

# WAYFARER MAGAZINE



## 50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club

# News

Updates from the MSA

DECEMBER 2014

SPORTING | TECHNICAL | DEVELOPMENT | EVENTS | RESULTS



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NEWS

**Widespread acclaim for world class event**



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**Marshals to get greater Council representation**



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GENERAL NEWS

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GO MOTORSPORT

**WRGB STEM days a great success**

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# WAYFARER

The Magazine  
Of  
THE GREEN BELT MOTOR CLUB  
Incorporating Stort Valley Auto Club

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January 2015

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## Front cover:

Top: Malcom Wise & Bottom: Richard Warne

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Editor: Ollie Camp

Race Reporter: Robert Taylor

Classified Ads - You tell us, we'll put it in.

Contact the Editor for advertisement details and rates. Member's adverts free, subject to conditions

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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.

## Editorial

Happy New Year to all of Green Belt Motor Club!

Writing that greeting for what seems to be the millionth time in 10 days got me thinking, when is it too late to say Happy New Year? This year, it seemed to be the 2nd January as I returned to work having had 2 days off and had received many emails during that time to which I was required to respond with said greeting. I suspect the answer is that you may make the exchange of this greeting upon the first communication with that person within that new year, then, after that it becomes obsolete. Maybe I'm just being a grouch.

This month, we have the usual suspects contributing, minus Robert's Racing Round up for which we will have to wait patiently for the return of the racing season. Who remembers Robert's Rant? I do miss that. In addition, Loyd Gerkin has produced an article about all the classic car shows he attended in 2014. This is definitely worth a read.

The next event for the club is the Dinner and Dance on Saturday 21st February. Please find an advert elsewhere for details. This is always a good event and is one not to be missed so get your ticket now before they sell out, like I believe they did last year.

How many of you attended the Autosport show at the NEC this year? Did anyone see the Guinness World Record (TBC officially by Guinness World Records at the time of going to press) for the tightest parallel park? A man by the name of Alistair Moffatt hand brake turned a Fiat 500 in to a space which had a total of 7.5cm between that car and the one either end. He did not hit the other cars either. I don't like the new 500, but that is very impressive.

I did not make it to Autosport this year; I had to work the day of the annual White/Ward/Camp outing to Birmingham. I did, however, ask Ollie to get me a present. He bought himself a helmet, helmet bag and a pair of gloves. He got me a Motors TV and a WRC sticker and the comment of "at least you won't have my sweaty hands in your gloves now". It's a good job my love is unconditional (although I must admit I look forward to racing this year and not having to share my gloves with him)!

*Melanie Camp*

### Club Nights

Club Members meet informally each Wednesday  
at The Two Brewers, Northaw, Herts. From 9.30 pm



# GBMC Events 2014

**Saturday 21st February 2015 - GBMC Annual Dinner and Dance**



## Competition Calendar 2014

Date	Event	Club	Venue/Start	Format
18.01.15	Weathersfield Stages	Chelmsford MC	MOD Weathersfield	Tarmac
06.02.15	12 Car Navigational Rally	North West London CSMA	Map 166	Road Rally
14.02.15	Southdown Stages	Southsea MC	Goodwood	Tarmac
14.02.15	Wyedean Stages	BTRDA	Chepstow	Forest
07.03.15	Malcolm Wilson Rally	BRRDA	Lake District	Forest
29.03.15	Woodbridge Stages	Chelmsford MC	MOD woodbridge	Tarmac
18.04.15	Somerset stages	BTRDA	Minehead	Forest



## **GREEN BELT DINNER & DANCE WHITE HORSE HOTEL HERTINGFORDBURY ROAD SATURDAY 21ST FEBRUARY 2015**

**£30 PER PERSON  
IF YOU CAN MAKE IT  
CONTACT**

**RICHARD WARNE  
01992 302669/ 07958 632 082**



## Social Secretary's Report

For GBMC, 2014 concluded with the Christmas meal at the King and Tinker, Enfield. The food and service were perfectly acceptable until the desserts. There was, shall we say, a rather prolonged gap between the main course and dessert; somewhere around the hour mark I suspect. Some party goers gave up before dessert arrived, and I can't say I blame them! If they were having the cheese board, they didn't miss much. Four biscuits were accompanied by a few grapes, a celery stick, apple (if you were lucky!) some rather dodgy looking "butter", pickle and three lumps of cheese. These consisted of a plastic Red Leicester, what we believed to be a Wensleydale with apricots and cranberries and, well, a lump of sawdust with a hint of ginger! We will be hunting for another venue next year. Suggestions on a postcard please.

So, looking forward to this year's events. My favourite event of the year, the annual dinner and dance. This year it is on Saturday 21st February at the White Hart, Hertingfordbury. Don't forget your dancing shoes as the disco is booked! Please see the advert for further details. You should also have received a letter with menu and list of award winners from Chris Deal. Congratulations to all the award winners. Don't forget their are more awards decided by the committee that are announced on the night so come along and see if you've won. I look

forward to seeing you there.

Hopefully in the next couple of months we will have the quiz against the CSMA. Also, if anyone has any ideas for a group visit, please let me know. Beaulieu Motor Museum was mentioned at the last committee meeting although this would involve an overnight stay. I understand that the Two Brewers has changed hands again, so in early July we hope to hold the barbeque and Concours d'Elegance once again this year. For other events, watch this space!

*Melanie Camp*

These are pictures of the Lego Mini that my Grandad had a kit of for Christmas. It took him about a week to put together and he didn't fall asleep once! The Lego models have got really good. It has an engine, seats with dash inside and a picnic basket in the boot!



## Competition Chat

May I welcome you all to another Competition Year, on a personal note the Car Spares Escort had another ok year but was inflicted again with a couple of not so exciting finishes.

An event which seems to be on my event calendar every year is the Wales Rally GB and the icing on the cake for the end of the year. The Escort however did not perform or was that the driver that did not perform did I here you say (See below)

The penultimate event of the year was the Middx Rockingham Stages at Rockingham Race Circuit, not too sure where all the Green Belt crews had gone to, hibernation must have come early this year.

The entry list for the 2 day event was in the region of 70 competitors, and for the Sunday 1 day event 21 cars. The Car Spares Escort crew on the Sunday Stages started at car 5, the first couple of stages was like driving on ice in places so caution was a priority, cars were going off everywhere, luckily we did not..

On the last stage with the front tyres going off losing a handful of seconds. With the times added up the Car Spares Escort was awarded with the 6th Overall and 3rd in with Ian & Steve Greenhill in the IPB Motors Vauxhall Nova 1400 cc had a winning margin of 18 seconds taking the 1st in class A award and 13th Overall.

### Wales Rally GB 2013

The main event last month was the Wales Rally GB, on the Marshalling front we unfortunately had a reduced presence in the forest, instead of the usual dozen Marshalls, we had Paul Jeeves for supporting this premier event, well done again Paul.

On the competition front myself and Rob Cook decided we could put a package together again for this year's event as I enjoyed the event so much last year.

As the Car Spares Escort Mk11 is not currently homologated the only option was to enter in the National section. For this you still compete 99% of all the stages over the 3 days and cover the forest stages once, where the international crews cover the stages twice, with me so far.

As Ian Barnard was unable to attend this year's event I called on a name from the past in the way of Karl Adamson an ex committee member all those years ago and agreed to look after the car in service, with son Scott, and as Chris Deal had a free weekend chris came along as well.

The start of the National event was from the Toyota Factory Car park in Flintshire, we headed for the Industrial estate where the scrutinning was taking place, scrutinning done with no issues, then walked to the factory reception for signing on.

This weekend saw the welcoming of the world's best rally drivers to the Welsh Forest's, WRC Wales Rally GB. On the National Rally front 100 cars were scheduled for the 2 or 3 day event of competition

The stages of Wales Rally GB are renowned as some of the toughest in the world, on the bright side myself & Rob had tackled a number of them on the various BTRDA events we have entered in the pass.

### Day one

After a 65 mile road section we arrived at Gartheiniog which was similar to last year but 10 times slippery after overnight rain the tracks in places were rivers of water.

After a short 3 mile section we arrived at Dyfi this time 14 miles of prime forest track was in front of us. Up to this time the escort was running faultless, however on approaching a ninety right the car turned in with no problem on the exit there was an almighty bang from under the car. We coasted down a fire break where the marshals were standing and got out the car. On closer inspection the prop-shaft was in two pieces, the middle UJ had exploded. Looking at options, we didn't have too many, we were informed that we could not get extracted until the international crews had gone through it was now about 1.30pm. At around 4pm we were towed the couple of miles to the stage finish. By this time I had the offending prop shaft off the

car and was waiting for the service crew to bring the spare prop down to Dyfi forest.



Awaiting to be tow out of the stage after the prop broke

Due to the heavy traffic they arrive at 7.30pm, after 10 minutes the new prop was on and we were driving back to the Service area at Deeside. Not one of my better days

Back in the Service area, Karl, Scott and Chris got about checking to the car over, With a change of tyres we were ready for day two, back to the cottage for some dinner to reflect on the day's activities

## Slot-Racing-Party

[www.slot-racing-party.co.uk](http://www.slot-racing-party.co.uk)

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**Info@slot-racing-party.co.uk ☎ 07882 989250**

A photograph of a slot racing track setup. It shows a green track with several slot cars in various colors (red, yellow, blue, green) racing. A trophy is visible on the right side of the track.



## Day Two



The start of Day Two leaving the Service Area at Deeside

Day two started with two stages in Clocaenog East and Main totaling 16 miles which were traversed with no major problems. Stage 3 of the day was 10 miles of Aberhimant, all was going well, coming up from a fast straight to an open ninety right bend for which I slowed from 4th to 3rd then 2nd gear the car turned in but kept under steering, we were soon off the track running parallel down a gully on two wheels at speed, after a couple of seconds we were over two meters below the track finally coming to a halt at the edge of a river, now the car was up to door sills in two foot of mud. We were lucky not to roll into the river.

Within a very short period of time twenty or so eager spectators pounced on the car.

The problem we had was the car was at an angle with the front wheels in the air with the rest of the car held up with mud not a good situation to be in. To

stay in the event for day two we had to get out. On assessing the damage we still had four wheels and the engine was fine. Luckily in the boot I had very large tow rope which at least 10 helpers were tugging at the rear end. Another team of helpers were jacking the wheels up and replacing the mud with rocks.



Nearly out of the ditch, spectators at work

As you can imagine the spectators helping to dig the car out took it turns to go to the river to remove the mud that they were being plastered with. Inch by inch the car was dragged back about 15 meters onto some firm ground. I was amazed it only took 35 minutes to extract the Car Spares Escort, honestly I thought we were there for the duration. The final push we were back on the forest track, and made it to the stage finish, only to be greeted with dulcet tones of Stuart Kingham from Wickford AC.

Rob indicated that we might be out of time for the next stage, I said let's give it a go and after 16 miles of road section we arrived at SS12 Dyfnant overtaking

a number of cars at the stage start, we were still in the rally.

All was going well and really enjoying the stage again over half way through the stage, on a long straight snatched another gear then there was another bang and the revs just increased no drive. We coasted to the side of the track where some spectators were standing and stopped right in front of them. This time I knew it was terminal we were not getting out of this one. We had stopped next to a Caravan park where the spectators had come from where we were offered cups of tea which was a nice gesture. After an hour or so the recovery truck arrived and towed us out of the forest to the spectator entrance to the forest. We were now on first name terms with the recovery team as they towed us out on yesterday's stage. This time we needed a trailer so the service crew was dispatched back to Deeside as they had been out spectating.

Again we were lucky where we had stopped at the spectator entrance, the local women from the local school were running this point selling program's from the porta cabin and Juley supplying myself and Rob with coffee, cakes and Sandwiches, what hospitality !!!.

After 6 hours of wait Karl arrived with the Service van and Trailer, we said our good- by's and headed back to the Deeside Service area.



The final straw after the axle exploded, slight body damage "that will polish out"

It was now 9pm by the time we arrived, and full of spectators who were everywhere, after negotiating the crowds we set up the service area again. We soon had the half shafts out which were ok, next we took the back plate off the axle, there was the problem, the pinon had exploded and spat ninety percent of the teeth out which resulted in smashed teeth on the crown wheel. With no spare on board we had no option but to retire from the event.

Sunday morning arrived back to service, Rally car back on the trailer and headed south. On reflection on my 40 years in motorsport this event was the most challenging and disappointing, they say things happen in three's and we definitely had our three on this event.

A big thanks to Karl & Scott Adamson and Chris in keeping the car mobile during the Two days of competition, I mean extracting us from the forest during the two days of competition

with the service area being far away from the stages at least they got out to spectate during the day, and of course Car Spares of Cheshunt and Comma oils for their support.

Finally a big thanks to Rob Cook in sorting out all that paperwork before and during the event and trying to keep me on the right track.

Overall not such an enjoyable event this year. May well be back next year for some more, it would be good for more GBMC members to compete on this 3 day event, it does not cost the earth ????

### **2015 Green Belt Organised/ Co Organised Events**

I have summarized our events for this year, if club members could assist in help running of these events it would be a great help, even if you can only come out on one event, no experience required, just the love of motorsport.

If you plan your year ahead you may be able help on all the events ??????

All you need to do is give me a ring Tel :- 07958 632082

### **Dinner & Awards Presentation .**

Congratulations again to all the award winners and look forward to seeing you next month at the White Horse Hotel.

A date for your diary no excuse for not turning up, SATURDAY 21nd February 2015,

This year's provisional results are published below and will be final 7 days after being published in the Wayfarer.

To the best of my knowledge I have included all results that club members have sent me, if you spot my deliberate mistake let me know, I am only human !!

All award winners will be invited to our Awards presentation and dinner, this years presentation will be held on Saturday 21rd February 2015 and again at :-

White Horse Hotel  
Hertingfordbury Road  
Hertford  
SG14 2LB

Tel : 01992 586791

*Richard Warne*

Date	Event	Club
26.04.15	Tams Packaging North Weald Sprint	GBMC/ Harrow
10.05.15	Woodbridge Stages	Middx / GBMC
02.08.15	Targa Rally Debden	WAC / GBMC
05.09.15	Debden Sprint	WAC / GBMC
12-13.09.15	Two Day Autocross	WAC / GBMC
20.09.15	North Weald sprint	Harrow / GBMC

## GBMC Championship Results 2014

Trent Park Trophy	1st Ian Barnard 2nd Dave Ward 3rd Malcolm Wise
Single Venue Stage Rally Trophy Driver	1st Ian Barnard 2nd Richard Warne 3rd Mark Blackmore
Single Venue Stage Rally Trophy Co-Driver	1st Mathew Blackmore 2nd Andy Bull 3rd Steve Greenhill
Multi Venue Stage Rally Driver	1st Ian Barnard 2nd Niall Moroney 3rd Richard Warne
Multi Venue Stage Rally Co-Driver	1st Steve Greenhill 2nd Rob Cook 3rd Andy Bull
Thatcher Trophy (Autocross)	1st Ollie Camp =1st Richard Warne 3rd Simon Higgs
Chalk Trophy (Sprints)	1st Rob Choules 2nd Paul Bowden 3rd Paul Phillips
Bowyer Trophy Driver (Targa Rally)	1st Ollie Camp 2nd Melanie Camp
Bowyer Trophy Co-Driver (Targa Rally)	1st Ollie Camp
Clubman's Trophy (All rounder)	1st Ian Barnard 2nd Richard Warne 3rd Ollie Camp
Clubwoman's Trophy (All rounder)	1st Melanie Camp
Glover Trophy (All GBMC events)	1st Ollie Camp 2nd Simon Higgs 3rd Richard Warne



Walner Celnik Memorial (Treasure hunts)	1st Chris Deal =1st Ian Davies =1st Brian Aldridge
Glover Trophy (All GBMC Events)	1st Ollie Camp 2nd Simon Higgs 3rd Richard Warne
Marshals Trophy	This could be you
Ross McNeil Trophy	This could be you
Jackson Trophy	This could be you
Bangham Trophy	This could be you
Enthusiasts Trophy	This could be you
Smee Trophy	This could be you

## Car Spares Cheshunt now have in stock EBC Brake Pads & Sport Discs .

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For more information

**Contact Car Spares : 01992 639844**

## Scruitneering Bay

What a year we've had! Drama on and off the F1 circuits, drivers pulling off the circuit just as they grab pole thus causing yellow flags preventing other drivers improving their time, drivers colliding with their team-mates, quiet engines, "Taxi-driver" racing, radio bans..."come in number 4, your time is up"! Then we have Bernie with his "Bribery" charges...and paying the courts off! Touring cars drivers spitting their dummies out because driver A has rear wheel drive and they've only got front wheel drive, or their car is weight penalised heavier than driver B! World Rally Champions saying it's unfair they have to run first on stages, sweeping the roads for those behind! I remember not so long ago, a certain French man won the World Rally Championship for NINE years driving from the front...did he complain? Well, perhaps a little, but he still won!!! So please! Grow up! If you don't like it, go and find something else to do...like tiddly-winks!!!

What a year I've had too! This year I've been busy on 28 events, from sprints and stage rallies, but mostly race meetings, over 45 days! That works out 15 two day meetings, one 3 day race meeting and 12 one day events. Plus I had six Classic Car shows, showing my Ford Escort RS Mexico, culminating in getting the award for "Best Over 5 years Old" class in the Green Belt MC's own Concours at the clubs 50th Anniversary event at North Weald airfield in June,

and on my birthday too! I was very pleased as it was the first time she had won an award. Many thanks to the clubs committee for organising the event, shame about the rain!

I've just had my 2015 MSA Blue Book through the letter box recently. After a quick read through, there are a few new things we need to point out to you. Some you were warned about during the year, but some have been introduced quickly following some incidents this year.

As of 1st January 2015, Snell SA2000 crash helmets cease to be the accepted standard for **ALL** MSA permitted events. Snell SA2005 and SA2010 will be the required standard. What about the red stickered BS6658 Type F/R crash helmets? They can still be used in 2015 for MSA National events only but will not be accepted **AFTER** 31st December 2015...so you've got one more year if you use one of these crash helmets. What are you going to do with your "out-of-date" crash helmets? They can still be used for track days, but why not donate them to Simon Clarks Langley Park Rally School, he's always looking for more crash helmets for school use.

Now something important for the race circuit people in the club. From 1st January 2015, if you are racing a **single seater race car** manufactured **AFTER** 1st January 2000, it will be mandatory to use a HANS device with a suitable

crash helmet! It remains advisable for ALL competitors using saloon and older single seater cars to use a HANS device in all events. There is conclusive evidence that the devices, provided they are used correctly, do save drivers from serious injuries in the unlikely event of a serious incident.

From 1st January 2016, ALL competitors who compete in circuit racing regardless of type of vehicle, the wearing of HANS devices will be mandatory, with the exception of Period Defined Vehicles...that's cars manufactured before 1965! So no going to the scrap yards to buy a vehicle log book from an old car please! Yes it does happen in Classic Car racing!

While we are on the subject of HANS devices, it was surprising the number of competitors who didn't know how to use them correctly! Recently I stopped a competitor from going out to race because his harness shoulder straps were under the HANS shoulder pads AND the crash helmet straps were adjusted wrongly. The driver, of course, was not happy for being prevented going out onto the grid, but when I adjusted his HANS device correctly he was allowed to go out to race. The driver, after the race, found me to thank me for sorting him out; he'd been racing all year like it!

When you purchase a HANS device, make sure you get the correct one...and know how to use it! There are several

different types of HANS devices on the market for single seater to saloon cars...even for stage rally co-drivers. Make sure your crash helmet has the correct studs on the sides to attach the HANS straps. DO NOT MODIFY YOUR OLD CRASH HELMET IF IT DOESN'T HAVE THE HANS STUDS!!! If you do modify your crash helmet, you will void the manufacturers FIA homologation, and also make the helmet unsafe to use! If you are looking at replacing your old crash helmet, search out for the helmets with the Snell SAH2010 standard, they will have the HANS fixing studs attached.

You may find, after you've used your newly purchased HANS device on an event, the harness shoulder straps are uncomfortable or slide off the HANS shoulder pads. This is where you can use shoulder straps with 2" width harness belts, provided they are suitable for HANS devices only! If you do fit 2" belts and forget to use your HANS device, you will be prevented from racing!!! Immediately!!! I've done it twice this year! Drivers excuses? I forgot to put it on...or...it's in the van!!!

The next question you will be asking me, will HANS devices be made mandatory for sprints, hill climbs, autocross or stage rallies? Possibly! It's only strongly advisable at the moment, but you never know. It's happening in circuit racing. But be aware, some championships are now making it mandatory to use HANS

As at : 01.01.15

## Trent Park Trophy - All Motorsport Events

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
1	Ian Barnard	350	308	350	305	314	350	284	50	350	350								3011
2	Dave Ward	350	167	200	281	194	209	287	218	200	179	215							2500
3	Malcolm Wise	164	164	350	350	176	140	200	179	290	230	299							2402
4	Rob Choules	200	308	182	125	125	170	200	101	125	137	149							1721
5	Richard Warne	137	308	350	50	221	350	50	251										1717
6	Ollie Camp	158	94	290	230	350													1122
7	Simon Higgs	299	251	251	275														1076
8	Paul Bowden	350	275	299															924
9	Rob Cook	50	308	176	131	158	50												873
10	Paul Phillips	275	170	275	149														869
11	Roge Kenningale	251	200	110	125	170													856
12	Steve Greenhill	50	149	290	350														839
13	Melanie Camp	94	170	170	230														664
14	Andy Bull	350	305																655
=14	Mick Davis	251	350	290															601
16	Mark Blackmore	350	239																589
17	Mathew Blackmore	350	239																589
18	Niall Moroney	110	290	50															450
=18	Frank Trueman	251	170																421
=18	Will Barnard	149	260																409
21	Chris Jones	350																	350
22	Barry Thorn	350																	350
23	John Ridgdon	200	149																349
24	Stuart Parish	275																	275
=24	Geoff Foot	251																	251
26	Chris Deal	251																	251
29	Bill Duffy	200																	200
Dropped Score		Maxiumn of 10 events per discipline																	

Trophy	Event	Date
Chalk	Regis Sprint	19.04.14
Chalk	dimanche Sprint	05.05.14
Chalk	North Weald sprint	16.03.14
Chalk	SDMC Sprint	30.03.14
Chalk	Tams Sprint	20.04.14
Chalk	Debden Sprint	11.05.14
MVS	Manx National	10.05.14
SVS	Cadwell Park Stages	06.04.14
SVS	Middlewick Stages	11.05.14
MVS	Jim Clark Rally	31.05.14
SVS	Twyford wood stages	31.05.14
MVS	Mini Epynt	01.06.14
SVS	Flying Fortress Stages	16.03.14
MVS	ALMC Stages	07.07.14
MVS	Nicky Grist Stages	12.07.14
MVS	Wales Rally GB Nat	13.11.14
Chalk	Sprint Royal FDMC	05.10.14
SVS	Rockingham stages	6/7.12.14

Trophy	Event	Date
TPT	Donington Race 5	22.03.14
TPT	Donington Race 17	22.03.14
TPT	Rockingham Race 5	17.05.14
TPT	rockingham Race 11	18.05.14
TPT	Silverstone Race 6	07.06.14
TPT	Silverstone Race17	08.06.14
TPT	Cadwell Park Race 1	26.07.14
TPT	Cadwell Park Race 9	27.07.14
TPT	Brands Hatch Race 7	06.09.14
TPT	Brands Hatch Race 16	07.09.14
Road Rally	GBMC WAC Targa	30.08.14
Chalk	TWMC Goodwood Sprint	26.05.14
Chalk	Curborough Sprint	09.08.14
Chalk	Debden Sprint	27.07.14
Chalk	North Weald Sprint	21.09.14
SVS	Woodbridge Stages	22.09.14
Thatcher	Southsea AutoX	10.08.14
MVS	Tyneside Stages	03.08.14
MVS	Woodpecker Stages	30.08.14
MVS	Trackrod Stages	26-27.09.14
Thatcher	Sept AutoX	27-28.09.14
MVS	Jersey Rally	10-11.10.14
TPT	Thruxton Race	02.11.14



### Single Venue Stage Rally - Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Ian Barnard	100	100	100													300
2	Richard Warne	29	86	100	67												282
3	Mark Blackmore	100	63														163
4	Will Barnard	70															70
6	Niall Moroney	5															5

### Single Venue Stage Rally - Co-driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Mathew Blackmore	100	63														163
2	Andy Bull	100															100
3	Steve Greenhill	100															100
4	Rob Cook	86															86
5	Chris Deal	67															67

### Multi Venue Stage Rally - Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Ian Barnard	86	85	88	78	5	100										442
2	Niall Moroney	80															80
3	Richard Warne	5	57	5													67

### Multi Venue Stage Rally - Co-driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Steve Greenhill	33	100	80													213
2	Rob Cook	42	27	36	5												110
3	Andy Bull	85															85

### Chalk Trophy - Sprints

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Rob Choules	50	86	44	25	25	40	50	17	25	29	33					407
2	Paul Bowden	100	75	100	83												358
3	Paul Phillips	75	40	86	75	33											309
4	Mick Davis	67	100	80													247
5	Simon Higgs	83	67	67													217
6	Ollie Camp	80	60														140
7	Roger Kenningale	67	50	20													137
8	Frank Trueman	67	40														107
9	Ian Barnard	100															100
=9	Chris Jones	100															100
=9	Dave Ward	100															100
;9	Barry Thorn	100															100
13	Geoff Foot	67	25														92
14	John Ridgeon	50	33														83
15	Stuart Parish	75	5														80
=15	Mellanie Camp	40	40														80
17	Bill Duffy	29	50														79
18	Frank Trueman	67															67
19	Will Barnard	33															33
20	Niall Moroney	20															20

### Thatcher Trophy - Autocross

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Ollie Camp	100															100
=1	Richard Warne	100															100
3	Simon Higgs	75															75
4	Roger Kenningale	25	40														65
5	Melanie Camp	60															60

### Clubmans Trophy

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Ian Barnard	100	100	100	88	100											488
2	Richard Warne	86	100	57	100												343
3	Ollie Camp	80	60	100	54	22											316

### Clubwomans Trophy

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Melanie Camp	60	22	40	40												156

### Treasure Hunts

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	<b>Chris Deal</b>	100															100
=1	<b>Ian Davies</b>	100															100
=1	<b>Brian Aldridge</b>	100															100
2	David Hughes	83															83
=2	Louise Hughes	83															83
3	Donald Berry	33															33

### Road Rally - Targa Driver

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	<b>Ollie Camp</b>	54															54
3	<b>Melanie Camp</b>	22															22

### Road Rally - Targa Navigator

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
3	<b>Ollie Camp</b>	22															22

### Glover Trophy - All GBMC organised events

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	<b>Ollie Camp</b>	54	22	80	100	60											316
2	<b>Simon Higgs</b>	83	67	75													225
3	<b>Richard Warne</b>	86	100														186
4	Roger Kenninggale	67	50	40	20												177
5	Mel Camp	22	40	60	40												162
6	Paul Bowden	75	83														158
7	Mick Davis	67	80														147
8	Frank Truman	67	40														107
9	Ian Barnard	100															100
=9	Chris Jones	100															100
=9	Dave Ward	100															100
=9	Mark Blackmore	100															100
=9	Mat Blackmore	100															100
=9	Barry Thorn	100															100
15	Rob Cook	86															86
16	John Rigden	50	33														83
17	Rob Choules	25	25	29													79
18	Paul Phillips	40	33														73
19	Geoff Foot	67															67
20	Will Barnard	33															33
21	Niall Moroney	20															20

## Scrutineering Bay Continued

devices to compete, check with your championship coordinator first.

Anything else? Yes, there's a new tyre list for unsealed surface stage rallies and cross country events. The list will apply to **ALL** stage rallies and cross country events run on unsealed surfaces from 1st January 2015.

Remember, if the Blue Book doesn't say you can't do it, it doesn't necessarily mean you can!

Have a safe 2015.

*Loyd Gerken*  
*(MSA National Scrutineer)*  
*Contact details in bluebook*

## 2014 Classic Car Shows

2014 was a busy year for Classic Car Shows. Early Spring Bank Holiday Monday saw my Ford Escort RS Mexico going to the Woburn Abbey Classic Car Show. Unusual for a Bank Holiday, I wasn't at a race meeting; also the weather was dry, but chilly! My next door neighbour Dave had just purchased an Audi R8 sports car a few days before the car show and wanted to show the car, but the car had just come back from the main Audi dealer after a full (expensive!) service and before we were to go, an oil leak was noticed underneath the car! We later found out the mechanic had over-tightened the sump-drain plug and cracked the sump! It cost the garage over a thousand pounds to put right!

Dejected and disappointed, Dave and I, together in my RS Mexico, made our way to Woburn. The car show, unlike last year, was well signed to the show ground. Once inside the Abbey grounds, we seemed to go for miles in the deer park to get to the show arena, just past the front of the Abbey! We wanted to stop by the front drive for photos of

the cars in front of the big house, but ground staff kept the traffic moving! Spoil sports! Those members old enough to remember, many years ago, when the Lombard/Network Q RAC rally was a proper rally visiting stately homes, race and test tracks on Sunday, Woburn was used as a stage. You may remember a film of the rally where a youthful Tony Mason was seen climbing out of a submerged Mk1 Escort which had crashed into the Abbey "duck" pond!

We parked the Mexico in the correct section for our class, 1970's Saloons, gave the car a quick clean and polish, Dave got the welcoming hot mugs of coffee and we had a walk round the other exhibits. We spoke to a few of the regular exhibitors and some new owners, discussed what winter jobs/projects we'd done to our respective cars, looked around the trade stands, and made our way to the show ring via the burger van. A superb Mk1 Ford Escort Twin-Cam got the Best Car of Show award, and well deserved too, it was fantastic. It had been totally



restored with all the correct parts, paint and with decals in the engine bay finishing it off perfectly. We were to see this car again at car shows during the year, collecting many more awards. Perhaps I'll put the Mexico in the show ring next year, after I've done some more detailing!

The next car show was the club's 50th Anniversary gathering at North Weald airfield in Essex at the end of a very wet June! It's a shame the rain came while the cars were being judged for the club's Concours. Against strong competition from some excellent examples of Jaguars E-Type and Series 2, Minis, AC Cobra and Triumph Spitfire etc., my car was judged "Best Over 5 Years Old"!!! Wow!!! The Mexico's first show award!!! And what a perfect birthday present for me too! The other cars owners are to be complimented and congratulated for owning and looking after some very fine examples of British motoring history! A very large thank you to the organising committee for all their hard work organising the club's celebrations, shame about the weather!

Mid-July was the Ford RS Owners Club National Day, to be held at Donington race circuit. As I'm one of the founder members of the Ford RS Owners Club, I was proudly made a Life member of the club at its 30th Anniversary in 2010, and I was invited to show my Mexico on the Mk2 RS Mexico Registrars stand. The weekend had started with monsoon weather conditions the day before, causing the paddock area of the Donington circuit to flood while the club was setting up the show arena. With trepidation, I drew the curtains back early Sunday morning; thank goodness it was dry, warm and sunny. So I loaded the Mexico up, filled the petrol tank and made my way up the M1 to Donington. Not seeing any RS's on the journey, which was very unusual, I thought I'd got the wrong weekend or the show had been cancelled! But as I arrived at the circuit's entrance, I was greeted with hundreds of fantastic examples of the Ford RS range of cars queuing to get in to the circuit paddock area.

I found the parking area for the Mk2 RS Mexico, gave the car a quick clean, and





signed on at the club's HQ. I met a few old friends, including Tudor Davis, had a look around some of the clubs finest cars in the Concours area and made my way to the VIP hospitality for lunch. I met Elfyn Evans, M-Sports WRC new driver, who gave competition winners passenger rides around the circuit, and a very pregnant special guest Vicki Butler-Henderson who was to do PA duties!

Looking around the show areas I was very disappointed with the lack of Mk2 RS Mexico's on show, but there were some excellent examples of the RS Mexico in the public car park! This model of car is now getting very rare. Ford only made 2200 RS Mexico's between 1976 to 1978 and were only sold in the UK, my example being one of the last made. According to the clubs records, there are now only about 200 known examples left of the RS Mexico, they're either taxed for the road, SORNED or being restored.

I had arranged for the club to do an insurance valuation of my car. The RS1800 registrar David Robinson, an

old friend, was to do the valuation of my car. He owns a very rare Venetian Red RS1800, one of only two made to special order in red, the cars were only available in Diamond White! Did you know the RS1800 was made from the Mk2 RS Mexico? When the assembled cars arrived into the UK from the Saarlouis factory in Germany, the 1600 Pinto engine was removed and the 1800 BDA engine fitted, gearbox, back axle, suspension and brakes from the Mexico, were retained. The cars then had their decals added, along with some other parts fitted as ordered by the customer. Only 109 RS1800's were ever made, making it rarer than the RS200 rally car and the Capri RS3100! When David's red RS1800 is parked next to my red RS Mexico, it can be difficult to tell them apart!

After a long look over her, David agreed the insurance valuation for my car was at least £20,000!!! Because of the scarcity of the RS Mexico, it would be nearly impossible to find an identical car as mine, especially the history my car has, if it was ever lost in an accident or stolen! I've owned the Mexico since



1979 and was fully restored in 2010, at great cost. So I was pleased that the car had gained this agreed insurance value! I can't think of any car I have owned where it has appreciated, and not depreciated...considering I only paid £2875 when I purchased her!! Of course, the car is only worth what the purchaser wants to pay...but she is NOT for sale!!!

The journey home from Donington was to be very eventful! As I joined the A1 south-bound from the A14 roundabout, the sky darkened and the heavens opened up! The rain was coming down so hard, the wipers just couldn't cope with the amount of rain water, and luckily, I found somewhere to park up to shelter from the worst of the rain! The roads home were flooded, and I was amazed at the amount of traffic that passed by me at great speed! I couldn't see the road because of the rain spray from the car in front, and I was going no faster than 30mph!!! So I'm sure the drivers speeding past me couldn't see where they were going!!!

The next show was at Tewin village, home of double F1 champion driver Lewis Hamilton, in August. It was to be a hot sunny day! Green Belt MC, since the early days of the show, was to put on a club stand. Richard Warne brought along his immaculate stage rally Escort, I brought my Mexico, together with next-door Dave's Audi R8 for its first car show. The R8 drew many people, both young and old, taking photos and

admiring Dave's car. It was the only R8 at the show, unlike the many Aston Martins, Porsches, Jaguar E-Types and Ferraris that were on the field! Even local resident, rock singer from the late 50's-60's, Joe Brown, who had brought along his E-Type, had a long chat with Dave about his car. For the rest of the day, I couldn't stop Dave talking about his meeting with Joe Brown! I believe Marty Wilde, another local resident, was looking round the show ground. I've since suggested to the organisers that if they contacted Joe Brown, Marty Wilde, perhaps with his daughter Kim Wilde, and local Cockney Rock Stars Chas and Dave, they could have a music concert at the show! The organisers thought it was a good idea. And they all live near to the village.

We were next to go to the Knebworth House Classic Car Show on the August Bank Holiday, but there had been a very heavy rain storm over night and we were advised not to attend on the Monday as cars were getting stuck in the mud leaving the show ground Sunday evening, so reluctantly we decided to give the show a miss. It is generally the biggest Classic Car Show in the area with over one thousand classic cars showing. Hopefully it will be better weather next year.

September saw the club again put on a stand at the St Mary's School Bishops Stortford Motor Show. Last year the show had been rained off, most of the cars having gone home by lunch-

time! This year, although chilly, was thankfully dry. Dave brought his R8, I brought my Mexico, another friend of mine brought his super red Mazda MX5 sports car, and Ollie and Mel brought John Whites Triumph Spitfire and Mini along, together with Mark Warner's very rare rear-engine V6 Renault Clio. John Davie joined us to help on the clubs stand at the show. Again, Dave's car drew many admiring onlookers, some being allowed to sit in the car for photos to be taken. The show this year lacked a few of the regular show cars, probably because of the poor weather from last year, but the school, once again, raised a large sum of money to help fund projects organised by the parents, for the school. I hope next year we get an increase in numbers of

classic cars to the show.

So, that's it for 2014, the Mexico has been put away until next year. The job list is getting longer in preparation for 2015, front bumpers to be replaced and some bushes on the rear axle need replacing, and I need to be more thorough in the polish and detailing. If you see a Classic Car Show advertised in your local newspaper, why not go and have a look, you will be amazed at the quality and quantity of classic cars that you may have used, and abused, in your youth. You never know, you may want to get a classic car yourself and join in!

*Lloyd Gerken*

## WALES RALLY GB

# Widespread acclaim for world class event

Last month's Wales Rally GB (13-16 November) was hailed as a success by drivers, teams, local and national government bodies, commercial partners and, perhaps most importantly of all, the record number of fans.





The final round of the FIA World Rally Championship featured a capacity 160-car field, drew 80,000 visitors to North Wales and provided a multi-million pound boost for the Welsh economy.

Welsh Government Deputy Minister, Ken Skates, who presented the Peall Trophy to winners – and world champions – Sebastien Ogier and Julien Ingrassia in front of thousands of cheering spectators in Llandudno, said: “Wales Rally GB 2014 was a spectacular event both in terms of the rally action and the crowds who turned out to enjoy the atmosphere of this iconic event for Wales,” Skates said. Ogier added: “It’s a great event, a huge challenge and one which I love. All the stages in Wales are beautiful; you’re lucky here, because you have plenty of nice stages to choose from. You’re spoilt for choice!”

Staging the Ceremonial Start and Finish, Conwy County increased its involvement as the event’s Official Host County in 2014. “Eirias Stadium provided a spectacular start, and the crowd of around 15,000 in Llandudno on Sunday enjoyed the marvellous finishing ceremony,” said Cllr Graham Rees, Conwy’s Cabinet Member for Tourism, Marketing and Leisure. “Of course, the real importance of these events is the economic benefit to the area, with Wales Rally GB worth £10m to north and mid-Wales.”

The world’s top rally drivers, such as home hero Kris Meeke, were equally enthusiastic. “Everything to do with the event has worked like clockwork and the fans out on the stages are incredible,” Meeke said. “Wales Rally GB is unique – undoubtedly one of the most prestigious events on the WRC calendar. The final stage in the dark

on Saturday was absolutely fantastic – probably one of the best experiences anywhere in rallying.”

M-Sport Team Principal Malcolm Wilson said he was “surprised by the number of spectators” and that it “just goes to prove that this [North Wales] is the right location to host Wales Rally GB.” His opposite number at Hyundai, Michel Nandan, agreed that it was a “great venue” and added: “There was so much going on in the Service Park that it created a real atmosphere. The rally organisers did a good job; the stages were beautiful and provided a good show not only for the spectators but also for the drivers who had good fun driving on them.”

Jost Capito, head of Volkswagen Motorsport, echoed those sentiments. “For the drivers, it’s really just Monte Carlo, Finland and Wales that they all want to win. The organisation was first class. There were lots of spectators on the stages and all behaving very well. They are really knowledgeable and good fans. The Service Park was fully packed, so it was really enjoyable, really nice.”

**“Wales Rally GB 2014 was a spectacular event both in terms of the rally action and the crowds who turned out to enjoy the atmosphere of this iconic event for Wales”**



Wales Rally GB @WalesRallyGB · Dec 8 We would like to say thank you to David ‘Dash’ Jones who is retiring from marshalling at the end of the year. #WRGB

Wales Rally GB @WalesRallyGB · Nov 26 We are pleased to announce that the Wales @air\_ambulance raised over £1,600 on Wales Rally GB. #WRGB

Ben Taylor @ben\_taylor\_msa · Nov 16 The end of an amazing @WalesRallyGB 2014. A million thanks to everyone that played a part, especially the marshals and volunteers #OneTeam

Ken Skates AM @KenSkatesAM · Nov 19 Great to meet ex-world rally champion and MEP @AriVatanen at @WalesRallyGB. Very friendly & spoke warmly about Wales.

Carl Faulkner @quilani · Nov 18 Big well done to my cousin Mike & Peter Foy winning @WalesRallyGB National event. What an end to the year! @BSWRally

GB @Smallcarguy · Nov 16 The support from the volunteers / motor clubs / marshals on #WRGB was immense! Cheery and helpful bar none. You were the cherry on the cake

Emlyn Evans @finnthebt · Nov 16 @ThanksMarshal Please pass on our thanks to all the volunteers and marshals who made @WalesRallyGB happen #271 #WRGB

**For more Wales Rally GB pictures, see overleaf >>**

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;o)

### Casting Repairs

Quick Crank Ltd. have now renamed to L & S (UK) and offer a full range of engine machining services, but of particular interest is their ability to repair castings which have cracked, or where a threaded hole has cracked or pulled out. They are sited in Waterlooville, Hants, and their prices don't look too bad. There are several techniques available, and if anyone would like further details, please contact Geoff Foot.

### Club discount on Haynes books and manuals

Motor club members get 12.5% discount (with free post and packing thrown in as well). Geoff Foot has a complete catalogue of all Haynes books, so contact him for further details. They will send you their free catalogue on request, or you can order through their website (and still get discount) Several good new books out - goto [haynes.co.uk](http://haynes.co.uk) for details. They will send you their free catalogue on request, or you can order through their website (and still get discount)

Several good new books out goto [haynes.co.uk](http://haynes.co.uk) for details

## Club Merchandise

White T-Shirts	£7.00	Fleece - Green	£24.00	Umbrellas	£14.99
Polo Shirts - White or Green	£14.95	Hats -Caps	£5.00		

*All merchandise comes with GBMC logo*

## Garage Clear out

### Most parts are for a Crossflow Ford Escort 1600

Halda Speed Pilot Mk5 -excellent condition as new	Offers	Prop Shaft RS2000 to Atlas one inch shortened	£45
M16 Brake Callipers / Comp Pads (Good ) vented Discs & Hubs	£100	Competition Short Stem Steering Racks	£15
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PolyV Water Pump & Pulley (Non Alternator)	£40	Two Front Bilstein Inserts 260/60 (good)	£60
Oil Cooler sandwich plate, new	£10	Camshafts, Kent A6, A9, 1FR4 & Vulcan V111	£10
Dry Sump Remote Oil Filter Housing	£10	H/D, H/C Oil Pumps	£15
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Lots of 13 inch forest M&S tyres and wheels	Ask!		

Contact Richard Warne for further details:- Home 01992 302669

Mobile: 07958 632 082

### FIRE Extinguishers

Richard Warne still has a few 5kg extinguishers, mainly dry powder, out of certification date but still OK. Giveaway price of £5. Ideal for the garage. If you don't have any form of fire extinguisher then buy one of these. It might be the best £5 you ever spend...

## The Directory

A list of handy places that members have found useful. Any additions to the list will be welcome

Harlow Motorsport  
Edinburgh Way, Harlow,  
is fully equipped with  
a rolling road for  
competition cars.  
01279 453486

Kalvin Tyres  
259 High Road,  
Broxbourne  
01992 462728

Lee Industrial  
Suez Road, Brimsdown.  
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etc. No min. charge, and  
open Sat morning.  
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Thames Stockholders Ltd.  
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non-ferrous metal i.e.  
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bronze etc. Could be a  
min. charge.  
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01992 553004  
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## Tailpieces

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Scrutineer....Then it was never made correct for motorsport!

Competitor...That's how it was made by the factory/Radical/Caterham/  
Porsche!

Scrutineer....Then it was never made correct for motorsport!

Competitor...No one's ever said that before!

Scrutineer....Well now that I have, you need to get it sorted!

Competitor...You're the first person to ever say that!

Scrutineer....Well now that I have, you need to get it sorted!

Competitor...Well I didn't know that!

Scrutineer....Well now you do!

Competitor...It was OK last week/last month/at Brands Hatch!

Scrutineer....Well it's not OK today!

# Green Belt Motor Club Committee Members 2015

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Vice Presidents: Dan Chalk, Geoff Jackson, Tony Strong

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Malcom Wise  
16 Bycullah Road  
Enfield  
London  
EN2 8EW  
(H) 020 8351 4953

## Secretary:

Chris Deal  
209 Latymer Road  
London  
N9 9PN  
(M) 07920 840689  
chris.deal@greenbeltmc.org.uk

## Treasurer:

Ed Davies  
c/o 14 Tiverton Road  
Potters Bar  
Hertfordshire  
EN6 5HY  
(H) 07711 691029  
ed.davies@greenbeltmc.org.uk

## Competition Secretary:

Richard Warne  
9 Chandlers Way  
Hertford  
Herts.  
SG14 2EB  
(H) 01992 302669  
(M) 07958 632082  
richard.warne1@ntlworld.com

## Press Officer:

Robert Taylor  
52 Hillfield Park  
Winchmore Hill  
London  
N21 3QL  
(H) 020 8886 6428  
roberttaylor1024@btinternet.com

## Social Secretary:

Melanie Camp  
Old Cottage  
Church Lane  
Debden  
Saffron Walden  
Essex  
CB11 3LD  
(H) 01799 542929  
(M) 07748 952005  
turkeystile@hotmail.com

## Marshalling Co-ordinator:

Post available!

Apply within (or let one of the committee know. We won't bite)!

## Magazine Editors

Oliver Camp  
Old Cottage  
Church Lane  
Debden  
Saffron Walden  
Essex  
CB11 3LD  
(H/W) 01799 542929  
(M) 07860 318258  
ollie@mercury-designs.co.uk

## Web Site

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

A Members Only section may be accessed from the Index page  
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## ARTICLES FOR PUBLICATION

Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.  
Please continue to send in those reports and articles to

[gbmc-mag@mercury-designs.co.uk](mailto:gbmc-mag@mercury-designs.co.uk)

The final copy date for next month's issue is: **30th January 2014**

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