

# WAYFARER MAGAZINE



## 50 Glorious years in the making

The Monthly Magazine of the Green Belt Motor Club

# **WAYFARER**

The Magazine  
Of  
THE GREEN BELT MOTOR CLUB  
Incorporating Stort Valley Auto Club  
August 2016

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The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

The Editor is not responsible for factual errors, or errors of spelling and English usage, in submitted articles.

For convenience, membership records are maintained on a personal computer. Any Member who does not wish their details to be held in this way should advise the Membership Secretary.

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Printing: Ollie Camp

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## **Front cover:**

Top: Richard Warne/Chris Deal & Bottom: Malcom Wise

## **Editorial**

It hardly seems that 4 years ago we had the Olympics in London when every train ran and on time. Plus everyone was pleasant! It didn't last long after it ended.

It has been a long while since the last issue of the Wayfarer, which we are sorry of that. There should be some changes in personnel soon and more of that in the next issue, when they are confirmed.

Although there hasn't been a magazine for several months work goes on in the background organising events. Hopefully in future issues we can give you notice of coming events and reports of past ones. We have tried to keep you up to date with events via emails and on the website. If you haven't told us your email address or you have changed it let us know.

Our next event is the Summer BBQ & Concourse d'Elegance on Wednesday 3rd August 2016 at Old Owens from 19.00. Tickets for the BBQ cost £10 in advance. The menu is the same as last year with a mix of sausages, burgers, chicken and salads followed by watermelon slices. The vegetarian option is prawns and salmon. Please let Melanie know in advance if you would like the vegetarian option or have any other dietary requirements. To reserve your tickets, contact call/text Melanie on 07748952005 or email Melanie at [turkeystile@hotmail.com](mailto:turkeystile@hotmail.com).

The Club Caravan has been replaced by a new trailer. John Davie did all the leg work of the Winter/Spring so we had is for our first event at the North Weald Sprint and there is a picture in this issue. Also thanks to the MSA Club Development fund we were able to get around half the cost back – thanks to John's form filling and with the support of Suze Endean from GO Motorsport.

Until next month.

*Chris Deal*

## **GBMC Events 2016**

BBQ & Concourse d'Elegance – 3rd August 2016 at Old Owens from 19.00

Debden Targa - 20th August 2016 with West Suffolk MC/Wickford AC

Dick's Autumn Autocross – 10<sup>th</sup>/11<sup>th</sup> September at Much Hadham with Wickford AC

North Weald Sprint – 11<sup>th</sup> September with Harrow CC

### **Competition Calendar**

<b>Date</b>	<b>Events</b>	<b>Club</b>	<b>Venue/Start</b>	<b>Format</b>
06/08/16	John Clarke Sprint	BARC	Curborough	Tarmac
07/08/16	Hethel Sprint	B19	Hethel	Tarmac
20/08/16	Debden Targa	GBMC/WAC	Debden	Tarmac
29/08/16	Essex Stages	CMC	Whethersfield	Mixed
10-11/9/16	Autumn Autocross	GBMC/WAC	Much Hadham	Stubble
11/09/16	North Weald Sprint	HCC/GBMC	North Weald	Tarmac
24/09/16	Goodwood Sprint	7Oaks	Goodwood	Tarmac
01/10/16	Curborough	BARC	Curborough	Tarmac
02/10/16	Debden	HCAAC	Debden	Concrete

## **London Classic Car Show**

On the day after the club's Annual Dinner and Awards Presentations Chris Payne and I went to this event at Excel, in the Docklands area of east London.

The first thing that we noticed, as we drove towards this rather remote exhibition complex was that the roads in the somewhat bleak Docklands area, which for miles have been bereft of parked cars, were suddenly filled with them.

We soon found why this was the case when we entered the Excel car park and discovered that the parking charge was a whopping £15.00. At least this car park was a very short walk from the exhibition halls main entrance - unlike the NEC in Birmingham where one usually has to endure a ten minute bus ride between the car parks and the exhibition halls.

Luckily we had been able to get the use of some press passes so we did not have the additional pleasure of paying another £25.00 each to go into the show

Undoubtedly this show's centrepiece was the 'The Grand Avenue' because it gave a totally different dimension to the whole event. Running through the centre of the arena, it provided a highway along which some of the most iconic cars ever created were driven, allowing visitors to see and hear their favourites in action. Everything from pioneer veteran cars to Formula 1 Grand Prix racers took to The Grand Avenue, really bringing the show alive.

Another interesting feature was the Group B rally cars display. These forest racers were, of course, the fastest cars ever to take to the rally stage, but their reign was short and bittersweet.

Group B had few restrictions on technology, design and the number of cars required for homologation to compete - 200, less than other series. Weight was kept as low as possible, high-tech materials were permitted, and there were no restrictions on turbocharger boost levels. This resulted in the power output of the winning cars being in excess of 500 bhp by 1986, the final year of Group B.

Some of the top Group B cars of that era, including the Peugeot 205 T16, Audi Quattro, Ford RS200 and Lancia Delta S4 were present at this truly fascinating display.



Of course there were plenty of exotic road-going supercars from the present day, and from past motoring eras, on display. We're talking real supercars here, machines designed to make the jaw drop – think Ferrari F40, Jaguar XJ220, and Porsche 918 Spyder.

Furthermore an entire hall was given over to leading classic cars clubs who put on some interesting displays around their favoured classics. Among those marques represented were Aston Martin, Jensen, Mercedes-Benz, Jaguar, Bristol, Gordon-Keeble, Audi, BMW and Chevrolet. There was also the opportunity for one to buy what were described as “affordable” classic cars from dealers and private sellers in a section called Memory Lane.

Not so “affordable” were the vehicles that were being offered for sale by numerous big name classic car dealers. Amongst these was a one-off Ferrari 330GT estate, a Daimler once owned by Sir Winston Churchill and a Jensen Interceptor owned by Eric Morecombe.

There were also plenty of companies who would be only too pleased (in exchange for a suitable six figure sum of money) to build you a recreation of rare concept cars such as the Jaguar XJ13 and XK180.



Rally legend Ari Vatanen opened the show on the Friday, while Sir Stirling Moss spoke about his new biography on the Saturday. Other motor sport stars who appeared at this four day event were McLaren F1 driver Jenson Button and former Williams F1 driver Bruno Senna. There were also appearances by Suzi Perry, who is one of BT Sports TV's Moto GP presenters, and co-host of Channel 5's The Classic Car Show, Jodie Kidd.

***Robert Taylor***



## **Marshalling Diary – John Davie**

Since I last wrote, I have been quite busy attending events ranging from Stage Rallies and Targa Rallies to Sprints.

On the Stage front, I've been to single venues on race circuits such as Donington and Cadwell and to many of the numerous airfields that seem to provide the core for this discipline at the moment. Most of these still seem to attract reasonable entries, with some being oversubscribed as events I've been to on the Epynt ranges often are, although it's hard to think of Epynt as a multi-use single venue but, strictly speaking, that's what it is.

I also went to the Nicky Grist, which is a British Championship round. With all the BRC hype it was disappointing to see there were only 40 Championship crews entered. The event was bolstered on the Saturday by having the BTRDA and National crews, so there were 162 crews started the forest section using two loops of Crychan, Halfway, Route 60 and Monument. These stages didn't suffer from the ongoing cost discussion between the MSA and National Resources Wales as the majority of the mileage is on MOD land (part of the Sennybridge/Epynt ranges) and they had a dispensation for the few NRW miles.

The Sunday part of the event on Epynt was only for the BRC crews with only the 40 contenders doing battle over the Tarmac, and that was only after a number who expired on the Saturday rebuilt/restarted under Rally2 regulations. So a meagre entry, depleted further as more expired or managed to 'fall off' in the damp conditions before a couple of serious incidents put paid to the event prior to the last 3 stages running.

On the local front, we had the traditional GBMC stage at Woodbridge where surprisingly we had a good turnout of marshals for a change albeit that hardly any were from Green Belt. The same can't be said for the Targa we ran at Woodbridge with Wickford or the Sprint at Debden both of which were alarmingly short of marshals and I do sincerely thank the couple of GBMC members who turned out to help us. It was only by press ganging Wives and Girlfriends that we were able to run at all – not a happy position to be in.

We have a couple of events coming up for which we really need our members to come out and assist us and for which I am nominated as Chief Marshal. On Saturday August



20<sup>th</sup> at Carver Barracks, Debden we have a Targa Rally being organised in conjunction with West Suffolk, Wickford and the Anglian Motor Club group – it would be nice to have enough GBMC people to say that we could run one of the tests, but I won't hold my breath. Then on Saturday/Sunday 10/11<sup>th</sup> September we have the 2 day Autocross at Much Hadham, organised in conjunction with Wickford AC.

Anyone who would like to help us please contact me, details inside the back cover. As you may gather from the co-organisation of these events it is becoming very difficult for single clubs to have the resources to organise an event any more so the idea of clubs getting together is becoming more common, but we do need to try and pull our weight by getting people out there. It is 'interesting' to note that the MSA no longer allowing co-promoted events in the way we used to run them - they want a single club to appear on all the paperwork and documentation and be the 'responsible' club for an event so such events often appear with a different, single, club shown as the organiser with others 'in association' or some similar phrase.

I hope to see many of you out on an event soon

John Davie



## ROBERT'S RACING ROUND UP

For the 2016 motor racing season Club Chairman Malcolm Wise is, once again, racing his turbocharged Ford Escort Cosworth in the Motorsport News Saloon Car Championship. He is also continuing to compete in his ageing Ford Sapphire Cosworth in the BMW dominated SVG Motorsport Pre 93 Touring Car Championship.

This year the MN series is being contested over 16 races, one pair of which will be at Snetterton, whilst all of the other 14 events are at Brands Hatch. The venues for the 14 races in the Pre 93 Championship are much more varied, with seven different circuits being visited between March and October of this year.

In the first races in the Motorsport News Championship Malcolm has once again established himself as regular front runner by finishing in second or third place in all six of these races.

His results from the opening pair of races in the Pre 93 Championships were also encouraging. His Sapphire, which is now in the colours of Barnet and Southgate College, was actually third overall in both of these races, which were held at Rockingham.

However he was a winner because these events were combined with races for the Pre 05 Touring Car Championship. Malcolm won the section of the race for Pre 93 cars and, of course, won his class within that championship.

\* \* \* \* \*

As will be the case for most of the season Malcolm's first two races in the Motorsport News Saloon Car Championship were run on the very familiar (to competitors in this series) 1.2 mile long Brands Hatch Indy circuit.

During the winter Malcolm's 600bhp Ford Escort Cosworth had been fitted with a new gearbox. This helped him to clock a time of 56.8 sec (76.5 mph) during the practice session for the first of this pair of races. Much as he had expected, his time was third

fastest with both the World Rally Championship specification Ford Escort of his arch rival Rod Birley and the ultra rapid Subaru Impreza of Dale Gent ahead of him on the 23 car starting grid.

★ ★

From the rolling start to the 15 minute race Malcolm slotted into third place behind Birley and Gent. However he soon found himself promoted to second spot when the latter's car retired with a suspected oil pressure problem on the fifth lap.

So he spent the rest of the race in an untroubled second place and took the chequered flag 11.5 sec behind Rod Birley - with his closest pursuer nearly 20 sec behind him.

★ ★

Malcolm's finish in second place in the first race meant that was he was entitled to start the second one from the front row of the grid - with Rod Birley, in pole position, right beside him.

When the starting lights turned to green our man managed to out-drag Birley into Paddock Hill Bend and led him up Druids Hill to the right hand hairpin at Druids Hill Bend.

After the race Malcolm described what happened next by saying "Birley hit me from behind, on the offside rear wheel arch, and tapped me off the track. I was not too pleased about that, as you can imagine!"

With only two wheels in the gravel trap Malcolm was able to get his car going again but not until the rest of the field had gone past him. Another incident on this first lap had caused the safety car to come on to the track so it led the train of competitors, with Malcolm in last place, around the circuit for three laps.

Once the safety car went in Malcolm, in his own words "went Hell for leather trying to claw my way up to the front again – which was quite entertaining".

By lap 12 he was up to sixth place. During that lap he gained two more places by passing Laurie Grant's BMW M3 and by Dale Gent retiring. This happened when Gent had a collision whilst disputing the lead with (guess who - that's right) Rod Birley.

One more overtake, of Luke Reade's Mini Cooper on the penultimate lap, put Malcolm up into third place. However the chequered flag came out before he had an opportunity to get past the second placed competitor, who was the surprisingly rapid Dan Cowan in his Ford Sierra RS500.

The next pair of races were at Brands Hatch again but this time the rarely used (for club racers) 2.4 mile Grand Prix circuit was utilised. This fact meant that this pair of races attracted a larger than usual 31 entries.

In the pre race practice session Malcolm was fourth fastest with a time of 1min 44.8 sec (83.6 mph). Ahead of him were Rod Birley's Ford Escort, Gavin Thompson's Seat Leon Supercup and Dan Cowan in his Ford Sierra RS500.

This slightly unexpected grid order was the direct result of the practice session having been interrupted by stoppages while accidents were cleared up. Consequently many competitors, including our man, were unable to get into any sort of rhythm by doing several consecutive fast laps.

On lap one of the first race Thompson's Seat made contact with Cowan's Sierra at Graham Hill Bend and both of these cars went off the track. This allowed the closely following cars of Rod Birley and Malcolm to whizz past them to occupy first and second places.

That really was the story of the race because for the reaming eight laps Rod Birley increased his lead over Malcolm, who was being chased hard by a recovered Gavin

Thompson.

When the race ended the gap between the first and second placed drivers was nearly 12 sec but Thompson's Seat was only one second behind Malcolm's Escort Cosworth.

✱ ✱

In race two the Ford Escorts driven by Malcolm and Rod Birley were side by side on the front row of the grid. Birley eased ahead of Malcolm from the rolling start and our man followed him closely in second place.

"I stayed slotted in behind Birley because I knew that he would be slightly quicker than me on the back section of the track because he driven on it a lot more than I have. So I decided not to try to jump him and just stayed behind him throughout the rather processional race".

That was how Malcolm later described this event in which he finished 2.5 sec behind Rod Birley and just over eight second ahead of Cowan's RS500 - whose speed was still a source of some surprise to him.

✱ ✱

The third pair of MN Saloon Car Championship races were held at a MG Car Club race meeting, back at the familiar Brands Hatch Indy circuit.

Malcolm's car was fitted with wider rear wheels with almost new ex BTCC Dunlop soft compound tyres. However these did not give him the improvement in his lap times for which he had hoped. So, with the car handling as well as has ever done, he was still 0.7 sec behind pole position man Rod Birley - and 0.3 sec adrift of the second placed Subaru Impreza driven by Dale Gent.

✱ ✱



In an uneventful race Dale Gent led Rod Birley throughout the 15 minutes, during which the top five finishers completed 18 laps of the 1.2 mile long kidney shaped track. Malcolm, in an unchallenged third place, just could not keep up with them and he finished 25 sec behind Gent's Subaru.

“I was fairly close to the leaders to start with but then I seemed to fall away a bit. I can’t really say what the reason for this was. Maybe I wasn’t giving it as much as I could. Anyway I am going change the rear tyres again for the next meeting to see if that makes any difference” was how Malcolm described this race to me.

The second race was almost exactly the same at the first one with Dale Gent finishing first, Rod Birley second and Malcolm third. This time our man was bit closer to the leaders, as he finished 15 secs rather than 25 sec behind the race winner.

There were only half a dozen entries for the first and second events in the SVG Motorsport Pre 93 Touring Car Championship race. This pair of races were run by the BARC at Rockingham Motor Speedway's 1.94 mile long International Super Sports Car Circuit.

Our man's best practice lap time in his newly liveried Ford Sapphire Cosworth, which had an engine rebuild over the winter, was 1min 39.3 sec (70.3 mph). This time was third fastest overall, which was more or less what Malcolm had expected.

The pair of cars that were quicker than his Sapphire Cosworth were the BMW M3s, that were driven by Roger Stanford and newcomer Kirk Armitage. The problem for Malcom is that this particular BMW model is just inherently quicker than any other type of racing saloon from that era.

★ ★

Like the MN series these races are over 15 minutes but unlike that championship they use a standing start. From the second row of the grid Malcolm made a wheel spinning and generally not too good getaway and initially lost three places.

However, during the first lap, he overtook two of the cars that had started from lower grid positions and closed up to within a second of the third one – which was Simon Ward's Vauxhalls Astra GTE.

For the rest of the race, which lasted for ten laps of Rockingham's combined banked oval and sinuous infield road courses, Malcolm was dicing with Ward for third position.

He captured that place on the sixth lap but had to work very hard indeed to retain it – finishing just 0.6 sec ahead of the Vauxhall at the chequered flag. Most importantly Malcolm's Sapphire was the first of the six pre 93 competitors to finish the race, as well as being first in his class within that category.

★ ★

In the second event it was much the same story for Malcolm. There was a race-long ding-dong battle, for third place, between his Sapphire and Simon Ward's Astra.

The latter's Vauxhall was generally quicker around many of the 12 corners on this circuit but lost out to the superior engine power of Malcolm's Sapphire Cosworth on the straights.

This dice was not resolved until these two cars came out of the right hand Tarzan hairpin, behind the pits on the infield section of the track, and hurled side by side into the final complex of left/right /left bend (called Brook). This took them directly on to the start/ finish straight on the oval circuit.

"There were a couple of back markers ahead of us but I was so determined not to lose third place that I took a quite a lunge down the inside at this last corner to get the place. It was really was very close but fortunately Simon's a good guy and he gave me enough room."

Malcolm crossed the finishing line just 0.4sec ahead of Ward to be placed, once again, in third position overall. He was also winner of the pre 93 category as well as being first in his class.

**ROBERT TAYLOR**

## 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.

## Garage Clear out

Most parts are for a Crossflow Ford Escort 1600

Contact Richard Warne for details:- Home 01992 302669, Mobile: 07958 632 082

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*All merchandise comes with GBMC logo*

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

## 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.



# Green Belt Motor Club

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Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.

Please continue to send in those reports and articles to

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A Members Only section may be accessed from the Index page by entering a User Name and Password.  
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