

WAYFARER MAGAZINE



50 Glorious years in the making
The Monthly Magazine of the Green Belt Motor Club

JANUARY 2016

SPORTING | TECHNICAL | DEVELOPMENT | EVENTS | RESULTS



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WAYFARER

The Magazine
of
THE GREEN BELT MOTOR CLUB

January and February 2016

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Press Reports - Robert Taylor

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

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.

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 accordingly.

Editorial

Happy New Year to all GBMC Members.

Further to the Club's appeal for help with the magazine and the role of Competition Secretary, a knight in shining armour in the form of David Hughes has very kindly agreed to format the magazine for Ollie to then print and distribute by carrier pigeon. Should you wish to contribute to the magazine, the email address to send articles/jokes to us is now wayfarer@greenbeltmc.org.uk.

On behalf of the committee, I would like to say thank you to David for agreeing to step up in the club's hour of need.

We are still looking for someone to fill Richard's Comp Sec shoes so he can spend some much deserved time wearing his racing boots instead. Any offers? Please? I'll beg if need be!

Whilst I was writing this editorial, Ollie had one of his mixed play lists on. A couple of the tracks were themes from Bond films, which got me thinking, which is the best Bond track of all time. I suppose my favourite would have to be Casino Royale's "You Know My Name" by Chris Cornell, formally of Soundgarden and Audioslave. This could be attributed to the fact that I have listened to the music of both bands and his solo career for quite some time now or it may be that is just an epic song in my book!

In my humble opinion, and I suspect that I may be about to upset our younger readers, one of the worst has to be for Spectre, "Writing's on the Wall" by Sam Smith. It possibly could have been salvaged by female vocals (I said female, not feminine) but I'm not convinced. Maybe I'm biased, after all I did grow up listening to metal and rock and have seen the likes of Iron Maiden, Alice Cooper and Motorhead perform live. R.I.P Lemmy.

"A View to a Kill" by Duran Duran from the film of the same name ranks high in my book along with Paul McCartney's "Live and Let Die" (although I prefer the Guns N' Roses version) and Shirley Bassey's "Diamonds are Forever" and "Gold Finger". I must also make a special mention of an unlikely candidate, Jack Black and Alicia Keys "Another Way to Die" from Quantum of Solace. What do you think? Please e-mail your thoughts to wayfarer@greenbeltmc.org.uk

Mel Camp

GBMC Club Nights

Club Members meet informally each Wednesday
at The Two Brewers, Northaw, Herts. from 9.30 p.m.

GBMC Events 2016

April 6th	Annual General Meeting
April 24th	North Weald Sprint
May 1st	Woodbridge Stages
May 22nd	Woodbridge Targa Rally
July 26th	Debden Sprint

*More details of these events will be published in future editions
of **WAYFARER***



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



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We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

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(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)
- Category B: Modified Series/Specialist Production Cars
- Category C: Sports Libre Cars
- Category D: Racing Cars

Calendar

There are 16 rounds, from March to October, counting towards the championship using venues at Abingdon, Blyton, Curborough, Debden, Goodwood, Hethel, North Weald and Snetterton

The best 10 scores will count towards the championship.
Event Supplementary regs will be sent to each registered competitor,
So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

Chris Deal

07920 -840689 (mobile)
aemc@chrisdeal.force9.co.uk

Essex Extreme

www.essexextremebodyworks.co.uk



www.aemc.org.uk

Competition Chat

On reflection of 2015 the Motor Club has, I believe, been going from strength to strength by providing affordable motorsport for the members. This is mainly due to the committee's commitment. However to survive in this market place it also requires the help and support of its members.

For 2016 another busy calendar of events are planned starting with our regular trip to North Weald Airfield near Harlow. With a reduced number of motorsport events now at the Airfield, entries may be at a premium, Regulations will be available shortly.

After a disappointing Rally Wales GB last November with Chris Deal in the hot seat, within one mile of the finish of the last stage (Brenig) the steering column came adrift from the Steering rack on a fairly fast right hand bend! This was one of the most frightening incidents I have had to endure. Thankfully as we were heading for the trees the bog stopped the car inches from impact. After a quick repair of the steering the car was now OK. The bad news was *"where were all the marshals and spectators"*? Without a hoard of manpower the car was well and truly struck.

With the course closing car upon us we handed in our time card and retired from the event. With a quick tug from the recovery truck we were back on the track and drove the Car Spares Escort back to the service area, one disappointed crew!

Of all years I have been involved in motorsport this event was probably the wettest. It rained solidly for three days, with the forest tracks being rivers of mud and the rocks - they were big. In consolation 7 other cars retired on the final day including 5 times British Champion Jimmy Mc Rae. Looking at the if /but, if we had finished this should have been in the region of 25th spot.

Look forward now to the 2016 event, now rescheduled for the end of October, we are planning to have another attack on the UK's premier motorsport event.

On a personnel note after 30 plus years as Competition Secretary it is now time to stand down from this committee position for 2016. This decision was not taken lightly with juggling many factors something has to give. It has been difficult in finding time to keep the Car Spares Escort in top condition as is prepping the car for competing on events,

It is now time for a new member to take on this role and put their stamp on the running of the club motorsport events. When I took on this role in the 80's I was very green and had never organised an event. Looking back I have successfully helped organise well over 100 events for the club. So you don't necessarily need a degree in motorsport, just the love of the sport will do. Enquiries to any committee member. Happy Motorsport.

Richard Warne

Scrutineering Bay

I hope you've all had a good Christmas, and enjoyed a healthy start to 2016. I bet those New Year resolutions have all been broken!

Did Santa bring you plenty of presents for your competition car? Did he also leave a HANS device with the new crash helmet, because your old one had expired? If you are wanting to compete in circuit races, stage rallies and some classes of sprint cars, you'll need to wear a HANS device as from 1st January 2016! There should be an article inside this magazine explaining the HANS device, or to give it its proper name, Frontal Head Restraint, FHR!

I understand that at the Autosport International Motorsport show at the NEC Birmingham earlier this month, there were some very good deals for purchasing a HANS device, together with a new crash helmet, at most of the exhibiting retailers. I hope you were able to try them out before you purchased them! As I told you last time, there are at least fifteen different types and sizes of the HANS device ranging from saloon car to single seater to rally co-driver. Please try it out in your competition car **before** your first event, and know how to use it! It's no good finding out the HANS doesn't fit just before your first event! If you ain't got a HANS, you ain't competing!!!

2015 was a very busy year for me attending as a scrutineer, sometimes as a chief scrutineer, at 21 race meetings, four sprints and two stage rallies Wethersfield and Rockingham. I also marshalled on three stage rallies, Mull in Scotland with some old SVAC members, Wales Rally GB and Cadwell doing radio with John Davie, and a few classic cars shows too.

Something I've increasingly noticed over the past few years, there are very few stage rallies in our part of the country! If you want to do a stage rally now, you've got to travel many miles to do even a small clubbie event! I can remember (in my youth many years ago!!!) doing the Ted Cleghorn and the Breckland in Norfolk, Mid Essex Gravel, Starlight, Britvic, and more recently, the Essex Charity stages...and a few I've forgotten! They were all multi-venue stage events. Where have they all gone?? Now, we have a few single venue stage rallies, but mostly on old WW2 airfields or race circuits!

Perhaps it's to do with the new rules and regulations all being drastically implemented since the tragic accidents in Scotland a couple of years ago, making organising events very difficult, and more importantly, most of the organising team members are aging very fast, with very few "new blood" offering to join in and help with the organisation of events.

Soon, **ALL** events will stop running. We've recently lost the Tempest, Dukeries is now a single venue rally at Donington race circuit, and the last multi-venue stage rally held in the East Anglia area, Essex Charity Stages...now that's gone! Autocrosses and some sprints are suffering too! I don't know the answer as to why! I think we need to encourage more youngsters into motorsport, to help marshal, organise events and compete! Perhaps hold more "come and try" events similar to the Go-Motorsport event held at Snetterton?

Did you see in the specialist motorsport magazines recently, a well-known club stage rally driver has been given a two year ban from any motorsport events

Scrutineering Bay

because he took some banned substances, probably an over-the-counter pain relief medicine!

The MSA are now asking MSA Stewards/Clerks of the Course to arrange more random testing at some events, regardless if they are a stage rally, race or even a sprint or an autocross event, testing for alcohol or drugs etc.! Last year I had to help the medical officer at Brands Hatch to test some drivers...and a few parents/guardians too!!! If you see someone approaching you with a couple of sample bottles, they may not be for fuel testing!!! You have been warned!!!

I've been sorting out my calendar for 2016. It looks like I will be just as busy as last year! I've been invited to help a scrutineering colleague to attend three European F1 Grand Prix races! He is the eligibility scrutineer for the Porsche Super Cup support races. I've been asked to go to Monaco, Budapest and Monza in Italy to help him check the cars.

Also, I've been asked to do the Formula E race meeting in Battersea Park, London, unfortunately I missed last year's event, being the first race meeting to be held in London since Crystal Palace race circuit closed way back in the '70's. Along with the races at Snetterton, Brands Hatch, Silverstone and Rockingham, a few sprints and possibly a few stage rallies, either as a scrutineer or marshal, it's going to be a busy year again! Also, I've got to allow time for showing my Ford Escort RS Mexico at some classic car shows at Knebworth House, Capel Manor Enfield, St Mary's school Bishops Stortford and Tewin, and hopefully, a few more!

As I fast approach my 60th birthday, I've booked to go on the first passenger trip for the Flying Scotsman steam train in May, from York to Newcastle. I did a similar steam trip last year and saw the Flying Scotsman's tender being restored at the York Railway Museum. I've seen on TV the Flying Scotsman has been on some test runs near to where she was being restored. The trip is expensive, but you don't often get a chance to be taking part in an historical event! I will try to write a report of the trip!

If you have any questions regarding the new HANS devices, or anything regarding your competition car, I'll try to answer to the best of my ability, if not, I'll ask someone who can! You can contact me via e-mail lpgerken@googlemail.com or phone me 01438 748164 ... if I'm out, leave a message on the ansa-phone...it won't bite, and I'll get back to you as soon as possible, but please remember, like everyone else, I have a job during the day!

Have a successful, but safe, year whatever you do, competing, or marshalling.

Loyd Gerken
MSA National Scrutineer

Frontal Head Restraints (FHRs)

Competitor guidance



What is an FHR?

A Frontal Head Restraint (FHR) is a system designed to reduce injury by limiting forward head movement in the event of an accident.

Do I need to use an FHR?

From 1 January 2016 the use of an FIA-homologated FHR is mandatory in MSA National Events * for the following competitors:

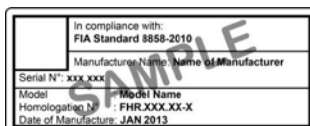
- All drivers and co-drivers in Stage Rally events, with the exception of Historic Category 1 vehicles (pre-1968).
- All drivers in Circuit Race events, with the exception of Period Defined vehicles (pre-1977).
- All drivers in Sprint and Hill Climb events, with the exception of Roadgoing category vehicles & Period Defined vehicles (pre-1977).

For details on Period Defined vehicles, please see the definitions in the MSA Yearbook Section B (Nomenclature and Definitions).

Is the FHR I am interested in FIA-homologated?

FHR systems must be FIA-homologated. There are currently two FIA FHR standards: FIA 8858-2002 and FIA 8858-2010.

The FHR will bear the FIA homologation sticker, in a prominent position, stating compliance with 8858-2010 or 8858-2002.



A full list of FIA Homologated FHR systems can be found in **FIA Technical List No.29**.

The FIA Technical lists can be found on the FIA website at the following address: <http://www.fia.com/homologations>

Is my helmet compatible with an FHR?

FHRs can only be used with helmets on Technical Lists No.33, No.41 and No.49. Additionally, for MSA National events only, they can be of SNELL SA2015 or SAH2010 standard:

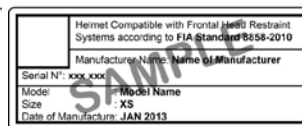
- **FIA Technical List No.33** – Approved helmets according to FIA 8860-2010 & FIA 8860-2004
- **FIA Technical List No.41** – Approved helmets compatible with FHR according to FIA 8858-2010 & Approved helmets compatible with HANS according to FIA 8858-2002.
- **FIA Technical List No.49** - Approved helmets according to FIA 8859-2015.

What does this mean for my helmet's standard?

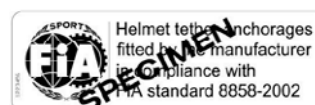
All FIA 8860, FIA 8858 and FIA 8859-2015 standard helmets are compatible with FHRs as a matter of course.

Snell SA2005 & SA2010 standard helmets must be listed on **FIA Technical List No.41**.

Helmets approved as compatible with FIA Standard 8858-2010 and shown on **Technical List No.41** part one will feature the FIA 'Helmet compatible with FHR systems' label shown below.



Helmets approved as compatible with FIA Standard 8858-2002 and shown on **Technical List No.41** part two will have the FIA approval label shown below.



FOR MSA NATIONAL EVENTS ONLY* –

Helmets to Snell SAH2010 and SA2015 standards are approved for use with an FIA-homologated FHR without the need for additional FIA labels. For these helmets the

Frontal Head Restraints (FHRs)

anchorage posts must be marked as homologated to FIA 8858-2010.

Can I fit helmet tether anchorages myself?

For helmets approved in accordance with FIA standards 8858-2010, 8859-2015 and 8860-2010 and for Snell SAH2010 and SA2015 standards for **MSA NATIONAL EVENTS ONLY***, the anchorages can be fitted by anyone. If you are unsure as to how to fit the helmet tether anchorages, please refer to the helmet manufacturer or agent for advice.

For helmets approved in accordance with FIA 8858-2002 and 8860-2004 the anchorages may only be fitted under the supervision of the manufacturer or their appointed agent. The FIA label is applied to the helmet to confirm that the anchorages have been fitted by the manufacturer or their appointed agent. It is not possible retrospectively to fit anchorage posts to helmets approved as compatible with FIA 8858-2002.

Are the helmet tether anchors homologated?

The post anchors will be engraved with FIA 8858-2010 or FIA 8858-2002. A list of homologated post anchors can be found in [FIA Technical List No.29](#).

Are the FHR tethers homologated?

The FHR tethers will bear an FIA label detailing Standard 8858-2010 or FIA 8858-2002.



A list of homologated tether systems can be found in [FIA Technical List No.29](#).

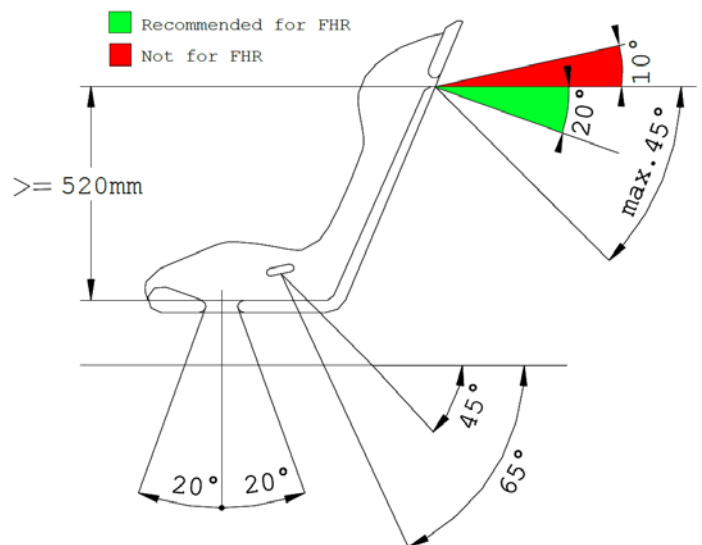
Do I need to use a specific type of harness?

All FIA homologated harnesses are compatible with an FHR. There are specific FHR harnesses available on the market, which some users may find more comfortable to use.

Does the harness need to be installed in a specific way?

The harness shoulder straps must be mounted between 0-45 degrees below the horizontal. However, when used with an FHR, the harness shoulder straps are recommended to be mounted between 0-20 degrees below the horizontal, as shown in the diagram below.

To achieve this angle the harness may need to be mounted to a harness bar incorporated into the vehicle's ROPS (Roll Over Protection System).



Can I fit a harness bar to my ROPS?

FOR MSA NATIONAL EVENTS ONLY*, regulation (K)1.2.2 has been amended (see below) to allow a harness bar to be fitted to any ROPS, including homologated ROPS, without affecting the existing homologation, providing that it is compliant with (K)1.3.9.

(K) 1.2.2. The ROPS must not unduly impede Driver and Co-Driver access to the vehicle. Members may intrude into the interior space by passing through the dashboard, front side trim, rear side trim, and rear seats which may be folded down. ROPS must not extend beyond the front upper or rear suspension mounting points of the vehicle. Any modification to a homologated ROPS (other than fitment of door bars **and harness bars**) is prohibited. Tubes must not carry any fluids.

**An MSA National Event is an event held under the authority of National or Clubman grade permits within the territory of the Motor Sports Association.*

If you have any queries regarding the fitment and use of an FHR, please do not hesitate to contact the MSA Technical Department on 01753 765000 or technical@msauk.org.

Report from the Social Secretary

On Wednesday 18th December, approximately 40 members attended the Old Owens at Potters Bar for the annual Christmas meal. I am pleased to announce that the service and food were both excellent. The food was all hot, tasty and we weren't waiting for dessert late in to the night. Oh, and they remembered the mince pies! I can't see any reason why we wouldn't return there in December this year.

Our next event is the Dinner and Dance on Saturday 20th February at the Mercure Oak Hotel in Hatfield. You should have had your formal invitations with the last magazine. Should your's have been eaten by the peckish carrier pigeon en route, please let Chris know and I'm sure he'll send another one to you via the spider's web or a better behaved bird.

Here are a few more future events so keep your eyes peeled for more information:-

Annual BBQ and Concours d'Elegance on Wednesday 6th July,
venue TBC (but probably the Old Owens Sports & Social Club, Coopers
Lane, Northaw, EN6 4NE)

Quiz against CSMA - date and venue TBC

Visit to Brooklands - date TBC

Hope to see you all in your dancing shoes at the dinner dance.

Mel Camp

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Pads come in three types

Yellow:- High temperature use, race material

Red:- Fast Road Pad

Green:- Premium Pad, performance use Hot Hatch etc

**For more information
Contact car Spares : 01992 639844**

Robert's Racing Round Up

In the concluding series of four races in the **Motorsport News Saloon Car Championship** our Club Chairman, Malcolm Wise, notched up an overall victory and a second place. However the win, his only one of the season, was not really a very satisfying result because the car of his arch rival, Rod Birley, expired at the beginning of the first lap.

During the course of the whole of this 16 race championship Malcolm drove his 600 bhp Ford Escort Cosworth to this one win, five second places and one finish each in third, fourth and sixth places.

Although he suffered five non-starts and two retirements he nevertheless scored 214 championship points which put him in third place in his class - behind Rod Birley (Ford Escort WRC) and Andy Banham (Subaru Impreza) - and in 11th place in the overall standings.

Despite non-starting in a quarter of the 16 races in the SVG Motorsport Pre 93 Touring Car Championship, in 25 year old Ford Sapphire Cosworth, Malcolm finished third overall in this series. Furthermore he won the 2500cc to 3900cc class championship by the healthy margin of 36 points. He was actually first in class in two thirds of his 12 starts and was second or third in the other four.

* * * * *

Malcolm's first two races in the Motorsport News Saloon Car Championship (rounds 13 and 14) were run at Brand Hatch but, unusually, they were not held on the familiar 1.2 mile Indy circuit. Instead the rarely used (for club racers) 2.4 mile Grand Prix

circuit was brought into play.

The practice session for the first of this pair of races went reasonably well but Malcolm's unfamiliarity with this track prevented him from using his 600bhp car's full potential for some really quick laps.

He completed eight laps during this qualifying practice session. The last one of these was his quickest, with a time of 1 min 42.5 sec (85.4 mph). This put him in fourth place on the mammoth 40 car starting grid.

* * * * *

As is usual in this championship, the 15 minute race had a rolling start. Also as usual, Rod Birley, from pole position on the grid, immediately moved into the lead as the huge field thundered into the first corner, Paddock Hill Bend. Our man slotted into second place behind him but that was not to last because he was relegated to third when Tom Knight's BMW M3 overtook him on lap two.

That was more or less the whole story of Malcolm's race. He stayed in third position throughout the remaining seven laps that were completed during the time available. He crossed the finish line just under five seconds behind knight's BMW and a bit less than seven seconds behind Burley's winning Ford Escort WRC.

Malcolm was pleased to see that his fastest race lap, at 1 min 38.7 sec (88.6 mph), was 3.8 sec quicker than his quickest practice lap. As both of these lap times had been set in dry conditions he concluded that he certainly was getting to

Robert's Racing Round Up

grips with the rather unfamiliar Brand Hatch GP circuit.

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Malcolm's finish in third spot in the first race meant that was entitled to start the second one from the second row of the grid. Beside him was Alex Sidwell's Holden Commodore and ahead of him, on the front row, where Rod Birley's Escort and Tom Knight's BMW.

From the rolling start Malcolm made reasonable getaway to be positioned immediately behind these three cars. Sadly his run in fourth place only lasted for the first two laps. This was because, on lap three, his Escort's gearbox failed – with a big bang – which resulted in his immediate retirement from the race.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

The 2015 Motorsport News Saloon Car Championship concluded with a pair of races at the 1.2 mile Brands Hatch Indy circuit where they were supporting the final rounds of the British Truck Racing Championship.

With a new gearbox and a new(ish) set of wet weather tyres fitted to his white and yellow Ford Escort Cosworth Malcolm zoomed around a rather damp circuit, in fairly bleak November weather, to record a fastest practice lap time of 57.5 sec (75.6 mph). This was the fastest time of any of the 29 competing cars – including his ever present rival Rod Birley, whose similar car was half second slower.

Unfortunately Malcolm's practice session

was slightly cut short when an electrical problem occurred - but this was easily fixed in time for the first race.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

At the rolling start to the 15 minute race Malcolm was surprised to see that Birley's car was not right beside him as they rocketed into Paddock Hill Bend. The reason for this was that the gearbox on his rival's Escort had broken, so all that it could do was to crawl around one lap of the track to retire.

However this did not mean that Malcolm had an easy run because he found himself being challenged on the outside of the Druids hairpin bend, on lap two, by the Escort Cosworth of former Ford Fiesta Championship winner James Ross.

This challenge failed and Ross then dropped back and was passed by Luke Reade in his ultra rapid Mini Cooper on the eleventh lap of the race. At this point Malcolm had a seven second lead but this dwindled down to 2.5 sec by the end of the race because his car started to suffer from handling problems.

Subsequent investigations, in the paddock, showed that these problems were due to a failed left rear wheel bearing. As it would not have been practical to change this in time to start the second race this signalled the end of the race meeting – and the season – for our man.

Still as Malcolm said "It was nice to round off the season with an overall win".

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Robert's Racing Round Up

There were only half a dozen entries for the 13th and 14th events in the SVG Motorsport Pre 93 Touring Car Championship at the 2.9 mile long Snetterton 300 circuit in Norfolk.

So Malcolm, and the five other pre 93 competitors, had combined races with a total of 19 other cars drawn from the Pre 05 Production Touring Car Championship and the Burton Power Blue Oval Saloon Car Championship.

Our man's best practice lap time in his Ford Sapphire Cosworth was 2min 20.0 sec (76.3 mph) which was seventh fastest. He was a little bit disappointed at with this but put it down to the fact that he had not previously driven his Sapphire on this particular variation of the Snetterton circuit.

* * * * *

From the fourth row of the grid Malcolm made a good start to the 15 minute race and he managed to hold station in seventh place. He spent a fairly uneventful race closely following fifth placed John Edwards-Parton's Ford Fiesta and Kenny Coleman's Ford Capri V8 which was in sixth spot, but he was not really dicing for position with them.

However, Malcolm was lucky enough to move up to sixth position towards the end of the race when front runner, and fellow pre 93 competitor, Andrew Sheraton spun his BMW M3 and dropped down to seventh place.

* * * * *

On the slowing down lap for the first race Malcolm's Sapphire started to emit large amounts of smoke. Investigations in the paddock showed that there was nothing wrong with the turbocharger and there were definitely no oil pressure or cooling problems.

So, after conferring with, Dave Wilde, his engine man, Malcolm decided to do the second race. He made this decision because, as the only competitor in his class, he would be guaranteed seven valuable championship points if he finished the race in any position whatsoever.

He spent the whole duration of the race touring around at the back of the field, emitting clouds of smoke. After 15 minute of this he took the chequered flag to finish, two laps behind everyone else, in 21st and last place – but (rather satisfyingly) first in class!

* * * * *

Subsequent investigations showed that there was indeed some serious damage to his car's Cosworth engine and that there was insufficient time to get it fixed before the last two Pre 93 Touring Car Championship races at Thruxton.

Robert Taylor

A Word from the Treasurer

So here we are with a new year and I trust everyone has recovered from their Christmas and New Year celebrations?

As you may have anticipated it's the time of year that I am anxious to fill the Club's coffers with your Membership Fees! So do roll-up and pay-up please. 2015 has been a good year for Green Belt Motor Club thanks to its members (you'll have to come to the AGM for more details), so please stay with us and make 2016 another successful year.

To those who have already paid, or paid for multiple years, then you will be receiving shortly a new membership card from our Secretary, Chris Deal.

To those whose subscriptions concluded at the end of 2015, would you please send in your cheques, as soon as possible please, to

Chris Deal
209 Latymer Road
Enfield
N9 9P

The Committee has already submitted a full program of motor sport events to the MSA for this year that we hope will suit a majority of members. To ensure their success we are going to need finance (so do please overwhelm Chris with your membership fee cheques).

To ensure another good year we shall again need the support of many members to marshal and help with the organisation.

Many members are already well known to our Chief Marshal (John Davie) but, if you are able to assist on one or more events, then do please drop him an e-mail at jc.davie@btinternet.com and offer your services.

Elsewhere in this edition of **WAYFARER** you will see Richard Warne's final Competition Chat. After 30 years as our Competition Secretary, Richard wishes to hand over the role and spend more time actually competing. I take the opportunity to thank Richard for his many years as our Competition Secretary. We do need a volunteer to take on this vital role. *(If you think you may be able to assist, please ask Richard or Chris for more details).*

Ed Davies

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

(e-mail Ed Davies for activation of your Name & Password)

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

wayfarer@greenbeltmc.org.uk

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