

# WAYFARER MAGAZINE



## 50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club

FEBRUARY 2015

SPORTING | TECHNICAL | DEVELOPMENT | EVENTS | RESULTS



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NEWS

### Todd and Surtees crown British champions



## P5

GENERAL NEWS

**Wales Rally GB shortlisted for major tourism award**



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GENERAL NEWS

**Forest of Dean MC gears up for 40th Wydean Rally**



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TEAM UK

**Team UK drivers train at top national sports facility**

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# WAYFARER

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

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February / March 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

Hello, welcome to the February/March edition of Wayfarer. Apologies for the delay in getting this issue to you. Ollie had some issues with the beast as I call it, or “the printer” to most people. Basically, it was printing extras on each page that it was not asked to. I am pleased to announce that after being dismantled and receiving a good talking to, it is back up and running!

an article or an editorial for Wayfarer. Why don't you send us a few paragraphs on what events you've done or events you've got coming up? How about what you've done to your car over the winter? Here at Warfarer Central, we're not fussy, we're just pleased to hear from you!

On that note, here's to receiving your articles . .

So, the motor sport season is about to start for many of us. Ollie and have our first Sprint on 15th March at North Weald. The gearbox has been transplanted from my old road car in to the racing car. It was never fun driving round holding on to the gear stick to stop it jumping out of gear! Hopefully the replacement box will cure that! The anti roll bar has been put back on the car, so hopefully a quick spit and polish and all should be good - fingers crossed!

*Melanie Camp*

The same day is also the first Formula 1 race of the season. Will Lewis reign supreme once again, will Rosberg bring back the fight, will Vettel remember how to drive? Who knows? My money is on Mr Smiley Smiley (as Ollie calls him), also known as Daniel Riccardo. Literally - I have him in the Green Belt Grand Prix Sweepstake!

We're always looking for people to write

### Club Nights

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

# GBMC Events 2015

**Annuual General Meeting - Two Brewers 9pm - 15th April 2015**

**TAMs Packaging Sprint - 26th April 2015**



## Competition Calendar 2015

Date	Event	Club	Venue/Start	Format
29.03.15	SDMC Sprint	Sevenoaks & District	North Weald	Tarmac
29.03.15	Woodbridge Stages	Chelmsford MC	MOD woodbridge	Tarmac
12.04.15	Auto solo	CSMA	North Weald	Tarmac
18.04.15	Somerset stages	BTRDA	Minehead	Forest
19.04.15	Classic Car Run	Cambridge Cc	Duxford Airfield	Tarmac
25.04.15	Goodwood Sprint	Tunbridge Wells MC	Goodwood	Tarmac
26.04.15	TAMs Packaging Sprint	Green Belt MC / Harrow CC	North Weald	Tarmac

**NORTH WEALD SPRINT**  
**North Weald, Essex**

**26TH APRIL 2015**

**If you can come and  
marshall then contact**

**Richard Warne**  
**07958 632082**





## Secretary's Report

Another year and already one month has gone. Hopefully you are getting ready for the season of motorsport. The Sprinting starts on the 17th March with the Borough 19 MC sprint at North Weald. Again there was a problem with noise and again it wasn't official motorsport. However, Club's met with Epping Forrest DC owners of the Airfield and some of residents and have worked out to keep official motorsport by using a different gate and starting later. Our own Sprint will be on 26th April at North Weald.

Rallying doesn't really have a closed season, we have had the Wethersfield Stages on 18th January. The venue hasn't been used for a number of years. I tested myself back in December by co driving Richard on the Rockingham Stages. There were a couple of wrong calls, but we survived with no major problems. Hopefully there will be a return to the forests this year. See have a stage rallying with Middlesex AC at Woodbridge.

The Awards Dinner is on 21st February and if you are quick we have a few tickets left.

The AGM is on Wednesday 15th April at the Two Brewers at 9pm. Come along to support the Club's committee and tell us how well we have doing in the last 50th years.

Now that MotorsTV is on Freeview

(channel 71) there is plenty of motorsport, whether it is rallying, rallycross, ice racing, truck, bikes or etc, just remember to support your local club rather than sitting down watching.

Finally, thanks for those who have renewed your subs.

*Chris Deal*

New members – Welcome back to Gavin Pink

Colnbrook, Thursday 19 February 2015

**An open letter from the MSA Chief Executive regarding spectator safety on UK stage rallies**

This weekend marks the second anniversary of the tragic death of a spectator on the Snowman Rally, and of course on the Jim Clark Rally in 2014 three more spectators lost their lives in equally tragic circumstances.

As a result the Scottish Government, following an emergency debate in the Scottish Parliament, commissioned a major review of safety on stage rallies. This Scottish Government Motorsport Event Safety Review published its final report in January, and the MSA has since gone on record confirming its commitment to the implementation of the report's recommendations, not only in Scotland but throughout the UK.

Clearly, there is going to be a period of transition while everyone concerned works as hard as possible to introduce the recommended changes. In the interim, I need to remind all spectators of the fact that they are ultimately responsible for their own personal safety.

I say this because despite these well-publicised tragedies, and despite the sport being well aware of the changes being brought about by the Scottish Review, I am astonished and dismayed that an irresponsible minority – and I stress minority – of spectators continue to display a wanton disregard for their own personal well-being.

This was brought home to me when viewing YouTube clips of last weekend's Wydean Forest Rally, and also from the truly shocking photograph from the same rally in yesterday's *Motorsport News* (18 February, page 34) of a 'spectator' lying flat on the ground on the edge of the forest track, apparently taking a photograph extremely close to a competing vehicle.

This behaviour not only shows a complete disregard for personal safety but in addition places other spectators, officials and competing crews in danger. It also undermines the considerable efforts of the dedicated rally organisers, officials and marshals, who do all they can to ensure that events run as safely as possible.

The MSA is currently working on a daily basis with all other stakeholders in rallying, particularly the Forestry Commission, and I can confirm from discussions within the last few days that unless these few idiotic spectators concerned change their attitude immediately and behave responsibly, there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now. Even in the meantime, this sort of behaviour will mean that stages are cancelled and rallies disrupted or even stopped.

Please, for the sake of rallying in the UK, can all spectators take full responsibility not only for ensuring their own personal safety but also the future of the sport we all love.

Yours in motor sport,



Rob Jones  
**CHIEF EXECUTIVE**

## Social Secretary's Report

I am writing this article in the last few days before our annual dinner and dance. Most months I can prattle on nicely about something that's annoyed me or amused me. This month, writers block seems to have struck. Looking back at the last few weeks, the only thing that's really got my goat is pot holes and poor driving standards. Twice in the last few weeks I have had to make a detour on my way home because some idiot can't drive and has crashed in to either another vehicle or some poor persons dining room! Thankfully the owner of the latter had just left the dining room and gone in to the kitchen. If she hadn't, she would not be with us anymore. How the driver ended up where he did, I don't know. The house was on a straight section of road, in a 30mph speed restriction with a junction opposite. The car had gone in with such speed, the rear end was level with the wall of the house it had crashed through.

The first time I was less than 5 minutes from home yet took in excess of 30 minutes more to finally reach my door. One driver clearly didn't fancy his or her side of the road when traveling round a bend. The mind boggles as to what goes through people's heads sometimes.

Anyway, on to less dramatic fun on four wheels?! The annual dinner and dance is Saturday 21st February. If you haven't purchased your tickets now, then you are going to miss the GBMC event if the year. If you have got your tickets, then I'll see you there. I hear

Ollie is on camera duty again this year, let's hope he doesn't feel the need for any further proposals!

On Wednesday 8th April, we have a quiz against the CSMA. This year, it is to be held in the Holiday Inn, Watford as it will be hosted by our friends of the North West region of the CSMA. As per usual, we will need two teams of 4. If you would like to participate, then please contact myself. I believe this will be the 6th quiz that we have competed against the CSMA and its now one of the highlights of our social calendar. Not that I'm competitive, but it's even more of a highlight when we win; no pressure. What can I say, I come from a competitive family!

Looking further ahead, the committee propose to hold the return of the bbq and Concours d'Elegance on 1st July at the Two Brewers (as last year the Concours was held at the 50th anniversary at North Weald). This is my second favourite event on the GBMC social calendar. More details to follow.

Finally, I propose to organise a visit to a place of interest, well, there's no point going somewhere uninteresting, is there? I hope to organise it for July/August and so far have had suggestions of Beaulieu Motor Museum, the Morgan factory and Brooklands. If you have somewhere in particular you'd like to go, please let me know and I'll see what I can do.

See you at the dinner.

*Melanie Camp*



## **GBMC vs CSMA Quiz Night**

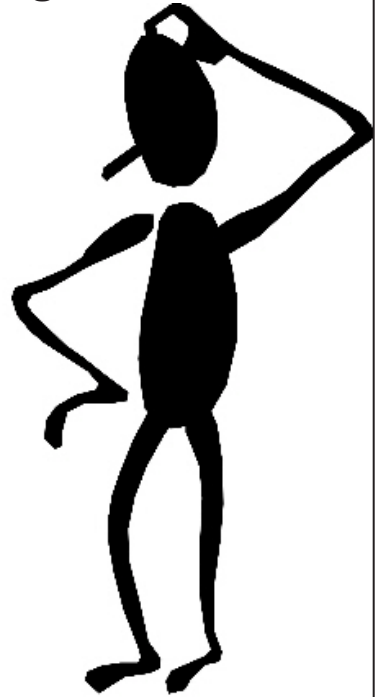
**19 Bridle Path, Watford,  
Hertfordshire, WD17 1UE**

**8th April 2015  
8pm for 8:30pm start**

**Nibbles Provided**

**For more details contact**

**Melanie Stiles  
on  
01799 542929 / 07748952005**



**9:00PM**

**15TH APRIL 2015  
SEE YOU THERE!**

**GREEN BELT AGM  
THE TWO BREWERS  
NORTHAW**



## Competition Chat

February is also a quite month for motorsport and this year is no exception, not sure if any club member has been out competing, besides Ian Barnard on the Wydean stages at Chepstow.

Ian's first outing in the forest for many years since the Mk2 Escort days.

The Car Spares Escort this year had an engine make over with a complete strip down and rebuild with new shells and piston rings. Big thanks to Ian Barnard of IPB motors for his help in the engine rebuild well Ian did most of the work. Not too impressed with PACE automotive who rebuilt the oil pump, I know part of the fixing plate was broken, but six weeks later the pump was ready to install. Now comes the task of running the engine in, I am looking forward to that ??

### 2015 Awards Dinner

This year our annual awards dinner will be well supported at the time of writing a week before the function we have 60 club members attending.

Congratulation again to all our award winners.

*Richard Warne*

### What age can I start in motorsport?

Here's an outline of the minimum ages for competitors, but for full details, check the current regulations with the Motor Sports Association (MSA), or the event organiser.

Rally Navigator Road Events	12
Rally Navigator Stage Events	16
Spints, Hillclimbs, Autocross	16
PCT's Driver	15
PCT's Passengers	12
Autotests & Solos (any type of car)	17
Autotests & Solos (sallon up to 1600cc)	16
Autotests & Solos (sallon up to 1600cc) with an adult passenger	14
Circuit Racings	17
Karting depending on type of kart ages from 8, 13 & 16	



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## 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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## 2014 Tunnocks Rally of Mull

Mid October saw myself, Pete Thorn and his partner Jan, making our annual pilgrimage north to the Isle of Mull on the west coast of Scotland, for the 2014 Tunnocks Rally of Mull, in Pete's trusty Volvo estate. After a very uneventful and rather boring 500 mile journey, we arrived onto the island just as it got dark. We had expected to see the normally gorgeous autumnal colours of the highland trees on the trip up, especially around Loch Lomond, but due to the unusually warm weather we were experiencing in September/October, the trees were still hanging onto their leaves.

Like last year, we decided to stay a few days after the rally, so that we could enjoy a bit of walking and seeing the scenery and do some Eagle and Red Kite watching. We were to stay in a slightly larger but more expensive cottage on the Aros Estate just outside Salen. The following morning, looking out of the bedroom windows, we were greeted with a superb view of the Sound of Mull, with the Aros Mains castle ruins just to our left and fields full of sheep just below us. And it was a bright sunny day too! As Thursday was a free day, we decided to have a trip into Tobermory to get those last minute things that we had forgotten to bring and some food shopping for the rally. After a walk along the town's harbour front, we went to see our friends Chris and Heather at



their B & B just on the outskirts of Tobermory. After catching up with the latest gossip, we returned back to the cottage, and after a superb evening meal, Pete and I decided to go to the Mull rugby club house to have a very interesting "First on Scene" marshal training session.

A few days before we were due to travel to the island, we heard that our stage commander and fellow Stort Valley AC member Graham Frary, had to go into hospital, and wouldn't be allowed to make the long journey up to Scotland for the rally. Hope everything is OK now Graham.

"No problem", the rally organisers said, "we have a very experienced stage commander to replace Graham, but it would be a good idea for you to come to the Commanders meeting to meet him". Pete and I arrived at the much disorganised meeting place, the Glen Forsa hotel; while waiting for the rally organisers to arrive, we met our new stage commander who had been

SC on many Scottish rallies and at the same time we collected our stage furniture for setting up the stages Friday afternoon.

At the Commanders meeting, because of the sad incidents on the Jim Clark Rally earlier in the year, we were told that, following several high-profile meetings etc., we were to have several members of various safety committees, including some Scottish MP's, visit the rally! The rally safety plan and organising format were to change this year as a result of some of the safety committee meeting conclusions. The eyes of the Scottish rally community were now looking to us to run a perfect rally!

Friday morning greeted us with rain and strong wind!!! Nothing unusual for Scotland, especially for Mull!!! Just what we needed while setting the stages up!!! We made our way back to the rugby club house to sign on for marshalling; both Pete and I had registered for MSA 81 Safety radio duties for the rally. At the rugby club, we met up with our other SVAC colleagues Pete Wells and partner Di who, together with Caddy the chocolate brown Spaniel, had travelled up from their home in Italy, visiting family on the journey up to Scotland! We agreed our plan of action for setting the stage up, hoping to meet up somewhere in the village of Dervaig. Around lunchtime, we finished setting up the stage and



because we were soaked through from the morning rain, we decided to return to the cottage for a hot meal and a change of dry warm clothing, ready for the night's action.

Our first stage, SS3 Glen Aros to Dervaig, was just up the road from the cottage. Pete T and Jan were to do the start radio, and I borrowed our friend Chris' car to do radio further into the stage, and Pete W and Di were to do the arrival control. Chris and friends were at the flying finish and stop control in Dervaig.

In the past, radio communication has been an issue on the island. This year the organisers proudly boasted that they had resolved the problems by putting in additional link radios around the island. Great, but unfortunately Pete had no radio reception (not helped by a dodgy aerial plug...sorry Pete, must improve my soldering!) due to the stage start being located in amongst tall trees, with a fast flowing river one side of the road and a sheer cliff of granite rock on the other...and it was still



raining too! Not the best combination for radio communication conditions! The only radio working at the start was in the rescue vehicle (different frequencies?) and they were happy to act as start radio.

I was positioned about a mile further into the stage, at a large open forestry entrance down in the valley. In previous years because of the high speeds attained on this stage, the organisers decided to use half-tonne bales of straw to form a tight chicane! Great I thought I might see some action here! Despite being in a wide flattish area (for Mull!), I couldn't hear radio control very well, so I was to use "Tob" link.

While talking to one of the marshals, he recognised my "Stort 2" call sign from Stort Valley AC, and after further conversation, he disclosed that he had lived in Bishops Stortford for a few years and knew certain members of the club from the various garage establishments in Stortford, and Stansted! And also marshalling on some rallies in our region too! Small world!!!

The road was closed by the "Road-Closing" car just before 9pm and after a short delay, the various course and official's cars went past our point. We were ready! A large group of spectators had gathered at our point and were all very well behaved! At last the rain had stopped, but leaving

the roads very wet and slippery.

The first car to enter the stage was the 2013 rally winner John MacCrone in his R2 Fiesta. No dramas here, MacCrone passed through cleanly, and he was driving fantastically well considering the lack of horsepower in his little Fiesta, just right for the poor conditions! Next to arrive was Mull rally multi-winner, and Dervaig resident, Callum Duffy in his indecently quick Ford Escort Mk2. Just a quick flick of the wrists was required to negotiate the straw-bale chicane!! That Escort can shift! 300+BHP from the 2.5 litre Millington engine! That's more than a WRC car! He later reported that he had wheel spin for most of the stage due to the wet roads and hard tyres...and he was on the engine rev limiter for most of the stage! This stage was using his favourite stretch of road. Well it should be! He commutes from his home in Dervaig to his place of work in the forests nearby!

Most of the top runners successfully negotiated our straw-baled chicane, until a Mitsubishi EVO9 "lost-it"!! The car hit the first bale; the driver tried to correct it and hitting the second bale, rattled along the Armco barrier protecting a stone walled bridge over a small stream! The driver grabbed a lower gear and disappeared into the stage with probably untold damage to the car, and probably punctured tyres too! The first bale had moved

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 Trophey - 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 Trohpy

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 Trohpy

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	Chris Deal	100															100	
=1	Ian Davies	100															100	
=1	Brian Aldridge	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	Ollie Camp	54															54
3	Melanie Camp	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	Ollie Camp	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	Ollie Camp	54	22	80	100	60											316	
2	Simon Higgs	83	67	75													225	
3	Richard Warne	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	

## 2014 Tunnocks Rally of Mull Continued

left slightly, opening up the chicane... and the second bale was last seen following the car down the road! The bale then dived over the bridge and into the stream below! I'm told it took several attempts with various tractors and recovery vehicles to retrieve the bale after the rally!

As we all gathered our breath, I tried several times to call the link radio to report the incident and possibly

the damaged car stopping in stage somewhere, but because the radio control was doing radio checks on a later stage, I was ignored, despite calling in "Safety"! Our junction marshals did their best to repair the chicane, but several cars had "straight-lined" it!

After a large proportion of the entry had passed through our location, there followed an eerie silence! The

radio made some crackling sounds and “Tob” link asked us to open our chicane as rescue vehicles were needed to enter the stage to attend to an incident further into the stage! One of the rescue vehicles was an ex-MOD V8 engined Forward Control Land Rover, followed by a similarly powered V8 Sherpa ambulance and with their engines on “full-chat” they both sounded very impressive as they passed through our location! Luckily their medical skills were not required, just a large bin bag to put the damaged car in to! Of course with the rescue vehicle going into the stage we lost the start line radio!

After a while the start line was getting rather crowded with waiting competing cars to start the stage. It was then decided by Rally HQ to cancel the stage due to the closeness of the road opening time, and to turn the cars around so that they could return to service. As most of you know, doing a “three-point-turn” in a stage rally car with wide tyres is nearly impossible! Due to the narrowness of the road, barely two cars width, and remember we had a river one side of the road and a cliff the other, and with the lack of suitable lighting, a car fell off the road, sliding towards the river!!! By this time our “new” stage commander blew a blood vessel!!! He’d seen enough! He instructed the remaining cars to go into the stage, “non-competitive” and in the correct

direction, against the organiser’s instructions. When some of the rally officials arrived at the stage start; our very disgruntled SC gave them a few choice words and, together with his team, disappeared!

After collecting up the stage furniture boards, we arrived back at the cottage shortly after 1am, and over a steaming hot mug of coffee, we discussed what had happened during the night. Pete later told me that the SC was fuming all night about how poorly organised the rally was, and said he didn’t want his name to be connected with any further duties on the rally!!! Hence his rather abrupt departure! This was to cause repercussions for us later in the rally!

Saturday morning was bright and thankfully dry. After a breakfast of bacon and eggs, we returned to Tobermory to set up the afternoon stages. When we had finished, the chief marshal Lock Horsburgh caught up with us to discuss the previous night’s incidents, and also to inform a rather shocked Pete, he was to be Stage Commander for our two afternoon stages! And we were to be lacking a start crew too! Luckily the rescue crew members happily rolled their sleeves up and helped to do the start line duties. Some even remarking that they’d not done starts for some time! Thanks guys for your help. Much appreciated.

The Saturday afternoon stages, SS10/13, started just outside the town's bakery, accompanied with the delightful smell of fresh baking! Sadly no free samples this year! Again I was to do radio duties, this time at the start line. It was agreed that if Pete had to go in-stage, he would go in the rescue vehicle, thus still leaving me with the radio in Pete's car at the start!

The "Road-Closing" car entered the stage on its due time, followed by an assortment of officials' cars etc. A vehicle of note was the "0" car. On the entry list it was down as a Ford Anglia WRC! I never knew Henry made Anglia WRC's!!! But this one was different! It was "wrapped" in the livery of the rally sponsors Tunnocks! I'm not sure what engine it had, but on the due time for it to go into the stage, it sounded great leaving the start line! Very impressive!

The first competitive car into the stage was rally leader Callum Duffy in his Escort, followed by John MacCrone in his Fiesta. Thankfully, there were no major incidents to report, all cars that entered our stage, had exited it safely. With no time for anything to eat and drink, we were receiving the cars for the repeat running of the afternoon stage. Again, we had no major incidents; but we did lose a couple of cars in stage due to mechanical problems. Congratulations Pete, a job well done.

And who did we see walking out of the stage after doing some spectating? Our disgruntled SC!!! He and his team avoided eye contact with us as they walked past us, but some of the rescue team members, who were with us the previous night, made a few comments to him!

After clearing up the stage furniture, we returned back to the cottage for a most pleasant evening meal, and suitably fortified, we were ready for the night stages. The rally organisers had found a replacement SC for our next stage, so we were re-located at the end of the stage in Dervaig for stop line duties...due to lack of marshals turning up! This stage was to start from the centre of Tobermory town centre and exiting the town via the bakery road and onto Dervaig.

Just our luck! As the first cars started to arrive at our stop line for their times to be entered onto their time cards, it started to rain! Great!! When our stage finished, the Chief Marshal arrived, thanked us and asked if we could help do the stop line of the rally's last stage, again because the marshals had not arrived! That wasn't our disgruntled SC and team was it?? OK, it was only the other side of Dervaig, we agreed.

The stop line for the last stage was located on a narrow piece of road on a bridge running alongside the Loch just on the outskirts of Dervaig village.



It was now raining quite hard with strong winds, and with no protection from the elements, we were NOT pleased! When we arrived at the stop line there were quite a few Course cars sitting in the way, they were waiting for the first competitors to arrive. This time, it was my turn to be angry! I “politely” asked the course cars to move elsewhere and perhaps the occupants could put on some suitable weather proof clothing, and help us run the control as we were now getting over-run with spectators walking along the narrow road!!! Reluctantly they agreed to help out! Good, because Pete and I were about ready to leave!!! It’s not something that neither of us has ever done before, abandoning our marshalling post, but we were soaked through after our last duties, and very pissed off!!!

With the extra help, rally leader Callum Duffy arrived at the stop line and waited for the second placed car of John MacCrone to arrive. There was a big gap! Then the third running car arrived. Duffy had won! MacCrone had driven so well all rally but his little Fiesta had broken its front suspension after clipping a rock at the roadside! He was heartbroken! So close to the finish, and to stop on the last stage too!!!

In past years, the stop line of the last stage of the rally can be an emotional time for the rally finishers. Just to

finish the rally is an achievement! The rally leaders were quickly gathered into the village centre to be presented with the celebration champagne by the sponsors MD, and applause from the gathered crowds. After the last competitor had departed from the stop line, a very wet and tired, and pee’d off Pete and I returned to the cottage to dry off, a suitable hot beverage, and we retired to our beds.

Sunday dawned a bright dry day and we slept in until about mid-day. After a bit of brunch, we returned the stage equipment we had accumulated over the weekend to the Glen Forsa hotel. Our Chief Marshal thanked us for our tireless work, including the extra stages we had done at short notice. In past years, on Sunday afternoon after the rally, we had gone into Tobermory to see the rally winners being piped through the town, and onto the trophy presentation ceremony, but we were still feeling annoyed by what seemed a very poorly organised rally and decided we wouldn’t visit the awards presentation!

Unfortunately, due to the rally organisers cutting costs, we previously enjoyed receiving “Mull Murmours” hand-outs between stages, giving us up-to-date leader boards and any interesting reports from the rally. This year...nothing! It was mentioned to the organisers, but without any financial help, it had to be deleted from the rally! This was just one of

the many cost cuts the rally organisers had done this year. I would like to say that usually, the Rally of Mull is the best rally in the world! But not this year! I hope it improves next year.

Despite its problems, I have re-booked the cottage for next year's Mull Rally, but without the sponsorship from Tunnocks, can it return back to be... The Best Rally in the World??

1st Callum Duffy/Iain Duffy	Ford Escort	2hr 28mins 32secs
2nd Tristan Pye/Andrew Falconer	Subaru Impreza	+1min 55secs
3rd John Cope/Clive Molyneux	Subaru Impreza	+10mins 05secs!
4th Richard Cook/Edwin Cook	Subaru Impreza	+11mins 10secs
5th Billy Bird/Plug Pulleyn	Vauxhall Chevette	+11mins 18secs

*Loyd Gerken*



### general news

MSA NEWS | FEBRUARY 2015

# Todt and Surtees crown British champions

**FIA President Jean Todt and Formula 1 legend John Surtees crowned the 2014 MSA British Champions and a series of special award winners during the Night of Champions ceremony at the Royal Automobile Club in London on 24 January.**

Todt, who leads world motor sport's governing body, took the opportunity to praise the breadth and depth of UK motor sport, while paying tribute to the MSA's efforts to promote road safety messages in support of the FIA Action for Road Safety campaign.

Surtees, the only world champion on two wheels and four, entertained guests by recollecting the 50th anniversary celebrations of his 1964 F1 title.

"The MSA Night of Champions is always a great occasion and a highlight of the domestic motor sport calendar," said Alan Gow, MSA Chairman. "But the evening is not ours; it is our champions' night and we were delighted to welcome them to the Royal Automobile Club to celebrate their achievements and successes. We were also honoured to have our FIA President, Jean Todt, with us throughout the evening and thank him for his contribution to such a special occasion."

**For a full rundown of the evening's award winners, see page 20 >>**





## MSA statement on rally media access

The MSA is committed to working with all of rallying's stakeholders to implement the recommendations of the Scottish Government's Motor Sport Event Safety Review (MESR), not only in Scotland but throughout the UK.

A key recommendation of the MESR relates to the press and photographers. The MESR concluded that: "The accreditation and management of the press and photographers at events should be further considered and improved. Press attendance at rallies should be subject to strict rules and press attendees must be prepared to obey the instructions of rally marshals. This is not necessarily the case at present and examples of press attendees standing in non-permitted areas have been noted by the Group. When an area is identified as unsafe, it should be regarded as unsafe for everyone without exception – spectators, press and marshals."

The media are crucial to our sport and the MSA is considering introducing a wholly new accreditation system for bona fide members of the media.

In the interim, however, all members of the media are reminded that under MSA regulations, the wearing of a tabard referring to 'press', 'media' or anything similar confers no additional access privileges over and above those of a spectator.

Consequently, anyone attempting to spectate from any area not accessible to spectators generally on a rally will be requested to move, and failure to do so may result in the interruption of the stage and delay to the event overall.

Events may of course have their own arrangements for the media, for example at the rally start and finish or in the service areas, but never for a rally special stage or test. This applies to all national status rallies in the UK.

The MSA thanks the media for their cooperation in this matter.



*Williams Racing Deputy Team Principal Claire Williams (centre with BWRDC Chairman Gail Hill and MSA Chief Executive Rob Jones) could not attend the Night of Champions but received the Lord Wakefield Trophy at the BWRDC annual awards dinner.*



@msauk

Andy Morris @AGMRacing Feb 9

Oh cool had email that my racing license is on its way. Never stops being cool. @MSAUK

..... Scott Mitchell @ScottMitchell89

Feb 8 I'm spending my Sunday at the @MSAUK officials' training day. Already seen the guys who run my old karting stomping grounds! #smallworld

..... Jon Earp @TeamTwpRacing Feb 2  
Wales, United Kingdom

Not bad. @MSAUK race licence renewed online in less than 5 minutes! #bringontheseason

..... Andrew Trenoweth @KHK\_Media  
Jan 31 Hats off to @MSAUK for a great service. Application posted on Monday and licence arrives on Saturday. Top work guys.

..... Dino Zamparelli @DinoZamparelli  
Jan 27 My race licence has arrived.

Thanks for the quick turnaround @MSAUK ..time to go racing!

..... Colin Turkington @ColinTurkington

Jan 26 What an honour to receive the BTCC trophy again @MSAUK Night of Champions by FIA president Jean Todt

..... Paul Hollywood @PaulHollywood

Jan 25 Well I did my race licence today and passed thanks

@JonnyAdam @BeechdeanAH @MSAUK @Brands\_Hatch

**MSA**

MOTOR SPORTS  
ASSOCIATION

UNITED KINGDOM

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## Italian Grand Prix confirmed as MSA road safety prize

Following a brilliant trip to the 2014 Italian Grand Prix for the inaugural MSA/FIA road safety film competition winners, this year's top two entries will once again travel to Monza for a once-in-a-lifetime F1 experience.

As well as all travel, accommodation and grandstand seating to watch one of the most iconic races of the year, the winning teams will get the incredible opportunity to venture inside the exclusive F1 paddock for a tour of the

championship-winning MERCEDES AMG PETRONAS Formula One™ Team pit garage.

The competition challenges 16- to 24-year-olds to create a 90-second film highlighting one of the FIA's 10 Golden Rules for Safer Motoring. The top prize also includes £4,000 to spend on filming equipment.

For details, including the entry form, click here: <http://bit.ly/17aChoX>



## Motor Sport launches MSA mag survey

*Motor Sport*, publisher of the governing body's quarterly magazine, has launched an online survey to understand more about MSA's many readers.

*Motor Sport* wants to produce the best possible magazine for MSA members, who have a wide and diverse range of interests passions within the world of motor sport. This questionnaire will help them to do just that. By completing the survey you will also be entered into a random draw for the chance to win some great prizes.

To take part in the MSA magazine survey, [please click here](#).

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## Classified Ads

### Special Offer - Keep warm this Winter!!

GBMC embroidered logo fleeces at £24 each. Sizes M, L and XL available.

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Following on from our hugely successful snow sale here we have some fresh air on offer.

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Other items include: A world war 2 french rifle, never fired, only dropped once.....

;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)

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## 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
Flywheels for sintered centre plate	£20	Competition Long Stem Steering Racks	£20
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
Tuffrided/ Balanced Crankshaft 1300 Crossflow	£50	Steel Rocker Shaft, Posts & rockers (as new )	£45
Gearbox Escort Mexico Type (Dead )	£15	Various Std Flywheels	£10
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  
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01279 453486

Kalvin Tyres  
259 High Road,  
Broxbourne  
01992 462728

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open Sat morning.  
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min. charge.  
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## Tailpieces

Competitor: It was like that when I bought it!

Scrutineer: Then it was wrong when you bought it!

Competitor: It wasn't noisy when I tested yesterday/raced last time!

Scrutineer: It is now; you need to get it sorted!

Competitor: It's OK for TOCA/FIA/World Rally!

Scrutineer: Well it's not now, we are using the MSA Blue Book rules today!

Competitor: Do you know who I am?

Scrutineer: Yes/No, but you're about to know who I am!

Competitor: Do you know who I am?

Scrutineer: Excuse me everyone, this poor person is not sure of his/her name!

# Green Belt Motor Club Committee Members 2015

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

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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: **13th April 2015**

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