

WAYFARER MAGAZINE



50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club



P2 NEWS **MSA publishes 2016 rally safety requirements**



GENERAL NEWS

MSA and IMS thank WRGB volunteers



MSA ACADEMY

Latest cohort achieves MSA L2 Coaching Award



MSA ACADEMY

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WAYFARER

The Magazine
Of

THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club

October, November & December 2015

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Front cover:

Top: Richard Warne & Bottom: Malcom Wise

Editor: Ollie Camp

Race Reporter: Robert Taylor

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

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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

Welcome to the last edition of Wayfarer for 2015.

Firstly, Ollie and I would like to apologise for the lack of magazines throughout the year. This has been largely due to a lack of time and partly due to a lack of articles by the actual copy date. We do very much appreciate every article that is sent for the magazine, after all, it wouldn't be much of a magazine with just the editorial and a few adverts!

As you have hopefully all seen, the printing quality of the Wayfarer has improved dramatically with the new printer that took up residence in our dining room in 2014. The printing of the magazine is quite simple; you basically press print and it prints, collates, folds and staples all by itself! All Ollie and I have to then do is stuff the magazine in to the envelopes which the printer also prints the addresses on to. The printing itself is not particularly time consuming; what is time consuming is the formatting of the magazine on the computer. I must admit Ollie does that entire aspect as it is well beyond my computer literacy skills! I'd just get cross with it and end up being rescued by Ollie!

If you are able to help at all with putting together the magazine, please let any committee member know and we (well, Ollie) will be happy to show you how it's

Secondly, I find myself making a further plea for help for the club. Richard Warne, who took over the role of Competition Secretary in 1983 (long before I was born, sorry, I am not trying to make anybody feel old) has decided that he is going to step down from the role. Richard has found that with his new job that he does not get the time to dedicate to organising events that he used to and that he would actually like to do some competing himself. I, on behalf of all the committee, would like to thank Richard for all his hard work and dedication over the thirty plus years. Without him, the club would not have been able to put on all the events that we have during this time and would possibly not even have a club.

The committee know that the role currently filled by Richard is a substantial one. On this basis, it is proposed that the role is somehow divided by two or three people. Again, if you are able to help or would like to know more about the role, please contact any committee member.

Thirdly, as you are probably all aware, our annual dinner and dance was scheduled for 20th February at the White Horse Hotel in Hertford. Unfortunately, for the second year in a row, they have mysteriously double booked themselves. This year,

the other booking is for a wedding so are unable to accommodate us at all on that date. The committee have been looking for an alternative venue as we felt the date (that a lot of people would have already had in their diaries) was more important than the venue. We have decided to go to the Mercure Hatfield Oak Hotel in Hatfield, which we have previously been to whilst it was under a different name and different management. The date remains as 20th February. Please see an

advert elsewhere for full details. You will, of course, receive your formal invitations as usual from Chris so you can order your tickets.

All that remains to be said is Happy New Year and Happy Motor Sporting for 2016!

Melanie Camp

GBMC Events 2016

Annual Dinner & Dance - 20th February 2016

Annual General Meeting - 6th April 2016

North Weald Sprint - 24th April 2016

Woodbridge Stages - 1st May 2016

Woodbridge Targa Rally - 22nd May 2016

Debden Sprint - 26th July 2016



GBMC Dinner and Dance MERCURE Hatfield Oak HOTEL Roehyde Way, Herts., AL10 9AF

Saturday 20th February 2016

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IF YOU CAN MAKE IT
CONTACT**

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

**OR
CHRIS DEAL
CHRIS.DEAL@GREENBELTMC.ORG.UK**



Club Nights

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

Social Secretary's Report

As there are a couple of other articles from me in this edition of Wayfarer, I'm sure you'll be pleased to know that I will keep this one brief.

Unfortunately, the trip to Brooklands did not happen as we didn't get enough people to make it viable. I believe we had nine people wanting to attend, six of which were Ollie, myself and my assorted family. I am happy to organise events for the club but there is obviously no point if no one wants to attend. I propose rearranging the visit for sometime in the spring next year. Look out for further details in upcoming editions of Wayfarer.

Our next social event is the Christmas Meal on Wednesday 16th December at the Old Owens where we held the summer BBQ and Concourse

d'Elegance. An advert with further details and a menu for you to make your selections from in advance are elsewhere in this magazine. This is always one of the highlights of the Club's calendar so I hope to see you there.

On Saturday 20th February 2016, we will be holding our annual dinner and dance. It is the only event that some members are able to attend so it is always nice to catch up with old friends. I'm sure Chris will write to you all with the menu etc in due course, however, put the date in your diary now!

I bet you didn't believe me when I told you this month's would be short.

Melanie Camp

Hunting for Treasure

On Sunday 27th September, Robert Taylor and Doug Williams with assistance from Ian Davies organised a Treasure Hunt for Green Belt and the Enfield Southgate Conservative Association. There were 6 crews participating, of which 2 and a half were Green Belt I believe.

We were very lucky with the weather as it was warm and sunny for most of the day. The route began at a pub at Thunderidge, near Ware. We then toured the Herts/Essex countryside to a tea stop in Takeley and on to the finish at Furneux Pelham. There was a good mix of difficult and easier questions

and clues, some of which required the navigator/other passengers to alight from the vehicle and run round looking for an answer. I have to say, this was great fun. At one point I was trotting across a foot bridge over a ford counting planks of wood.

Ollie and I did have an advantage, although we are novices and weren't too sure what we were doing, we did know the vast majority of the roads as we have lived in the area for most of our lives. This would probably explain why we won!

Ollie and I would like to thank Robert, Doug and Ian for organising the event.

We really did have a brilliant day out and would recommend this event to anyone (and we have been).

On Saturday 21st November, Ollie and I attended a quiz organised by Robert and his friends at the Enfield Southgate Association where the award for the Treasure Hunt was given out by David

Burrows MP. Unfortunately, we did not fair so well at the quiz and we were stone cold last. Oh well, you can't win everything in life!

Melanie Camp

Beatson's Mull Rally 2015

As you will have read in the specialist motorsport press and in various news reports on TV and radio, there was a tragic accident on the Beatson's Mull Rally, based on the Isle of Mull, in Scotland.

Andy Mort, co-driver for John MacCrone, succumbed to his injuries as a result of their car going off the road on SS7, Loch Kinloch, Saturday afternoon 10th October. John was airlifted to Glasgow hospital with reported serious injuries. The rally, following discussions between the rally organisers and Scotland Police, it was decided to abandon the rally immediately to allow all the relevant emergency agencies to attend at the scene of the incident.

Also, just before the rally, driver Chris Lawson passed away while on the island while doing his stage notes. As a mark of respect the rally organisers had left Chris's start number, 130, empty and not filled it with a reserve entry.

Some members of the old Stort Valley AC were marshalling and doing radio duties at the start and finish of some stages on the Mull Rally. We were on SS9, Mishnish Lochs, when we heard

about the accident. We were all shocked and stunned when we learned about the incident.

I'm sure that everyone will want to join us in passing our thoughts and condolences to the families and friends of the deceased and injured. The island is a very close community; it has come as a shock to everyone.

Happily we have since learnt that John has been released from hospital and is now recovering at home at Dervaig on the island with his family.

Let's all hope the rally will run in 2016, the Mull Car Club had arranged for a new enthusiastic sponsor in Beatson's Building Supplies, the directors of the company had competed on the rally for many years.

Lloyd Gerken

Day's out marshalling

On Saturday 5th September, we held our second Targa rally at Carver Barracks near Debden with our friends at Wickford Auto Club. Ollie and I decided we would marshal so set out from home at 7.45 and after having to stop because Ollie hadn't closed the boot properly, we eventually arrived at what seemed like an age later at 7.48 (the beauty of living down the road from the venue).

The sky was very overcast at this point and looked like it was raining in the distance. It was at this point I was talking to a couple of other marshals and I joked about how we were probably going to get wet but I'd probably still get sun burnt.

After a briefing from John Davie about which post we were on, and as we were to be on the finish of 5 of the 15 stages, how to operate the finish, we trundled off to our post armed with an envelope of paperwork which included stage diagrams and a list of do's and don'ts in the event of an emergency. I've attended two courses on first aid recently so felt quite prepared if there was a medical incident. Thankfully, I did not need to put my skills in to practice although I believe there was a near miss with a walker and their dog on one stage. Apparently some joggers appeared on another stage but as soon as they saw what was going on ran back in the direction they came very quickly. Who said exercise is good for your health!

I must admit, I never expected to

receive presents as a marshal. On one stage, one competitor brought me flowers. At the end of the next stage, he brought me something slightly less exciting, a bramble. I think he might of ventured off the course a couple of times as they were both stuck in his grill! They were duly removed and off he went.

A couple of competitors had flat tyres by the time they reached us at the end of the stage and they soon set about changing the wheel after they had cleared the stage.

The weather was quite mixed throughout the day. Mostly it was overcast with the occasional shower. We did have a very brief period of sunshine. No more than 20 minutes. That must have been when I got sun burnt as I spent the next couple of days with a red face, except for where I had been wearing sunglasses to keep the wind and dust out of my eyes!

All in all, a good day was had, by all. We had some good banter with the competitors as they stopped to get their time.

The following weekend was our autocross. Due to our car having not quite recovered from its mishap at a sprint at Debden earlier in the year (thank you dearest husband), we were once again marshalling. We actually had quite a few marshals the first day so we had more than one person to each post. On the Sunday, it was a different story, we didn't have enough marshals

to cover all the posts! We managed in the end but it was a bit of a stretch.

On 4th October, we once again made the long trip to carver Barracks to marshal on a sprint organised by Herts County. Once again, this was a very entertaining day. We were teamed up with a chap from Herts County who usually competes but who also wasn't able to at this event. We all thoroughly enjoyed a good days motor sport. The most entertaining part of the day was when a herd of deer ran on to the track. I think Race Control we slightly perplexed when we radioed in to say we had red flagged the stage due to "deer on track". Ollie herded them out of harms way and thankfully they did not return.

There are always lots of requests for

help in this magazine for marshals and organisers in general. On behalf of the committee, I would like to say thank you to all those people who have given up their time to come out and help make events happen. Without you, the events would simply not run. Marshalling, although seemingly not the most exciting day out, is a really good way to get out and meet other people who also enjoy motor sport. You do not have to give up every weekend, as any help you can give is appreciated.

Melanie Camp

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Marshalling Diary

With the cancellation of the attempt to run the traditional season closer, the Loco Stages, at Christmas time this year it was time to reflect on where I had been in 2015.

Looking back, I seem to have attended some 36 events during the year starting at Wethersfield in January and ending at Rockingham in December, most of which were Special Stage Rallies with the odd Sprint, Targa and Autocross thrown in.

My first love has always been rallying, going back to the late sixties when I started competing. All forms of rallies have changed significantly over the years and stage rallies are currently undergoing another change following this year's MSA safety review. Multi-venue events have taken the brunt of the new requirements, particularly where spectators are involved but I'm sure it will be coming to single venues as well. Even in supposedly non-spectator areas it can be almost impossible to stop people gaining access so they have to be allowed for.

These MSA changes have put an awful lot more work on the shoulders of the organisers and have already been cited as the reason for the demise of several events. The Dukeries which has been a long standing forest event didn't run in its traditional Sherwood area in 2015 but moved to the Donnington circuit instead. The Tempest, being the last forest and multi-venue stage rally in the South East, did run in 2015 but will not run again due to all the additional

work the same group of (ageing) organisers now have to do which also raises the other issue of not being able to attract new younger people into the organising teams.

With this loss of the closer forest events it is necessary to travel further afield to find this type of event and with many of them now only running one pass of a stage and the events being relatively short so you can only visit one stage it becomes less attractive to travel a couple of hundred miles each way to see one pass of the cars. However, in addition to the last running of the Tempest I did get down for the red dust cloud that is the Somerset Stages and the Severn Valley in the forests around Epynt plus a new attempt at a loose surface event using the gravel tracks in the Bovington tank training area and a trip to Myherin on Wales Rally GB.

I also had a couple of trips to the tarmac of Epynt for the Harry Flatters and Mewla rallies. Although classed as multi-venue these can almost be thought of as a (very) large single venue as the maze of roads provide multiple stages passing through the same locations in different directions so you do get to see the cars several times during the day.

The new Motorsport News and MSVR backed circuit rally championship seems to be providing what many competitors now seem to want as all the events so far have been oversubscribed. I attended the rounds at Cadwell Park and Rockingham and

you do tend to get a lot of action for your money at this type of event. These are not the only circuit based rallies and most seem to attract big fields; I also got to Goodwood, Donnington, Blyton and Snetterton during 2015 where it is noticeable that Snetterton was unable to attract the same level of entries as the others. We found this in the past when Green Belt ran an event there, I think people have the impression that East Anglia is a long way away and it always seems difficult to get the competitors out there in large numbers, but I guess that may not be the case for Snetterton in 2016 when it is included in the circuit rally championship.

So, where else did I get to – there were lots of single venue events around from the relatively smooth tarmac and concrete of places like Wethersfield, Bovington, Weston Park, Woodbridge, Abingdon, MIRA, Sculthorpe and the Bath Showground to the more broken concrete/gravelly surfaces of Down Ampney, Twyford Wood and Fulbeck.

Throw in a few sprints, the odd Targa and Autocross and that more or less made up my year.

So what for 2016, much of the same I suspect, although I expect the new MSA rally regulations will start to have a greater impact. Although there has been a MSA marshals registration scheme for many years it has not been a requirement for all marshals to be registered, anyone has been able to turn up and act as a marshal. I believe that still to be the case but there is a much greater emphasis now on have

registered, trained marshals and my suspicion would be that in the not too distant future all rally marshals will have to be registered, as is the case now for circuit marshals.

Registration is also tightening up, previously all you did was download the form from the MSA, filled it in and you would get registered. However, from 2016 all people registering for the first time will have to complete an online training module/test/questionnaire before gaining registration. Those previously registered won't have to do this online 'test' for 2016, but I believe that everybody renewing registration in 2017 will have to and there is also due to be a number of online training modules posted by the MSA. I don't know all the details yet but I guess we'll find out during 2016 what the MSA's vision for the future is.

There is the AEMC Marshals training day in Cambridge on Saturday 6th February, anyone wishing to attend should look here <http://aemc.org.uk/MarshalTraining> and get in asap as it tends to fill up quickly.

What's upcoming for the beginning of 2016? What I have so far is:

31st January – Brands Hatch Stages

6th February – AEMC Marshals Training day in Cambridge

13th February – Goodwood Stages

John Davie

Robert's Racing Roundup

In the Motorsport News Saloon Car Championship Club Chairman Malcolm Wise has notched up finishes in second, fourth and sixth places in his 600 bhp Ford Escort Cosworth. He has been able to really put pressure on his chief rival in this series, Rod Birley, who drives a very similar car.

For the first time ever Malcolm outpaced Birley in a pre-race qualifying practice session and, in his fourth race, he finished in second place - just 0.93 sec behind his rival.

In the SVG Motorsport Pre 93 Touring Car Championship Malcolm's best overall finishes, in his 25 year old Ford Sapphire Cosworth, have been two fifths and a sixth.

In his poorly supported class in this series he has been placed first or second in all four of his races.

★ ★ ★ ★ ★ ★

As had been the case with six of the previous eight rounds of the Motorsport News Saloon Car Championship, the ninth and tenth events in this 16 race series were held on the 1.2 mile long Brands Hatch Indy circuit.

The practice session for the first of this pair of races was run in wet conditions and went very well indeed for Malcolm. He was very pleased that his Ford Escort Cosworth was the fastest

car in the 21 car field. Furthermore his best lap time was 0.4 sec faster the perennial occupant of pole position - Rod Birley in his Ford Escort WRC.

This was the first time that Malcolm had bettered his arch rival in practice. He put this success down to the new (to him) ex-BTCC Dunlop wet weather tyres that had been fitted to his car.

Sadly his elation did not last for long because on the last of his ten practice laps the centre bearing of his car's prop shaft exploded. This prevented him from competing in the first race.

★ ★ ★ ★ ★ ★

However Malcolm was able to borrow Rod Birley's spare prop shaft and managed to get it fitted to his car in time for the second race. As he had not competed in the first race he had to start this event, which was run in pouring rain, from the back of the grid.

Malcolm told me "The car was handling just as well as it had been during the practice session and from the start I was determined to get as far up the field as possible".

This he did quite successfully despite the bad weather conditions and he finished the 15 minute race in fourth place and second in class. When the chequered flag was shown he was just 8.3 sec behind the race winner, who was (as per usual) Rod Burley.

During the course of his rocket-like progress up the field Malcolm recorded the fastest lap of the race, 59.1 sec (79.5 mph). Rather satisfyingly this was over a tenth of a second faster than Burley's best lap time.

★ ★ ★ ★ ★ ★

Malcolm's next two races in the Motorsport News Saloon Car Championship (rounds 11 and 12) were once again run at Brand Hatch Indy circuit. This time, he was not quicker than Rod Burley in practice. But he was not far behind him in second place, just 0.4 sec slower.

"The car was handling fine and gave me no problems but I just struggled, in the dry, to find those few extra tenths of a second to keep up with Rod. My car doesn't handle quite as well as Rod's car - but it's not a million miles away" was Malcolm's comment about his performance in this practice session.

★ ★ ★ ★ ★ ★

The Ford Escorts of Malcolm and Rod Burley took the rolling start of the first race side by side on the front row of the 22 car grid.

Malcolm's description of the start was "If I had really wanted to squeeze Rod I could have beaten him into the first corner, Paddock Hill Bend. But I thought that I would prefer to be on his rear bumper, rather than have him on my bumper, and then see what

happened".

They stayed in this order, very close together, for the first couple of laps. Then Malcolm started to realise that there was something wrong with his car. It was suffering from an intermittent engine misfire which slowed it slightly. As a result of this he slipped back down the field and eventually finished in sixth position - ten seconds behind race winner Birley.

Back in the paddock it was quickly discovered that this misfire was caused by a broken spark plug lead and this was soon replaced in good time for the second race.

★ ★ ★ ★ ★ ★

Our man had to start this second race from the third row of the grid but he drove a storming first lap during which he overtook both Daniel Cowan's Ford Sierra and Andy Banham's Subaru Impreza. He was also helped by the first lap retirement of Daniel Palmer's Mitsubishi Evo, which had been on the front row of the grid beside Rod Birley's Ford Escort WRC.

So at the beginning of the second hectic lap our club chairman was in third place with only Tom Knight's BMW M3 and Birley's Escort WRC ahead of him. He disposed of the BMW on lap two then closed in on Birley.

The remaining 16 laps of the race he spent following Rod Birley but, as is usually the case, Birley's Escort WRC

was just a little bit faster. So Malcolm had to be content to finish just under a second behind him in second place.

★ ★ ★ ★ ★ ★

In the SVG Motorsport Pre 93 Touring Car Championship Malcolm's red and yellow Ford Sapphire Cosworth was the only competitor in his class at the ninth and tenth races in this series.

These two events, at Brands Hatch's Indy Circuit, were combined with races in the Burton Power Blue Oval Saloon Car Championship.

His best practice lap time of 56.0 sec (76.0 mph) made him fifth fastest on the 24 car starting grid. The only other car in the Pre 93 championship that was ahead of his Ford Sapphire was Roger Stamford's BMW M3 – but this was in a class for larger engined pre 93 cars.

★ ★ ★ ★ ★ ★

From the third row of the grid Malcolm made a good start to the 15 minute race and soon got involved in a ding dong battle for fifth and sixth places with the Ford Fiesta of John Edwards-Parton, who was one of the Blue Oval competitors. He is also an old chum of Malcolm's from the days when they used to compete against each other in rallies, way back in nineteen-seventy-frozen-to-death.

As the race went on our man managed to pull out a five second lead over

Edwards- Parton and crossed the finish line in fifth place overall as well as being second in the Pre 93 section of the race and (of course) first in his class.

★ ★ ★ ★ ★ ★

The second race was run in wet conditions and Malcolm described the Toyo wet weather tyres on his car as "pretty well useless". The Blue Oval competitors had a big advantage in these conditions because their more powerful cars were allowed to use Dunlop proper wet weather racing tyres. On the other hand Malcolm, and the dozen other Pre 93 competitors, were forced to make do with much less effective tyres, which had to be road legal.

The result of this was Malcolm struggled with the car's handling throughout the 13 laps that he completed during the course of the 15 minute race. "It was like trying to drive fast on ice" was how he described this race to me after the event.

The consequence of these problems was that he finished a lap behind the winner in lowly 14th place overall. But, of course, he still won his class in the Pre 93 section of the race - because there were no other cars in it!

★ ★ ★ ★ ★ ★

Things were rather different at the next pair of races in the Pre 93 Touring Car Championship. This was held at

the somewhat remote Pembrey Circuit near Llanelli in Carmarthenshire.

It was not combined with the Blue Oval series and only attracted eleven entries. However Malcolm was now not on his own in class B as there were three other competitors in this section.

Because he had missed a few gear changes at previous races Malcolm had fitted an improved gear lever mechanism to his Sapphire for this event. This made a small improvement but he still found that he was thoroughly outpaced by one of his class rivals – Dave Hickton in his much better handling BMW M3.

The latter's best practice time for the 1.45 mile long circuit was 1min 5.6 sec (79.8 mph). Our man could only manage to record a time of 1min 8.9 sec (76.0 mph) - which he did on the seventh of his 13 practice laps.

★ ★ ★ ★ ★ ★

So Malcolm was seventh fastest which earned him a place on the third row of the starting grid - while Hickton was second fastest and started from the front row. Hickton duly went to win the 20 minute race while Malcolm had a somewhat uneventful time and finished in sixth place overall – and

second in class.

The other two runners in his class were Stuart Caie (Ford Capri) and Mark Osborne (Mitsubishi Starion) but they did not cause Malcolm any problems at all. The former finished in a lowly ninth place and the latter retired on lap seven.

Malcolm was rather pleased that he recorded a best race lap time that was half a second better than his best practice lap. This obviously showed that he was getting to know the Welsh circuit, which he had not visited for three years.

★ ★ ★ ★ ★ ★

In the second race, which was again won by David Hickton, our chairman got involved a none too serious dice for fourth place with Simon Ward's Vauxhall Astra. Although it is a pre 93 car this Astra has been so highly modified that its driver is ineligible for championship points.

Knowing this very well Malcolm was quite content to finish the race 0.5 sec behind him in fifth place and, once again, second in his class.

Robert Taylor

Malaga Classic Car Museum, the Museo Automovilistico

Does anyone still holiday in Spain?

I ask because everyone I know seems to go on cruises now and don't bother with hotels now, in fact even I have been tempted by the idea of visiting multiple exotic locations on one of these behemoth sized ships.

I must be a bit of a dinosaur though because I've been in love with Spain since my first visit on a family holiday to Callella in the early 1970s and that affair has caused me to return numerous times over the last forty years, to; Mallorca, Menorca, Seville- on a memorable trip to see Ayrton Senna win the 1989 Spanish grand prix (in the days when there used to be formula one races in Europe and my friend Robert and myself saw the Portuguese race the week before on the same trip). Madrid, when I chased two pickpockets down a metro station platform and was invited to a gay nudist bar because I was half of a supposed gay couple, all in the space of twenty minutes (but what happened in Madrid stayed in Madrid!).

I digress, on August bank holiday Monday my beloved partner of twelve years, Sarah, passed away after a long illness in James Cook Hospital and I was left utterly bereft. I organised the funeral, was her executor then had the grisly business of having to deal with her possessions.

After all that and doing what I could

to look after her father who had lost his daughter and brother in the same week and so was a shadow of his former self, I felt I should have some time for me, having lost not just my partner and best friend but also my brother, at Easter and a close work colleague in June.

The old grim reaper's earned his money this year all right hasn't he?

So, on a whim and by way of recuperation, I booked a week in Fuengirola, which is in the South of Spain. The attraction, apart from a week's sunshine, was the chance to visit Gibraltar, which I'd always wanted to do, whenever I think of 'the rock' I hear Peter Ustinov's marvellous voice;

'of course one misses the rock when one isn't on it'

-from the Grand Prix of Gibraltar in which the great man does all the voices

There was also the attraction of the train from Fuengirola to Malaga, a cheap forty minute ride by new electric train along the coast. I've always loved Spanish trains, maybe it's that Chris De Burgh song that I probably shouldn't admit to having heard him sing 'live', well I never pretended to be cool did I?

At the top of the article I asked a question, the reason for me asking that is because adjacent to Fuengirola

is the resort of Torremelinos, a place mocked by Monty Python in the 1970s, I wondered if Brits still holidayed there forty years later. Remember the Pythons singing 'Tor-ray-mol-enos' and possibly something to do the Watney's Red Barrel?

Anyway, I had a lovely week, made some good friends including some brummie golfers and a Dutchman called John from Eindhoven who I will keep in contact with.

The highlight of the week was my trip to 'Gib' but I discovered a hidden gem in the classic car museum in Malaga, which is actually more of an art gallery. This is the point of this article. During the introductory meeting our lovely Thomsons representative mentioned a Classic Car collection, which I was hitherto unaware of which gave me a focal point for visiting Malaga

I went in November but the weather was still very hot and as someone who has visited Madrid, Barcelona and Seville to name but three I was prepared for the peculiarly dry heat of a major Spanish city. The railway station in Fuengirola is situated close to the hotel at which I stayed, The Florida, but is well camouflaged as it is underground. It is the terminus of the line from Malaga and the run on comfortable 4-car electric units takes forty minutes despite frequent stops and costs just under 4 euros, excellent value. Even better is that the RENFE ticketing system is extremely user

friendly

IMAGE

Spanish train, maybe not romantic but fast, quiet and comfortable

Malaga is a big sprawling city which encompasses a big seaport and roads that wind narrowly up into hills which spectacularly overlook the harbour. I had no map so found the official tour bus which enabled me to orient myself the city which includes the birthplace of the great Pablo Picasso

Having done that it was time to find this museum, which wasn't difficult. The tour bus driver dropped me as close to it as he could and directed me to service bus number 16 which also stops at two of Malaga's stations. The fare was just over one euro for a journey of ten minutes on one of the 'bendy buses' that I love and I was there in a very short time indeed.

In fact I arrived at two o'clock though the museum re-opened at three and the delightful and most attractive young lady, as they all seem to be in Spanish museums, who greeted me, suggested I visit the collection of Russian Art which is housed just across the square from the car collection and I'm glad I did because this art collection set the tone for the classic cars.

Sarah loved art and moreover she understood it and taught me how to read paintings and the drama of the Russian art in the Malaga collection has

2015 Trent Park Trophy

		Trent Park															
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Malcom Wise	299	314	299	275	275	308	314	275	275	350						2984
2	Ian Barnard	170	320	350	323	326	50	323	350								2212
3	Mick Davis	200	350	275	350	200	275										1650
4	Richard Warne	173	179	206	50	350	287	50	251								1546
5	Rob Choules	179	275	110	128	290	110	263									1355
6	Chris Deal	173	179	206	50	287	50	251									1196
7	Ollie Camp	251	350	275	251												1127
8	Steve Greenhill	164	185	215	50	242	50	50									956
9	Melanie Camp	149	251	200	149												749
10	Christopher Jones	200	251	110	149												710
11	Frank Trueman	125	101	179	80	116	101										702
12	Rob Cook	275	101	50	200	50											676
13	Barry Thorn	230	350														580
14	David Ward	350	200														550
15	Paul Phillips	200	275														475
16	Simon Higgs	50	125	284													459
17	Keith Perry	251	200														451
18	Ben Demetriou	350															350
19	Will Barnard	50	284														334
=20	Andrew Harris	137	185														322
=20	Paul Watkins	137	185														322
22	John Rigden	137	149														286
23	Geoff Foot	275															275
24	Peter Thorn	182															182
=25	Emma Morrison	50															50
=25	Gavin Pink	50															50
=25	Kasia Nicklin	50															50
=25	Mark Blackmore	50															50
=25	Mat Blackmore	50															50
=25	Niall Moroney	50															50

2015 Points Tables

		Clubmans Trophy															
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Richard Warne	43	52	100	79	67											341
=2	Ian Barnard	100	100														200
=2	Mick Davis	100	100														200
4	Chris Deal	43	79	67													189
5	Malcom Wise	88	100														188
6	Ollie Camp	100	75														175
7	Steve Greenhill	45	55	64													164
8	Barry Thorn	60	100														160
9	Rob Choules	80	71														151
10	David Ward	100	50														150
11	Rob Cook	75	17	50													142
12	Paul Phillips	50	75														125
=13	Christopher Jones	50	67														117
=13	Keith Perry	67	50														117
15	Simon Higgs	25	78														103
16	Ben Demetriou	100															100
17	Will Barnard	5	78														83
18	Geoff Foot	75															75
19	Andrew Harris	29	45														74
=19	Paul Watkins	29	45														74
21	Frank Trueman	25	43														68
22	John Rigden	29	33														62
23	Peter Thorn	44															44
=24	Gavin Pink	5															5
=24	Mark Blackmore	5															5
=24	Mat Blackmore	5															5
=24	Niall Moroney	5															5
		Clubwomans Trophy															
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Melanie Camp	67	50														117

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	Mick Davis	75	50														125
2	Richard Warne	100															100
=3	Geoff Foot	75															75
=3	Ollie Camp	75															75
=3	Rob Cook	75															75
6	Frank Trueman	43	22														65
7	Barry Thorn	60															60
8	Melanie Camp	50															50
9	John Rigden	33															33
10	Andrew Harris	29															29
=10	Paul Watkins	29															29
12	Simon Higgs	25															25
13	Rob Choules	20															20
14	Kasia Nicklin	5															5

Single Venue Stage Trophy (Driver)																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Richard Warne	43	5	67													115
2	Will Barnard	5	78														83
3	Andrew Harris	29	45														74
=4	Kasia Nicklin	5															5
=4	Mark Blackmore	5															5
=4	Mat Blackmore	5															5
=4	Niall Moroney	5															5

Single Venue Stage Trophy (Co-Driver)																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Chris Deal	43	5	67													115
2	Simon Higgs	5	78														83
3	Rob Cook	75															75
4	Paul Watkins	29	45														74
5	Steve Greenhill	55															55
6	Emma Morrison	5															5

Multi Venue Stage Trophy (Driver)																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Ian Barnard	40	90	100	91	92	5	91	100								609
2	Richard Warne	41	52	79	5												177
3	Gavin Pink	5															5

Multi Venue Stage Trophy (Co-Driver)																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Chris Deal	41	52	79	5												177
2	Steve Greenhill	38	45	5	64	5	5										162
3	Rob Cook	17	5	50	5												77

Chalk Trophy (Sprints)																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Mick Davis	50	100	75	100	50	75										450
2	Rob Choules	43	75	20	26	80	20	71									335
3	Ollie Camp	67	100	75	67												309
4	Melanie Camp	33	67	50	33												183
5	Christopher Jones	50	67	20	33												170
6	Barry Thorn	60	100														160
7	David Ward	100	50														150
8	Frank Trueman	25	17	43	10	22	17										134
9	Paul Phillips	50	75														125
10	Keith Perry	67	50														117
11	Ben Demetriou	100															100
12	Geoff Foot	75															75
13	Peter Thorn	44															44
14	John Rigden	29															29

Thatcher Trophy (Autocross)																	
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	Richard Warne	100															100
2	John Rigden	33															33
3	Simon Higgs	25															25

Warner Celnik Memorial Trophy (Treasure Hunts)

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
=1	Melanie Camp	100															100
=1	Ollie Camp	100															100
=3	Desmond Meldrum	60															60
=3	Donald Berry	60															60
5	David Hughes	20															20

Jackson Trophy (circuit racing)

Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	Malcom Wise	75	75	60	83	75	75	88	83	75	50	75	86	88	75	75	100	1238

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Malaga Classic Car Museum cont'd

to be seen to be appreciated in their depictions of peasants, aristocracy, royalty and military figures.

So I spent an hour marvelling at Russian art against pure white walls then went back across to the classic car collection to find beautiful cars displayed in exactly the same way as the paintings, reverentially against white backgrounds, not automobiles but works of art!!

I suppose that I haven't been to many classic car museums or collections; the national collection at Beaulieu, Coventry Transport Museum, Oxford Motor Museum and a small one in Kent. My point is that these museums say 'cars', Malaga's says 'art'.

These aren't your workaday classics, though there is an unusual Tatra which was a forerunner of the VW Beetle and there are a couple of unusual three wheelers, the majority of these are your cars of the stars, Marilyn Monroe and Arthur Miller, Princess Grace and Prince Rainier, Steve McQueen, Marlene Dietrich owned some of these models, these are cars of royalty, presidents and stars

The collection of cars itself is staggering featuring models from 1900 to the present day, highlights for me were two silver arrow coloured cars which stand next to each other. The first is the Mercedes 300SL sportscar which is on the leaflet of this Mercedes Benz

supported museum, this is the road version of the car which dominated the great sportscar races of the mid 1950s and is beautifully streamlined and purposeful. Next to it though stands Bond's first Aston Martin, the DB4, similarly beautiful but also purposeful and powerful with almost animal.

Then again though, that late fifties early sixties section of the museum has some of the most desirable cars ever built, pick your favourite from the breathtaking Ferrari 250 GT, a stunning Alfa Romeo sportscar, a Jaguar E type without which no collection would be complete and an early Ford Thunderbird, a car with stunningly simple clean lines for an American car.

It doesn't end there though, the art/car lover can drool over yet more beauties; the timeless Porsche Speedster, forerunner of the 911, two Jaguar XKs, stunners from the fifties as are the Aston Martin DB2 and the BMW 328, thoroughbred sportscars all. In the middle of all that beauty and not out of place is a Citroen DS coupe, a design light years ahead of its time. I wasn't sure about John Lennon's luridly painted Rolls though, its hippy paintwork jarring with the elegance around it

If those cars are too modern for you then drool over cars from a more luxurious age, British Rolls Royces, Bentleys and Jaguars, all wood

panelling, hand built coachwork, running boards and enormous headlights. There are European cars of the 1930s; Bugatti, Hispano Suiza and Mercedes, to name but three which simply breathe opulence, while hinting at the rise of fascism.

There is a Rolls Royce shooting break with a wooden rear end designed for the county set, Cadillacs with holders for golf clubs and limousines with the inevitable drinks cabinets and phones to contact the chauffeur. I loved a Panhard with a central driving position which meant that the driver could have 'a girl each side of him', everywhere you look there are precious woods, ivory, nacre and even ostrich skin upholstery.

The American cars of the 'roaring twenties', the time of The Great Gatsby, the jazz age and public enemies, have that unmistakeable look of brash confidence, models from Ford, Cadillac and Packard as well as beautiful short lived marques like Cord which produced cars too beautiful for this world

However, this museum is not just about the automobile, oh no! Most cars are displayed with clothing of the period, all Haute Couture from designers including Coco Chanel, Yves Saint Laurent, whose E type is on display, Christian Dior and Lanvin. Now I'm no expert but even I could see that these fabulous creations put the cars in their contexts, putting great design in

one field with great design in another and linking them through ownership. There is even a whole display of hats from different eras!

As a reminder that this is an art gallery there is a section devoted to alternatives to petrol; a batman derived hydro car, as well as solar, electric and steam powered cars. The electric car was an early one and would have been a success but for the length of power cord it needed to go anywhere.

There is more than a nod to modern art with an exploding Morris thousand, an old car being reclaimed by nature and an eerie car that was buried during the great war and is complete with occupants wearing gas masks.

There is subtle background music to add to the serious mood, on my visit it was a bizarre collection of cover versions including a female singer whom I couldn't place, singing a slow version of I can't get no satisfaction

Should you decide to go don't miss the astonishing collection of engines presented as art, engine blocks decorated with paintings and symbols to represent the spirit of each motor; horses, flight, fire, freedom, a display that has to be seen to be believed

The museum is physically small, it's on one floor and is proof that 'less is more', the accent is very much

on quality rather than quantity. The atmosphere is serious and ascetic thus there is no café or gift shop, just a coffee machine and small range of gifts. This is a serious collection but one not to be missed by any serious classic car enthusiast

The museum costs 7 euros 50c to enter and is on bus route 16 from Malaga Central station, a fare of one euro 30c. (Apparently it's in the grounds of the old tobacco factory)



The stunning Mercedes gull wing



Lennon's Rolls jars somewhat



British classics, all running boards and enormous headlights



Michael Jackson's jewelled Rolls



Hot Wheels brought to life
Chris Payne

Yorkshire Air Museum, Elvington

I'd never been to Elvington Air Museum until last week when I organised a trip for a dozen members of the Cleveland Retired Men's Association. Like so many others around Yorkshire and Lincolnshire, it is an ex world war two bomber base, in this case it was home to French crewed Handley Page Halifaxes and today houses the last complete example

Elvington does have a motor sport connection in that it has hosted motor cycle racing in the past and now host speed events, indeed a young racer from Billingham was killed there three years ago in his V8 powered mark 1 Cortina. It was also, I believe, where Richard Hammond almost met his end when filming for Top Gear. More prosaically, it is a major auto jumble venue.

In the Retired Men's Association we have a fair number of members who did their National Service in the RAF and it was them who asked me to organise the visit. Everyone enjoyed the visit and found the museum to be quite manageable, this despite the age and various afflictions of our members

So what is there to see and do?

I guess the star attractions are the world war two aircraft; the Halifax, which gets fired up on 'thunder days', a mosquito, ME 109, Hurricane and (replica) Spitfire. There is also a Dakota which visitors can board

There is an comprehensive collection of early jets, housed outdoors, up to and including a Harrier and a Jaguar. These include a couple of Buccaneers, a Lightning, Meteor, Star Chief, Canberra, Hunter and one or two others that I couldn't identify.

Dwarfing everything outside are the Valiant 'v' bomber and one of the wonderful Nimrods, both in flying condition.

We were lucky enough to see and hear two Great War aircraft started up, an SE5A and the prototype of a disposable plane that was to take off from destroyers to shoot down zeppelins

Most of the group braved the Harrier Jump Jet simulator and survived without being too sick. I don't normally do simulators but this one is really quite exciting

There are a numbers of exhibitions housed in nissen huts, one that affected me in particular but all the party as some had actually done this job was the one dedicated to the air gunner. I'm pretty clued up on the second world war but I didn't know that 22,000 RAF air gunners were killed in that conflict. The museum has a display of gun turrets and to stand beside where 'tail end Charlie' sat, knowing that he was a was the first target and a sitting duck. It's an exhibit that makes one very humble.

Another exhibition, inevitably given the bases history, deals with the history of the bomber and the bombing of Germany. The highlight of this for me is the 'bouncing bomb' from Operation Chastise, the Dambusters raid, part of the Barnes Wallis exhibition. The sheer size of this piece of ordinance has to be seen to be believed.

The control tower is fitted out as it would have looked during the war with moustachioed mannequins in RAF uniforms and it is possible to imagine that one is there with the mighty Halifaxes revving up outside to visit more destruction on Germany.

Inevitably there is a NAAFI which serves excellent hot food, from breakfast time through to lunch which ends at 2pm, we made several visits on a day of beautiful weather, which was actually what I ordered. In fact the NAAFI is the centre of the museum and wartime music was played from the control tower which made very pleasant listening after lunch

OK it's not Duxford or Hendon but if you have any interest in aircraft or history in general then come up here, it is worth seeing

Chris Payne

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

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For more information

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general news

MSA NEWS | DECEMBER 2015



Safety Car document updated

The Safety Car Roles & Responsibilities document published in July has been updated and is available at msauk.org/rallyfuture. The updated version includes:

- Clarification of the training requirements for safety car crews
- Updated responsibilities for each of the safety cars, including the role of the Intermediate Safety Car and Sweeper Car
- A safety car check sheet
- Updates to the closed-road safety car roles.

MSA NEWS | DECEMBER 2015

general news

MSA publishes 2016 rally safety requirements

A busy first year for the RallyFuture campaign to further enhance safety in UK stage rallying has culminated in the publication of the 2016 Stage Rally Safety Requirements.

"I wish to thank all those who have come with us on this journey so far – the sport has every reason to look ahead with optimism"

The new document builds upon the 2015 version, which was published in June to ensure that all UK stage rallies follow a common set of requirements.

The 2016 Stage Rally Safety Requirements, which also apply to Single Venue Stage Rallies, are updated with reference to the new MSA Rally Media Accreditation scheme, and the online MSA Marshals' Training and Accreditation system, due to launch in January. Supplemental to the main document are annexes providing additional tools and templates for organisers.

▪ 2016 Stage Rally Safety Requirements

Rob Jones, MSA Chief Executive, said: "The original Stage Rally Safety Requirements, published earlier this year, represented the first basic template for running a stage rally in the UK. A lot of work has been put in behind the scenes to augment those requirements and produce what I believe is a very important document that will help to ensure the sport's future."

"We appreciate that this adds to an already heavy workload for rally organisers, and while that may regrettably have contributed to the loss of some events, we are reassured that many others have been able to attract very strong entries this year. I wish to thank all those who have come with us on this journey so far – the sport has every reason to look ahead with optimism."

Primarily, RallyFuture entails implementing 29 recommendations from the Motorsport Event Safety Review (MESR), which was set up by the Scottish Government following the 2014 Jim Clark Rally. The MSA committed to this implementation programme in a staged manner over approximately two years, until early 2017.

The full list of recommendations is outlined here and more information can be found at msauk.org/rallyfuture.

Photo: @Wor...

general news

MSA NEWS | NOVEMBER 2015

MSA launches rally media accreditation scheme

A robust new rally media accreditation scheme has been rolled out ready for the 2016 season, as part of the RallyFuture programme: msauk.org/assets/msarallymediaaccreditation2016.pdf

One of the recommendations of the Scottish Government's Motorsport Event Safety review (MESR), established following the 2014 Jim Clark Rally, was that the MSA 'introduces a more formal press accreditation scheme so that valid press credentials must be presented when signing-on. Press should be required to wear numbered tabards at an event.'

Rob Jones, MSA Chief Executive, said: "The MSA recognises the value of coverage to the sport and continues to hold genuine and responsible members of the rally media in the highest regard. We hope this new system works well for the media and event organisers alike, and of course we are open to further discussion on any tweaks that may be considered necessary in the future."

TRAINING

2016 MSA Unlicensed Officials Seminars and Trainers Briefings

The 2016 MSA Officials Seminars revert to being open to unlicensed officials and continue to be supported by the British Motor Sports Training Trust. The primary objective is to provide training and learning opportunities for all clubs and help them work together more closely. Additionally all Training Instructors, Lead Trainers, International Trainers and Training Coordinators are invited to attend the 2016 Trainers Briefings.

Full-day seminars assemble at 9.30am for a prompt 10am start. Once again each attending delegate will receive a £7.50 lunch allowance, redeemable after the training event. The days' proceedings are all scheduled to finish before 5pm, except for Jersey and Guernsey, where the seminars will be half-day evening sessions commencing at 7pm.

New for 2015, mileage allowance will be payable at the volunteer rate of 38p per mile. This will only be payable for attendance at one of the claiming delegate's two most local venues. As always, car sharing is encouraged and the

extra mileage incurred in collecting any fellow officials as passengers will also be claimable. Mileage claim forms will be available on the day for submission to the MSA after the training.

Invitation letters detailing the dates and venues of the seminars have been sent by email (where recorded on the MSA database) or otherwise by post to all MSA-registered clubs and Regional Associations, requesting attendance at the venues below:

Saturday 30 January 2016	South West (Exeter - Gypsy Hill Hotel)
Saturday 6 February 2016	Central Southern (Basingstoke - Apollo Hotel)
Sunday 7 February 2016	South East (Rochester/Chatham - Holiday Inn)
Monday 8 February 2016	Guernsey (St Martin - La Trelade Hotel)*
Tuesday 9 February 2016	Jersey (St Helier - Royal Hotel)*
Saturday 20 February 2016	East (Peterborough - Marriot Hotel)
Sunday 21 February 2016	North East (York - Mercure Fairfield Hotel)
Saturday 27 February 2016	South Wales (Cardiff - New House Hotel)
Sunday 28 February 2016	Midlands (Telford - Telford Hotel & Golf Resort)
Sunday 6 March 2016	Scotland (Pitlochry - Athol Palace Hotel)
Saturday 12 March 2016	Isle of Man (Douglas - Palace Hotel)
Sunday 13 March 2016	North West (Runcorn - Holiday Inn)
Sunday 20 March 2016	Northern Ireland (Armagh - City Hotel)
Sunday 10 April 2016	Carlisle (Wetheral - Crown Hotel)

It is important that attendees do not arrive on the day without prior notification.

To request additional copies of the invitation letter contact Daisy Poole on daisy.poole@msauk.org or 01753 765000.

* Unlicensed Officials Seminars only

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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.
Again, Shown here in true colour detail, also never used!



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 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 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
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 competition cars. 01279 453486	Thames Stockholders Ltd. Unit 5W Woodhall Road, Redburn Industrial Estate, Ponders End. All non-ferrous metal i.e. alloy sheets, copper, al. bronze etc. Could be a min. charge. 0208 805 3282	Upshire Car Breakers Max-ens Yard, Galley Hill Yard, Waltham Abbey. 01992 711305	Damar Webbing Products Ltd damarwebbingprod ucts.com Ratchet & towing straps and accessories.
Kalvin Tyres 259 High Road, Broxbourne 01992 462728	East Herts Signs for car decals -No.3 Old Cross, Hertford, SG14 1HX 01992 553004 e-mail: EHS@oldcross. demon.co.uk	Wheelbox Caterham / Lotus 7 / Westfield specialists. Chris 01992 470480	Tilgear Station Road Cuff-ley. Wood and metal working tools etc. 01707 873434 At last they have their new catalogue out.
Lee Industrial Suez Road, Brimsdown. All types of fixings, screws and small tools etc. No min. charge, and open Sat morning. 0208 8053535		Vauxhall Performance Spares Centre (standard road going parts only), run by Eddy. 01255 670670	Black Circles.com very competitive tyre prices fitted free at your local tyre place.

Tailpieces

DARYL DENHAM'S DRIVETIME (VIRGIN RADIO)

Daryl Denham: In which country would you spend shekels?

Contestant: Holland?

Daryl Denham: Try the next letter of the alphabet.

Contestant: Olceland? Ireland ?

Daryl Denham: (helpfully) It's a bad line. Did you say Israel ?

Contestant: No.

PHIL WOOD SHOW (BBC GMR)

Phil Wood: What 'K' could be described as the Islamic Bible?

Contestant: Er...

Phil Wood: It's got two syllables . . . Kor . .

Contestant: Blimey?

Phil Wood: Ha ha ha ha, no. The past participle of run . . .

Contestant: (Silence)

Phil Wood: OK, try it another way. Today I run, yesterday I . . .

Contestant: Walked?

STEVE WRIGHT IN THE AFTERNOON (BBC RADIO 2)

Wright: Johnny Weissmuller died on this day. Which jungle-swinging character clad only in a loin cloth did he play?

Contestant: Jesus.

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