to the motorhome

and left Thursday heading to Wales to the Sweet Lamb rally stage. The weather was not good lots of wind and heavy rain.

One good thing about this complex is that you have a dry garage to work in.



Spot David Higgins

Friday morning came still raining, then the snow arrived for 2 hours not what we were expecting and sub zero temperature.

Halfway through the morning the snow stopped and it was a lot brighter. Chris was on the maps navigating me around the allocated course, after four sessions I had the dampers dialled in yes, what a difference. After around 35 miles of testing it was time to pack up clean the car, well Steve volunteered his services and head East for another four half hour drive home.



Thanks to Steve Greenhill for cleaning the car after the days entertainment

Richard Warne

Tony Strong - Obituary

Anthony Philip Strong was born in 1938 in Bowes Park, Palmers Green, North London, where he lived with his parents until they died in the late 70s. He had a brother who died in early childhood and therefore grew up as an only child but to devoted parents, with him similarly devoted to them. His innate intelligence assured him of a place at the local grammar school where he gained the necessary qualifications to start with a stockbroker in the City of London. After a couple of years he joined an American Investment bank, Paine Webber and later Charterhouse Bank and finally Financial and General Bank, giving him a very successful career as a bond dealer until he retired in his late 60s. He moved from North London to Collier Row, Essex and then to St Albans and on to Pepperstock where he had fond memories of the Slip End Social Club and its members. He ended his days after complications following an operation linked to his diabetes in a nursing home in Doncaster.



Tony's main interest outside of work was always with motor sport. He started the Green Belt Motor Club in North London with two close friends, Warner Celnik and John Oram in the early 60s and virtually dedicated himself to the organisation which included many forms of motor sport, especially car rallying and racing. Many of the

friends he made through the GBMC attended his funeral. He also honed his literary talent through his editorials in the Club monthly magazine including humorous and entertaining stories of club activities and his holidays and work life. He spearheaded the organisation of an annual, national status car rally, The Mad Hatter which took many months of organisation each year and it's fair to say became an obsession of his. He also became a talented navigator/co-driver through the early 70s through the 90s on special stage rallies the highlights being the Welsh, Scottish, Isle of Man and the 5 day Great Britain wide RAC rallies of 1985 and 86 the former where he won his class and a creditable 31st overall as a privateer against over 200 competitors. He sadly left GBMC in the mid 90's after 30 dedicated years.



He always had an interest in football and Spurs was his team through his childhood but latterly he became a Luton Town fan and attended many matches with his godson, Daniel Solbe to whom he became very close. His literary side culminated in him starting, but sadly not completing, a novel featuring a boxer which is where his interest started and led to his sponsorship of Jason Cunningham and his ultimate move up North.

Tony also enjoyed the cinema his whole life having been introduced to it by his Mother and regular trips to the Gaumont, Palmers Green after the second world war ended, cemented his love of Bob Hope, Bing Crosby and other Hollywood stars of that era. He also amassed a significant collection of film posters which he had framed and adorned the walls of his houses.

Tony retired from the City and went into partnership with Paul Solbe in a performance car preparation business in Luton and at the same time moved in to a joint venture with Paul, Jacqueline and family in a smallholding in Pepperstock where he stayed until his move in 2017 to Doncaster to be closer to his boxer, Jason.

Tony had a great affinity for the U.S and Americans possibly because of his banking experience and travelled to New York on business many times and holidayed there touring the country from Coast to Coast by train. He loved the UK though and coupled with his interest in trains spent many weekends travelling to Wales, the North and Scotland by rail.

Tony had a number of girlfriends over the years but never found the right one for him. As a character Tony was tall and gangly, engaging and interesting, caring and thoughtful and could be extremely generous, sometimes to a fault. He was quite a private man and always elusive when asked his age to the extent of his earlier passport showing his date of birth as 1940 whereas he was born 2 years earlier and that only came to light after he had passed. He had strong opinions on several subjects, especially politics and over the years was loyal to several very good friends and it is a testament to his popularity that he had a full chapel at his final service halt and is buried in Luton Cemetery.

A great guy who will be missed by many.

Geoff Taylor

December 2019

Memories of Tony

I first met Tony more than half a century ago as a young Mini driver, keen to get involved in the activities of an emerging local car rally club. It was hard not to be encouraged by his tremendous enthusiasm, a cheeky smile and sense of humour. In those days every problem was regarded merely as a challenge to be overcome with the minimum of fuss.

Tony quickly built a small team of fellow enthusiasts around him and delegated key roles and tasks to build up the membership. As a journalist, my role was de facto press officer, with responsibility for placing stories about the club and its activities in the local media.

From his final resting place, Tony should be enormously proud of how the club has developed into the thriving organisation that continues apace more than 50 years later.

Stephen Roe

The things we remember specifically about Tony were the Christmas morning sherry gatherings at his mother's house in 1976 and 1977. They were very convenient for me as I only lived about a mile up the road in Palmers Green. Also, in 1977 and 1978 we rented Tony's caravan near Frejus in Southern France. The first time we went with Steve Yates and Bill Perkins. The second time we went with Steve and Andy Couzens.

However, the thing we remember the most was his total dedication to the club. He was the face of Green Belt to the extent that some people referred to it as The Tony Strong Motor Club! He was totally committed to ensure that everyone enjoyed themselves, especially Wednesday nights where he would put on various events such as 12 car rallies, table top rallies, films, both non fiction rally films or Peter Fonda type fiction. In addition, he would invite guest speakers along from the world of Motor Sport.

Martin Rogers

MEET THE MEMBERS

TONY STRONG – INTERVIEWED BY DEE SMEE

in the 100th edition of Wayfarer in February 1973

Who?! is Tony Strong I hear you saying (Well perhaps I don't) – but how much do you really know about TS – or how much do you really want to know? Well I don't know the answer to either of those questions but I hope I won't bore you with the following details of TGTG – The Ginger Topped Gentleman!

Tony is I suppose a pillar (!) of the Club. In fact he is part of the foundations since it was he who together with Mick Fletcher and Wally organised a Treasure Hunt way back in the distant 1963. He says it was a success despite there only being seven entries and this precipitated another event which was attract thirty-five starters. After that the daunting three decided it was time to form a club. Thus in 1964 the Green Belt Car Rally and Social Club (GBCRSC) – a bit of a mouthful – was born with TS as Secretary where, as you know, he has been ever since.

As club involvement in motor sport increased and as the law required the club to seek registration from the RAC, the club committee duly applied to resister. The name was changed to Green Belt Motor Club (GBMC) as it still is today.

In those far off days the Green Belt met at The Gryphon in Winchmore Hill (N.21) next to Grange Park station. The pub is still there despite being lost to tearaways such as the youthful (?) Tony Strong for several years. Mine Host in those times Bryn Poston did in fact present the club's first ever trophy for competition over a season – The Gryphon Trophy.

To Tony motor sport is rallying and vice-versa. He says he likes to be driven fast. But I might add he qualifies this by saying if he has confidence in the driver. He does not consider that daylight stage rallies can hold a candle to night plot 'n bash road events which really bring out the team nature of the sport involving driver and navigator and not least of all – car!

Stage rallying is on the up and up and Tony does not belittle this change in our sport. However, Tony is in no way stage struck (sic!) and does not go wild over Autocross and similar events. As is probably well known and can easily be proved by a quick visit to his front room he is basically a navigator. On pre-plot rallies these days, pace notes do give the navigator a chance to prove that he is not just along for the ride, but Tony feels they are a poor substitute for plot 'n bash navigation where one has to fight to get the route on the map in the quickest possible time. Unfortunately therefore with

the future of road rallying ever more in doubt, Tone's love is doomed – if he sticks to his views.

Your jovial Secretary is a true Bowes Parkite, having lived at 27 Lyndhurst Road since the year dot, which I believe was about 2000 BC, but I'm not sure as I hadn't the courage to ask him his age. Anyway they say you tend to get forgetful when you reach 40! Seriously Tony is so shy (huh!) that he doesn't like to talk about his age. To me its not shyness – he's very sensitive really but he did admit sadly to being around 30 now. Certainly though his dye seems to be keeping the white hairs at bay – but for how long?

Club membership is always a concern for Tony but he did point out that some of the older original Green Belt members are still members and this must be a good sign for any club.

TS works for an American firm of stockbrokers in the City but his first job was in the film industry. Today though his stockbroking chores pay well and he thinks career wise his future is a reasonably sure one.

Of course Tony is an avid filmgoer as must be proved by the number of films GBMC show in any one year. (Tony's passion for cinema revealed on fact not noted by the Guinness Book of Records – he has seen 'North By Northwest' five times!). He reckons he has no time for real hobbies but would like to travel and visit the U.S. of A. sometime (can't think why – its no different from here – just bigger). He is interested in photography but never has any time to pursue it properly. In sport he likes football, horse racing, ice hockey and basketball (at his height a reasonable choice). He says he's no good at playing sport but likes watching it except rugby football (sacrilege!). And just to prove he's getting on a bit he is thinking of taking up golf.

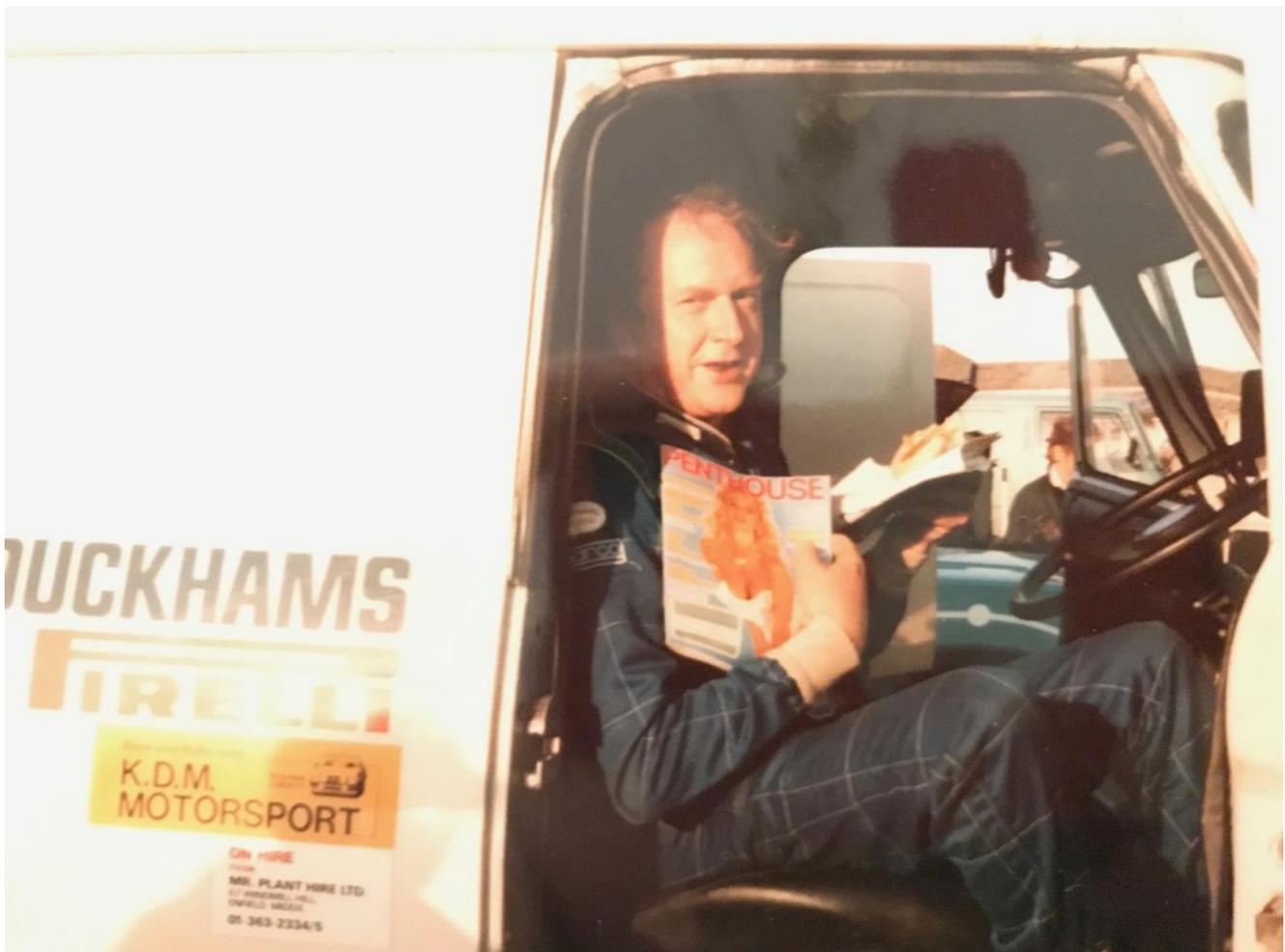
On music Tony is very reticent. My notes only contain three sentences which is hardly an indication of his true tastes, but he likes and I quote “melodic pop that's not too progressive”. He is very strong on the pre-pop era of the 50's – another indication of advancing years. He says he is not addicted to folk music but likes some. He has no time for classical music or jazz but has time for women (who is Olivia Newton John?).

Of the Club Tony has strong (very sic!!) views. Not surprising really. He is naturally glad that 1972 was the Club's best ever year and fully expects 1973 to surpass even that. He says there are more people actively involved doing motor sport than ever before and this is helping the Club's image. As a natural adjunct to this we are getting more invites and this in turn is increasing the Club's potential and making it better known in motor sport world.

Tony is all for event diversification into stage rallies, sprints, circuit racing etc. He says the Club is moving in this direction at the right time but the main headache is shortage of cash and getting experienced people to run events. Sponsorship for 1973 seems to be coming from several sources and this should solve our money problems and Tony is very enthusiastic about the change in the Club's President ('Great' he says).

So there we are – TS and the GBMC. Any interview with Tony must of necessity include much about the Club and without being facetious (for once) I would like to say that no club could have a more dedicated Secretary. So for this 100th issue and about my 15th 'Meet the Members' I give you jointly Tony Strong and the Green Belt Motor Club. Good luck to them both.

Dee Smee



Gavin Pink

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