

New rules are to be introduced regulating the Promotional Events that many clubs currently run. Changes have been made by the Off Road Committee because of misuse of promotional events and a misunderstanding of the existing regulations by some clubs. The new regulations will be: H15.4 "Clubs may not organise more than three Promotional Events per year" and H35.5 "Passengers may not be carried for hire or reward". Regulation H36.13.1 will be amended so that SR's for a Promotional Event may no longer relax the requirements for vehicles to be road legal. All vehicles taking part must be fully road legal, to stop fully prepared off road competition vehicles taking part. Clubs are reminded that promotional events were created to introduce organised off road motorsport to club members, by allowing them to follow a liaison route, which included special (trials type) sections adequately marshalled as part of a non-competitive event under an MSA permit and insurance. This has not always been followed, with some events allowing vehicles to drive anywhere almost as a 'free for all'. It was not intended to be a way for vehicles to carry passengers on off road routes or trials type sections for hire or reward, or where the passenger makes a donation to be in the vehicle. The new regulations to be introduced as from 1st January 2007 once ratified.

Stuart Turner

WRING OUT THE OLD

Whoever described sport as the opiate of the masses knew what they were talking about, certainly as far as this year is concerned because whatever wars there are in the world, sport still manages to grab its share of the headlines. World Cup soccer with its kick boxing (or perhaps that should be boxes)...cricket putting itself beyond parody with a fuss over one ball...and as for athletics, well, if there are any more drug stories we won't need an Olympic stadium, we'll be able to run races between branches of Boots.

As well as brightening the headlines, sport also has a part to play in providing grist for the conversational mills in clubs and pubs. "Who was the best ever?" fuels endless debates for instance. I reckon you can only be the best of your time - I saw Max Miller convulse a theatre countless years ago, recently I saw Bill Bailey do the same at the Edinburgh Fringe. Better than Miller? Impossible to tell. The same with sportsmen.

I even got into a debate recently over which is the cheapest sport to compete in. We concluded that it was probably chess because you can buy a set in a charity shop for

pence and like erotic dreams (well mine anyway) you don't need special clothing.

The purist sport to test men or women? Should be athletics except for the aforementioned drug problems so it's probably something like tennis, badminton or even boxing where, unlike motorsport, more depends on the competitor than the equipment.

There seems to be agreement on one thing - no other sport reveres its past quite like ours, no other sport is so starry-eyed about days of yore (in view of the way many of the cars handled, perhaps that should be days of yaw). Yet many of the events we wax nostalgic about, races in the 50s and 60s for instance, were - as I know from personal experience - boring. But we were happy because we had low expectations - there were no TV close ups or editors to turn tedious 40 minute races into 20 minutes of high TV excitement.

Conversely, rallies were perhaps more exciting then than now because the authorities hadn't quite caught on to the fact that we were spending Saturday nights virtually road racing - regularity simply didn't feature on the better events. Whatever, historic rallying is as healthy

today as the racing side, and the Historic Rally Car Register is one of the strongest national clubs with over 2000 members. It's certainly one of the liveliest with a huge range of social and competitive events throughout the country.

The Register has key cut-off dates for its championships: 01.01.68 for Historic cars. Post Historics are those registered between 01.01.68 and 31.12.74, and Classics are those between 01.01.75 and 31.12.81.

As in many branches of our sport, there can be wide differences in spend - you could pick up an Austin A40 and go road rallying for under £1000 or spend over £50k on full-spec Escorts and Porsches for stage rallying. Like they say, you pays your money...

One big advantage over the modern stuff of course is that if you pick wisely depreciation can be zero, values may sometimes increase over the years. The Register is keen to cater for all interests whether it's someone pottering around in the A40 or pace note rallying in a Mk2 Escort. Long may it stay strong. More details are on www.hrcr.co.uk

AUTOSCENE



REVIEWS FROM



PORSCHE AU MANS 1972-1981
ISBN 2 91492058X
François Hurel, Editions du Palmier, €32. Call 0033 04 66 23 50 or see
www.editions-palmier.fr

Few are better placed than François Hurel to write this record of Porsches at Le Mans. He started going to the 24-hour classic in '76 and has covered the event many times for France's leading motor sport magazines. This handy 128-page A4 book complements Hurel's first Porsche at Le Mans title, which covered 1966-'71. With a full English text and a strong spread of colour pictures, it's great value. Best of all there's a wealth of first-hand recollections from drivers and entrants including Jürgen Barth, Max

Cohen Olivar, Bob Wollek, Henri Pescarolo and the late Raymond Touroul. As well as year-by-year reviews, there's an appendix of technical details on 910, 907, 908, 917 and 936. For fans of competition Porsches or Le Mans, this A4 book is a must have, and for model makers it's an essential reference.

COMPLETE CAT
ISBN 0 9534142 72.
Price £19.99

Such is the success of the dumpy title *The Jaguar File* by Eric Dymock, that the packed book is now available as a revised third edition. This 474-page landscape book runs from Swallow sidecars to the 2004 XK8 and XJ. Each model gets one picture, a brief history and then a comprehensive specification box. Handy

reference for both the expert and novice enthusiast.

NOSTALGIA FEST
ISBN 0 7509 4532. Price
£14.99

Author Brian Demaus clearly has quite a photograph collection if the magnificent selection featured in his new title *The Halcyon Days of Motoring* - published by Sutton - is anything to go by. Covering four decades up to 1940, it's packed with evocative images, both road and race, many never published before. Most are shot in Britain with a few recording adventures motoring abroad. A wonderful little book.

MIDGET CAR SPEEDWAY - FOLLOWING THE FORTUNES OF STOKE POTTERS
ISBN 0 7524 38700
Derek Bridget, Tempus Publishing, £12.99. To order call 01453 883300; e-mail sales@tempus-publishing.com

Although this 126-page paperback focuses on racing at Bridget's local Stoke-on-Trent track during the '30s, he also relates how the midget racing scene evolved in the UK and covers all the leading drivers such as Stan Mills, Frank Chiswell and Spike Riando. Best of all is the chapter on midget racer design in the UK including Eltos, and the super-fast JAP-powered Skirrow Specials from Ambleside.



COD FILLET QUIZ

1. Who won the second Indianapolis 500?
2. In 1965 a 4 in line engine streamlined car set a record of 658.6kph. What was its name?
3. Who was the English representative of the French Mors company?
4. What style of engine was fitted to the Honda 302 in 1968?

ANSWERS ON PAGE ii

WAYFARER

The Magazine
of
THE GREEN BELT MOTOR CLUB

October 2006

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Editor - Geoff Foot

Race Reporter - 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.

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 accordingly.

From the Editor's Chair

This is the first Wayfarer to appear in only "e-zine" form, and hopefully it will provoke some comment on the lack of a hard copy version. It was a little over two years ago that I informed the other members of the committee that I wanted to lose the "rights" to house the club's printer and the other bits and pieces that go with it; and of course the monthly chore of printing, collating and stapling the magazine. If you have never done this then you will not appreciate how minor repetitive tasks can turn into an exquisite torture. (If you are considering taking on the printing job ignore that last sentence).

This should explain why I said "enough is enough" in my piece last month - I think two years is probably long enough to set up an alternative method of production.

We are a little late this month because our main contributors do most of the other work in the club too. You may have noticed that we ran an autocross on the 1st October - you may also see elsewhere that the St. John ambulance booked for the event called up Richard Warne on the Friday before the event to say that they couldn't attend after all. This in my view is a straight breach of contract, and they should pay the extra costs involved in the hiring of a private ambulance and crew that Richard had to arrange at a moment's notice so that the event could run. Small wonder that "Competition Chat" was a little delayed! The other "offender" was Chris Deal, who as entries secretary was sorting all the paperwork and sending out final instructions etc.

The event did run, and, surprise surprise, I actually managed to get out and compete for a change. No doubt a report will appear in due course, although I think that most of those who

were there will still be drying off and removing the large quantities of mud and straw mixture that seemed to stick to everything.

Cut to the chase - Current Affairs

I found it sadly amusing to see the reaction when the Pope, somewhat ill-advisedly, chose to resurrect a centuries old comment on the Muslim faith, some of whose followers chose to demonstrate their devotion to peace and harmony by rioting in their thousands, and threatening death to all. Religion is still the biggest cause of strife and dissent in this world, followed closely by parking spaces (just try parking in someone's cherished spot and you'll see what I mean).

It was refreshing to see a little honesty (albeit somewhat retrospectively) in politics recently. The Hungarian PM confessed that he actually had lied to the electorate ("morning noon and night" to quote his words) to achieve re-election. Why this should have caused an uproar, or anything more than gently raised eyebrows will surprise anyone in the UK who is even slightly familiar with our politics. Maybe this malady will catch on - it would be entertaining if we heard our great and good saying what they really thought.

Just found a good blog - try mreugenides.blogspot.com if you view our establishment with the same jaundiced eye that I do. I am indebted to him for a little piece culled from the Times on line. Mr Prescott, beloved of journos looking for easy copy, currently without much to do, and shortly to disappear from the deputy spot, has had a new department of 18 people created just for him. Makes you proud to be British, doesn't it?

More ramblings anon.

Geoff Foot

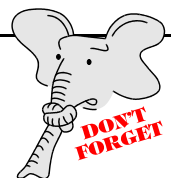
Club Nights

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

Upcoming Events

Saturday 14th October - Visit to Gaydon Heritage Motor Museum

Wednesday 14th December - Christmas meal at the Two Brewers



Fire extinguishers.

Richard Warne still has a few 5kg extinguishers, mainly dry powder, out of certification date but still OK. **Give-away 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...

Competition Calendar Oct/Nov 2006

Date	Event	Club	Venue /Start	Format
04-15.10.06	The Pheasant Plucker Rally	Guildford MC Chelmsford MC	Chelmsford Maps 167/155	Navigational Road Rally
13-15.10.06	Tour Of Mull	2300club.org	Mull	
22.10.06	Adrian Barker Memorial Trophy	Ecure Royal Oak	Desborough Air-field	Tarmac
26,29.10.06	Lombard Rally	Enduro Rally Assoc	York	Mixed
28.10.06	Somerset Stages	Burnhan on sea mc, Minehead MC	Minehead	Mixed
29.10.06	Premier Stages	Dukeries Stages	Sherwood Forest	Forest
11.11.06	Tempest Rally	Sutton & Cheam MC Farnborough Middx County ACL	Aldershot	Tarmac
18-20.11.06	Roger Albert Clark Rally			Mixed
1-3.12.06	Wales Rally GB	MSA	Cardiff	Forest

CHRISTMAS MEAL

AT THE TWO BREWERS

WEDNESDAY 14TH DECEMBER

MORE DETAILS INCLUDING MENU (PRE-BOOKING ESSENTIAL) AVAILABLE SOON

National Motorsport Week

"We were delighted with the response of our clubs to National Motorsport Week," said Colin Hilton, Chief Executive of the MSA. "Despite the short notice, the concept was warmly welcomed and endorsed, with many clubs and organisations making special arrangements to open up the sport to new audiences. We look forward to agreeing the plans for next year and helping to develop the initiative into a high profile annual event."

Below is a sample of some of the more than 50 events that took place in connection with National Motorsport Week.

- Cumbria-based Wigton Motor Club (2005 MSA Club of the Year) held a special display of competition cars at the Cumbria Classic Show and organised displays and demonstrations of autotests, sporting trials and 4x4 trials.
- Dozens of people said they wanted to become more involved in motor sport after visiting the Welsh Automotive Forum exhibition in Cardiff. Hundreds of rally fans, shoppers and office workers visited the stand in the city's main shopping precinct and scores entered a competition to be special guests on this year's Wales Rally GB.
- Both Team RAC touring cars carried National Motorsport

Week logos as their drivers competed in the sixth round of the BTCC at Donington Park.

- Lola Cars International Ltd opened its doors to the public.
- Cumbria Kart Racing Club held a special kart event to celebrate the 50th anniversary of karting. On display was one of the earliest examples of racing kart, alongside a Stewart-Ford F1 car donated by M-Sport.
- Horton Racing displayed two of its cars in Clitheroe town centre.
- Newry & District, Rathfriland and North Armagh Motor Clubs got together to organise a special rally school to encourage new competitors.
- Green Belt Motor Club had a stand at the Custom & Sports Car Show at North Weald.
- Teifi Valley Motor Club organised a 20-mile charity bike ride for the Welsh Air Ambulance and presented cheques to three local charities – money raised on its Rali Bro Preseli.
- Ross & District Motor Club members were busy both weekends - organising a grass autotest and barbeque and then, a week later, an AutoSolo for beginners.

The MSA believes the success of National Motorsport Week means it is likely to be run again next year – look out for an announcement about the dates. More information about the events that took place this year can be found at www.nationalmotorsportweek.co.uk

Child Protection

The MSA Child Protection Policy and Guidelines document has recently been sent to all Clubs and Licensed Officials, and can be viewed on the MSA website www.msauk.org (search on Child Protection).

Any Clubs or Licensed Officials with queries regarding the policy, guidelines or procedures should contact Allan Dean-Lewis at the MSA for assistance.

MSA British Race Elite

Following the continuing success of the MSA British Rally Elite scheme to develop new talent, Brabham Performance Clinic has been appointed to run MSA British Race Elite, incorporating GT's, Touring Cars and single seaters. The programme will identify talented drivers and help them develop at the highest possible level.

Wales Rally GB

The final round of FIA World Rally Championship takes place on 1 to 3 December 2006. For information about marshalling or to purchase tickets, visit www.walesrallygb.com. There is also a ticket hotline: 0870 060 1764.

QUIZ ANSWERS

1. Joe Dawson in a 4cyl National (over 8000cc!)
2. Goldenrod (4-V8 Chrysler engines each 6900cc)
3. Malcolm Campbell
4. Air cooled 8 cylinder

MARSHALS POST

by the BMMC

After Andy Green's Land Speed Record-beating performance in August and Audi's Le Mans victory in June, 2006 has got to be the year of the diesel.

Of course, the Audi R10 isn't the first diesel to race at Le Mans. Only a couple of years before, a bio-diesel powered Lola-Caterpillar made a brief appearance in the race, having caused chaos during the testing weekend by spilling its fuel in the vicinity of Indianapolis.

Diesels have popped up in various guises in motorsport before and we are likely to see more diesel and biodiesel powered cars in the future.

With a flash point – the temperature at which fuel can be ignited – of 62°C and autoignition temperature – when it will spontaneously ignite – of 210°C for diesel and 150°C and 316°C respectively for biodiesel, fire is the least of a marshal's worries with diesel.

Fuel spills will cause far more problems. After all, diesel is as slippery as oil and there is a lot more of it to leak out of a broken fuel line than oil in a sump or gear box.

The standard way of dealing with diesel on Britain's highways is to mop it up with sand or oil absorbing granules.

In France, the ACO invested some years ago in equipping all marshals posts with large tubs full of absorbent granules and spreaders like those gardeners use for reseeded and feeding their lawns.

In Britain, we persevere with plaster or cement – a cheaper but less effective solution than granules – and shovels instead of spreaders.

No matter how good your technique with a shovel – and there are some pretty practised hands out there – dealing with diesel spills will take a lot longer than dealing with the oil spills.

Powerwashes with detergents might be a solution – but on a dry day a powerwashed section of track is going to be a nightmare for competitors, so Britain's circuits may need to do some serious thinking about taking some French lessons.



Christmas cards

From an oil painting by Matt Bruce RI (1915–2000) of the Mk II Ford Escort of Hannu Mikkola/Arne Hertz en route to victory in the 1979 RAC Rally.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:

Motorsport Safety Fund, PO Box 200, Sevenoaks TN15 8WZ



Competition Chat

What was I saying last month about hope the weather is good for the Woodpecker Stages, I don't think anybody was listening, This year we went down on the Thursday to make a real weekend of it. The weather was fantastic we even had time to hire a boat for a bit of rowing on the nearby river, well Ian did most of the rowing I just read Motorsport news.

Saturday morning came with black clouds and plenty of rain, which stayed with us for most of the day.

The IPB Motors RS200 of Ian Barnard/Martin Gould started at Car 84 and the Car Spares Escort MkIV RWD 1600 Richard Warne/Richard Bunn started at car 89. Stage one was a trip down to Radnor for two stages, Stage one posted a time of 11m.35s, with Ian 7 seconds behind on 11.42. Stage two posted a time of 10m.35s, this time Ian took 24 second out of me. In places the stages were like rivers of mud as was hard going.

Then at the start of Stage 3 in Hay Park hit an undulation too hard the suspension compressed, but refused to rebound, now the car was 6 inches lower on the front o/s .

Handling was interesting with no suspension on one side with the sump guard rubbing on the ground and making an awful noise. We made it back to service with a loss of 40 seconds, could have been worse.

In service gave the suspension leg a little persuasion and it released, just in case replaced the suspension insert. We were now back to Radnor again this time looking forward to make some time back on the 13 mile stage. Due to a number of delays in the morning the event was running a little late, by the time we arrived at Radnor another delay was in progress, after a further hour wait the organisers cancelled the stage due to a number of accidents, to bring the event back on time. By the time we go back to Haye Park the last stage of the day, time was getting on for 7pm. After a steady run through the last stage we posted a time of 11m.40 with Ian on 11.57. The Car Spares Escort has a disturbing misfire for the whole event which hampered our performance, one of those weekends!!! Overall the stages were very rough and the weather compounded the problems resulting in many cars going off in the undergrowth causing long delays at stage starts, that's motorsport.

Richard did a great job on the pace notes, his second only rally and kept the pace notes in order during the day.

Mark/Paul Whitlock assisted by doing Chase Car I mean Management Car and met us after each Stage

for service, great job as always.

With the fierce competition and the problems experience during the day could only manage 7th in class, Ian/Martin had even more competition and could only manage 18th in class B11

Anyway it was a great weekend, the farmhouse that we rented was brilliant the company was great and so was the food. There is always next year.

On the local front the Kings Lynn West Raynham Stage Rally looks like it won't run this year as does the Middx Counties Rockingham event in Bedford. If you're looking for an event around Christmas there is always the Longmore Loco stages at Longmoor Camp which is always good fun.

Club Members have had some good results recently :-

Simon Gudgeon Metro 6R4 3rd overall –Scaffex Scaffolding Stages

Gerry Moroney Subaru Impreza 5th Overall –
Scaffex Scaffolding Stages

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The club's competition stickers were getting a little low, Steve Tammadge came to the rescue and to his generosity has supplied the club with a re designed green side sticker, in addition to a smaller rear screen sticker as well , Thanks again Steve

IPB Motors 2 Day Autocross October 2006

Report next month

Championship Tables 2006

The positions include results received up to 3rd October. If you have competed and wish to claim your

points please send a copy in the post, the results with an entry list, or see me at club nights.

I do not automatically receive event results, however, you will get points if I have competed on the same event as you, good hunting.

Thanks for all the results sent in last month, I know I am still short a number of SPRINT Results and also ones on the AUTOCROSS front. Please look at the listing of events that have been included so far.

If you have been competing last month please send me your results in the post or if you have an electronic copy Email me on **richard.warne@royalmail.com** ????

Oakington Stages October 2006

End of another venue, what a blow when we were informed in August that permission had been rescinded for any activity on Oakington airfield, including the Saturday Market and any other activity for that matter. We thought we might have had another 12 months activity before any work commenced on the new "village." However the new owners have that right, and they have called Time.

A big thanks to Stephen Wright who farmed the majority of Oakington Airfield for his support of motorsport for the last 6 years, I wish more farmers were as dedicated to the motorsport cause as Stephen.

As a consequence the Middx County Bomb a Long stages in September and our October Oakington Stages are now cancelled.

If you are aware of any suitable venues for motorsport please give me a call on 07715 480228.

Rally of Wales 2006

We are now in October, its not too late put a date in your diary for this years event, we will again be heading for darkest South Wales to Marshal on this years event. The event is a little later this year in contrast to the summer conditions of 2005.

The Date is Saturday 2nd December we are proposing to marshal either:-

Stages 8&11, Epynt 1&2 or

Halfway 1&2, Stages 9&12

Remember you need a MSA marshal's licence to marshal on this grade of event, please see me for details if you require one.

Don't leave it until the last minute, you may be disappointed.

Home Counties Autocross Championship 2006

The Championship has now concluded, next month we will see how our Green Belt members fared

This years Calendar consisted of:-

Date	Organising Club
24 June	Bournemouth
8 July	Green Belt Motor Club
9 July	Green Belt Motor Club
13 August	Southsea MC
27 August	Witney MC (inter-assoc)
9/10 Sept	Central Sussex MC
17 Sept	Wickford AC
1 October	Green Belt Motor Club final

The BK Competition Tyres, Ward Construction AEMC Stage Rally Championship

Contact :- Clive Taylor Phone 01284 788095

Mobile 07771 644202

www.taymormotorsport.com

Date	Event	Club	Venue	Surface
02.01.06	Longmoor Loco	Sutton & Cheam	Longmoor camp	Tarmac
05.02.06	Oakington Stages	Middx Cty	Oakington	Tarmac
04.03.06	Robin Hood	Lindholm MC	Mansfield	Forest
12.03.06	The Kent Rally	Bexley Light CC	Ashford	Forest
26.03.06	Mini Tempest	Sutton & Cheam	Longcross	Tarmac
09.04.06	Spring Stages	SCCON	Sculthorp	Tarmac
16.04.06	Twyford Wood	Mid Derbyshire	Twyford Wood	Gravel/Tarmac
07.05.06	Oakington Stages	GBMC/WAC	Oakington	Tarmac/Gravel
29.05.06	Millbrook Stages	West Essex CC	Millbrook Beds	Tarmac
11.06.06	Carnival Stages	Sutton & Cheam	Abingdon	Tarmac
17.06.06	Dukeries Stages	Dukeries MC	Mansfield	Forest
02.07.06	Essex Charity Stages	Wickford AC	Bradwell	Tarmac/Gravel
13.08.05	Tempest Rally Sprint	Sutton & Cheam MC	Bramley Forest	Gravel
03.09.06	Spotted Dick Stages	7 Oaks	Longcross	Tarmac
10.09.06	Bomb Along	Middx County	Oakington	Tarmac
15.10.06	Longcross Stages	Bexley Light CC	Longcross	Tarmac
22.10.06	Autumn Stages	GBMC/WAC	Oakington	Tarmac
29.10.06	Premier Stages	Dukeries Stages	Sherwood Forest	Forest
05.11.06	Lynn Charity Stages	Kings Lynn	West Raynham	Tarmac
10.11.06	Tempest Stages	Middx County & Sutton & Cheam	Bramshill	Forest
9/10.12.06	Rockingham Stages	Middx Stages	Rockingham	Tarmac

Green Belt Events - 2006 Proposed Dates

Date	Event
16th April 2006	North Weald Sprint
7th May 2006	Oakington Stages
21st May 2006	Old Fox Revival T Hunt
28th June	Concours d'Elegance
8th-9th July 2006	Summer Autocross
16th July	Celnik Scatter T Hunt
24th September	Last Chance Treasure Hunt
1st October 2006	Autumn Autocross
22nd October 2006	Oakington Stages

GREEN BELT MOTOR CLUB 2006 MOTORSPORT CHAMPIONSHIP

As at 04.10.06

Trent Park Trophy - All Motorsport Events

POSITION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	Malcolm Wise	251	320	50	350	251	50	251	287	269	299						2378
2	Ian Barnard	299	200	50	101	251	50	260	308	137	263						1919
3	Andrew Harris	179	251	50	275	275	251	275	350								1906
4	Richard Warne	215	242	308	179	221	50	275	290								1780
5	Simon Higgs	89	200	50	200	230	221	251	263								1504
6	Paul Bowden	350	350	296	350												1346
7	Martin Gould	299	131	149	50	260	137										1026
8	Chris Taylor	251	221	350	110												932
=8	Melanie Stiles	137	200	200	125	251											913
10	Paul Watkins	92	149	50	149	200	149										789
11	Gerry Moroney	50	350	350													750
12	Charles McEnergy	50	350	350													750
13	Alex Markham	215	50	164	299												728
14	Paul Markham	215	50	164	299												728
15	Geoff Jackson	251	290	179													720
16	Chris Carter	275	314														589
17	Stewart Batey	221	308														529
18	Simon Gudgeon	200	296														496
=18	Lee Brooks	149	149	125													423
20	Frank Trueman	149	221														370
21	Stuart Parrish	350															350
22	Keith Perry	158	164														322
=22	Simon Clark	290															290
24	Geoff Foot	275															275
25	Richard Bunn	221	50														271
=25	Steve Tammadge	242															242
27	Brian Wood	149	92														241
28	Stuart Simpson	221															221
=28	Neil Burgess	218															218
30	Dave Males	215															215
=30	Arun Dhanapala	200															200
31	Dave Wild	50	149														199
=31	Bob Batey	92	92														184
33	Philip Haydon	179															179
34	Richard Kirby	173															173
=34	Clark Devey	149															149
36	Shaun Lytollis	137															137
37	Ed Britton	131															131
	Chris Meanwell	131															131
	Anita Higgs	50															50

Trophy	Event	Date	Trophy	Event	Date
SV Stages	Oakington Stages	05.02.06	Chalk	North Weald Sprint	19.03.06
SV Stages	Mini Tempest Longcross	26.03.06	Chalk	Tams Packaging N/Weald Sprint	16.04.06
TPT	Race Mallory Park	24.03.06	TPT	Race Snetterton	09.04.06
SV Stages	Spring Stages	09.04.06	SV	Hillbilly Oakington Stages	07.05.06
SV Stages	Longcross Stages	21.05.06	TPT	Race Pembrey	13.05.06
TPT	Race 2 Pembrey	13.05.06	Chalk	Debden Sprint	14.05.06
TPT	Race Croix	29.04.06	TPT	Race Donington	26.05.06
SV Stages	Carnival Stages	11.06.06	SV S	Millbrook Stages	29.05.06
TPT	Race Mallory Park	02.07.06	Thatcher	IPB Autocross	8/9.07.06
Chalk	Debden Sprint	16.07.06	MV	Woodpecker Stages	02.09.06
Thatcher	Witney Autocross	27.08.06	Chalk	Brighton Speed Trial	09.09.06
MV Stages	Essex Charity Stages	02.07.06	Thatcher	Autocross	17.09.06
Thatcher	IPB Motors Autocross	01.10.06	TPT	Race Oulton Park	23.09.06
SV Stages	Scaffex Stages	03.09.06			

	Dropped Score	Maximum of 10 events per discipline	
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Trophies

Single Venue Stages Trophy						
Driver						
POS	NAME	1	2	3	4	5 TOTAL
	1 Gerry Moroney	5	100	100		205
	2 Ian Barnard	83	5	5	70	163
	3 Simon Gudgeon	50	82			132
	4 Richard Warne	55	64			119
	5 Alex Markham	55	5	38		98
	6 Stuart Simpson	57				57
	7 Shaun Lytollis	29				29
	8 Ed Britton	27				27
	9 Simon Higgs	5				5
	=9 Andrew Harris	5				5

Co Driver						
POS	NAME	1	2	3	4	5 6 TOTAL
	1 Charles McEnery	5	100	100		205
	2 Martin Gould	83	5	5	70	163
	3 Paul Markham	55	5	38		98
	4 Steve Tammadge	64				64
	5 Neil Burgess	56				56
	6 Dave Males	55				55
	7 Chris Meanwell	27				27
	8 Anita Higgs	5				5
	=8 Paul Watkins	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	29	71													100
	2 Alex Markham	83														83
	3 Richard Warne	57	5													62

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 Paul Markham	83														83
	2 Simon Higgs	71														71
	3 Richard Bunn	57	5													62
	4 Martin Gould	29														29

Chalk Trophy- SPRINT																
Pos	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 TOTAL
	1 Paul Bowden	100	100	82	100											382
	2 Geoff Jackson	67	80	43												190
	3 Simon Higgs	13	50	50	67											180
	4 Chris Carter	75	88													163
	5 Ian Barnard	50	17	67												134
	6 Andrew Harris	43	67													110
	7 Malcolm Wise	100	5													105
	8 Stuart Parrish	100														100
	9 Frank Trueman	33	57													90
	=9 Keith Perry	36	38													74
	11 Chris Taylor	67														67
	12 Martin Gould	27	33													60
	13 Arun Dhanapala	50														50
	14 Paul Watkins	14	33													47
	15 Brian Wood	33	14													47
	16 Philip Haydon	43														43
	17 Richard Kirby	41														41
	18 Dave Wild	33	5													38
	=18 Clark Devey	33														33
	20 Melanie Stiles	29														29

Thatcher Trophy Autocross										
Pos	Name	1	2	3	4	5	6	7	8	9 TOTAL
	1 Andrew Harris	75	75	67	75	100	100			492
	2 Richard Warne	86	43	75	80					284
	3 Melanie Stiles	50	50	25	67					192
	4 Chris Taylor	57	100	20						177
	5 Stewart Batey	57	86							143
	6 Simon Higgs	60	57							117
	7 Paul Watkins	33	50	33						116
	8 Lee Brooks	33	33	25						91
	9 Ian Barnard	86								86
	10 Simon Clark	80								80
	11 Geoff Foot	75								75
	12 Bob Batey	14	14							28

Clubmans Trophy					Total
Pos	Name	1	2	3 4	
	1 Malcolm Wise	251	320	50 350	971
	2 Ian Barnard	299	200	251	750

Clubwomans Trophy					Total
Pos	Name	1	2	3 4	
	1 Melanie Stiles	129	67		196

Treasure Hunts					Total
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Secretary's News

We have reached crunch time with the Club printer and it is likely that if you are reading this it is not in the normal magazine set up. We are now desperate to find a new home for the printer and sundry extras, so if you can help please get in touch with me or the magazine editor Geoff Foot. Geoff is quite prepared to continue to edit the magazine. The committee has also been considering other ways of publishing it or other styles. The commercial rate for printing it in the style we have done for the past few years is around £150 (about four times our cost). Other ways of producing it are A5 booklet with smaller type face; electronic version on web site or emailed. As always we do not have all the solutions so if you have any better thoughts please get in touch especially if you are prepared to assist. We also need to consider who we can produce the event regulations and event paperwork.

Well I did manage to take part in the Last Chance Treasure Hunt with Brian Aldridge. The event was well organised by Robert Taylor and Doug Williams assisted by Gerry Thurlow and Dan & Ann Chalk. The route was interesting and challenging; the clues were good and all went well, with a good start, halfway and finish venues. The only downside for us was that we missed a couple of clues and were not observant at a couple of others, which meant we were second to Mike Biss and Cath Woodman who managed to clean the event, and that was despite having been up all the previous night on a road rally!

The slight delay to the copy deadline means that I can update you on what went on at the IPB Motor Services Autumn Autocross on Sunday 1st October at Anthony Ashwell's Old Park Farm near Much Hadham. The week leading up to the event was wet and we almost cancelled the event on the Saturday. The day of the event was bright after an early morning shower. However a number of competitors had to be towed into the venue, even after unloading trailers in the lane outside the field! Practice and the first timed run were in dry weather but the ground was still wet and a number of competitors had trouble getting away from the start line. During lunch it rained again which meant that the second timed runs were a lot slower and the weather was threatening worse to come with lightning and thunder so a halt was called to the proceedings. Which just left the clear up and getting people out of the venue, which took nearly two hours. Ian Barnard did a fantastic job as Clerk of the Course, he has loads of enthusiasm. Gerry Thurlow and Peter Nathan were Stewards and the marshals were Marcus Foreman, Mark & Paul Whitlock, Simon Hudswell, Paul Murray, Ged Cooper and a couple of Peter's friends. We are as always indebted to Anthony Ashwell for the venue and help in clearing the vehicles from the field. Unfortunately we did not have a full entry which will mean a loss for the event, which was not helped by St John deciding they could not attend with only 36 hours notice – so Richard Warne was forced to hire a commercial Ambulance at twice the cost.

Autumn is definitely upon us so thoughts are turning to skiing holidays and Rally of Wales GB etc. Richard should be taking names for marshalling on the WRC event, but we intend to be out marshalling on the Tempest Rally on 11th November. The event is running on a Saturday and is based in Aldershot, so if you are interested in marshalling let me know.

Chris Deal

New members – Simon, Caroline, Hannah & Thomas Clark.

Visit to the Heritage Motor Museum, Gaydon

A visit to the museum is planned on Saturday 14th October. It is located at Gaydon, just a few minutes away from junction 12 of the M40.

The collection of cars is a record of the one-time great British motor manufacturing industry, now sadly deceased, or very nearly so. Here is what they say about themselves:

"The British Motor Industry Heritage Trust was formed in 1983 to safeguard a unique collection of historic vehicles, most of which had been the property of the Companies which had combined to form British Leyland in 1968 - Austin, Morris, MG, Riley, Wolseley, Standard, Triumph and Rover. These vehicles are now the core of the museum display at Heritage Motor Centre in Gaydon.

In the Centre's exhibition halls you will find more than 150 motor cars on display. They represent 100 years of motor manufacture in Britain from the many companies that have been part of the industry. Some are still in business today, whilst others have long since disappeared."

If we can get a confirmed number of visitors (between 12 and 25) in good time then a proper guided tour can be arranged, rather than just a wander round.

We shall probably leave earlyish on the morning of Saturday 14th October, visit the museum, and have a lunch somewhere. Timings could be changed if most people want to do something slightly different.

Family members and friends welcome. The likely cost of the visit will be £8 - there are optional attractions at extra cost available at the heritage site. Visit www.heritage-motor-centre.co.uk for lots more info.

Please contact David Hughes on 01707 651280(H) or 020 7089 8152 (B)

As always, you can also see any committee member at the Two Brewers on a Wednesday evening to make your booking.

ROBERT'S RACING ROUND UP

It seems that everything is back to normal again.

The children are back at school, Spurs are in the bottom half of the Premiership table, the last Wayfarer editorial included the usual moans about road works and - most important of all - Malcolm Wise (currently the club's only active motor racing competitor) is back on track.

He made his long awaited return to 2006 Ford Saloon Car Championship, from a very much unplanned mid season break, at Oulton Park. Despite having a less powerful engine in his car, Malcolm notched up a very respectable finish in third place in this race. That was no easy task as there were no less than 27 starters - nearly half of whom were in the same class as our chairman.

* * * * *

The damage that Malcolm did to his Ford Escort Cosworth's turbocharged engine at Mallory Park when it overheated - but he nevertheless continued to the end of the race - had far reaching consequences. Attempts to repair the damaged cylinder head did not work as he found out at a test session, back at Mallory Park. A run on high turbocharger boost for a sustained period of time resulted in a blown head gasket and a lot of cooling water in one of the cylinders. The latter caused extensive damage to the cylinder bore and to the piston.

Consequently the only answer was a new cylinder block and new pistons - and a lot of expense. The resulting hybrid engine used the cylinder head from Malcolm's old engine, which is of a design that produces about 40bhp less. Nevertheless it still produces over 500 bhp.

All of this aggravation meant that Malcolm had to miss a total of five races at three venues Cadwell Park, Anglesey and Brands Hatch. However he re-entered the fray at Oulton Park's Fosters Circuit in the 14th and penultimate race in the championship series.

* * * * *

Practice at this 1.65 mile long Cheshire race track was run in dry conditions. It went pretty well for Malcolm - except that he was unhappy with the car's handling. The rear end suffered from a tendency to, as he put it, "step out a bit".

He was fourth fastest with a time of 1min 8.6 sec (86.8 mph) and was a little surprised to see that his long time rival Graham Wait was faster by a couple of tenths of a second. This actually became academic because, later in the practice session Scotsman Wait blew up the turbo-charger on his Sierra Cosworth and was unable to start the race.

* * * * *

With Wait out of the picture, Malcolm was the sole occupant of the second of the massive 14 rows of the starting grid for the 20 minute race. Ahead of him were the Ford Escort Cosworths of Stewart Whyte and Steve Scott - the latter's car being built to World Rally Championship specifications.

When the starting lights turned to green Malcolm was not concentrating hard enough and made a pretty awful start. On the other hand, Andrew Gallacher in his Escort Cosworth made a superb start from the third row of the grid.

He rocketed past not only our man's Escort but also past Whyte and Scott's cars to take the lead by the first corner. Malcolm described this somewhat stunning performance as being "reminiscent of some of my best starts".

He was also initially passed by Scott Lowther in his Escort Cosworth. This annoyed Malcolm somewhat as Lowther was over one a half second slower than him in practice and is not a driver whom he normally regards as a serious rival.

He soon re-passed Lowther to claim fourth place but his car's poor handling prevented him from making any further progress in this rather lonely

place. He had a bit of luck about three quarters of the way through the race when he found that he had the slowing car of Andrew Gallacher in his sights.

This spurred him into putting in a bit of extra effort. Consequently, within half a lap of catching Gallagher's ailing Escort Cosworth, Malcolm had overtaken it to claim third place - where he finished.

* * * * *

Malcolm was the best part of three quarters of a lap behind the race winner Stewart Whyte, which he partly attributed to his lack of familiarity with this particular circuit. The other factors are, of course, his car's less powerful engine and its handling problems. The latter may, or may not, be caused by the tyres that he is currently using - so this is

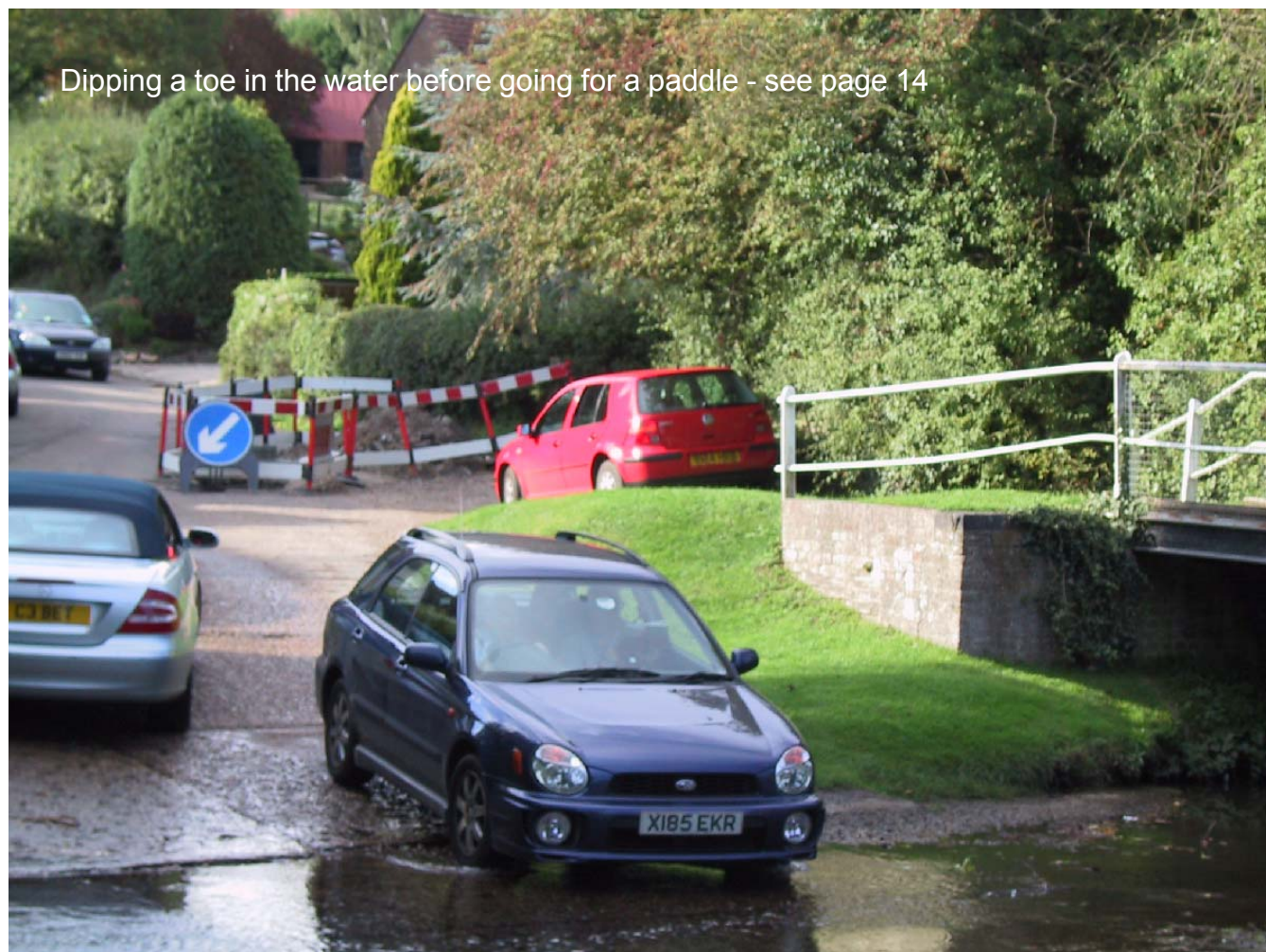
obviously a matter that he will have to investigate further.

It is certainly something that he will need to resolve before his final race in this year's Ford Saloon Car Championship. This will be held at Silverstone where Malcolm also plans to compete in a non championship race at this venue on the day before.

At the invitation of the organisers, he will be competing in the Euro Saloons race in which he will be up against some former British Touring Car Championship cars. If all of these front runners have no trouble Malcolm anticipates that he could finish in third or fourth place in this event.

Keep reading RRRU to find out if this prediction actually comes true!

ROBERT TAYLOR



New Last Chance Treasure Hunt

As CSMA members were invited, Cath Woodman and I had a go at this long established Green Belt MC treasure hunt - which is run by Robert Taylor and Doug Williams - on 24th September.

We came away with a win (but only just) on this very enjoyable event. In fact we enjoyed it more than the road rally that we had done the night before.

It consisted of plotting a 33 and a 30 mile route, one for the first half and one for the second half. The competitors had two and a quarter hours to do the first half and two hours for the second half.

The start was at the Crooked Chimney pub near Welwyn Garden City and the half way stop was at the Old Swan Tea Rooms in Hare Street - which does lovely scones with jam and cream. The event finished at a pub in Linton, near Duxford.

On our way round we had to answer questions from things seen along the road, like house names, pub signs, etc. In addition to that at no less than twelve fords we had to get out and find a playing card taped to the footbridge.

We answered all the questions correctly and if the Brian Aldridge / Chris Deal had not made a couple of tiny slip-ups we would have had a tie.

There will be some more invites next year, so if you get the chance come along and have a go, as they are great fun.

Mike Biss

Results

1st	Mike Biss / Cath Woodman	860 pts
2nd	Brian Aldridge / Chris Deal	820 pts
3rd	David Hughes / Ian Davies / John Bowyer	655 pts
4th	Donald Berry / Desmond Meldrum / Felicity Brown	645 pts



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www.langleyparkrallyschool.co.uk

PRIVATE OR CORPORATE EVENTS ARE AVAILABLE

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In White or British Racing Green

All sizes catered for

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£14.95

See Richard Warne at Club nights or Tel : 07715 480228

Discounts and Directory

Car Spares

Delamare Road, Cheshunt
01992 639844

Green Belt members get full trade discount on production of their membership card.

All types of pattern parts stocked. Full range of accessories, tools etc. etc. etc.

Latitude

27 - 28 The Service Road
Potters Bar
01707 663090

Green Belt Members get 10% discount on all Ordnance Survey products on production of their membership cards (Note that they are open only on weekdays now)

Latest copies of the OS Map Finder Publication available free from Richard Warne.

R P M

Redhouse Service Station, London Road, Ware
01920 460800

Green Belt members get at least 5% discount on production of their membership card

Lots of competition parts and most of the products shown in the Ripspeed catalogues. Geoff Foot holds a copy of the catalogues. If anyone wants a look, give him a call.

The Directory

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

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

Kalvin Tyres, 259 High Road, Broxbourne 01992 462728

Lee Industrial, Suez Road, Brimsdown. All types of fixings, screws and small tools etc. No min. charge, and open Sat morning. 0208 8053535

ParkSide Steel, Units 7/8 Mowlem Trading Est. Leaside Road, E17 OQ1 All shapes & sizes of mild

steel, min. chg £15.
020 8808 1484

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

Tilgear, Station Road, Cuffley. Wood and metal working tools etc. 01707 873434 At last they have their new catalogue out.

Upshire Car Breakers, Maxens Yard, Galley Hill Yard, Waltham Abbey.
01992 711305

Wheelbox - Caterham / Lotus 7 / Westfield specialists. Chris 01992 470480

Vauxhall Performance Spares Centre (standard road going parts only), run by Eddy.
01255 670670

Essex Star Gas - for LPG Dual fuel conversions - Les Holden
01255 852777

East Herts Signs - for car decals - No.3 Old Cross, Hertford, SG14 1HX
01992 553004 e-mail: EHS@oldcross.demon.co.uk

Garage Clearout

Most parts are for a Crossflow Ford Escort 1600

Starter Motor LRS102 2 Bolt fixing (as new)	£8	Prop Shaft RS2000 to Atlas one inch shortened	£45
Rear Drums, Back Plate, Brake Shoes, W/Cylinders & H/B Assembly	£50	Two Colway M/S Tyres 185/70/12 10mm Tread	£20
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
Cosworth 5 Port Dry Sump Pump	£60	Two Front Bilstein Inserts 260/60 (good)	£60
PolyV Water Pump & Pulley (Non Alternator)	£40	Alloy Rocker Cover	£20
Four to One Competition Exhaust Manifold 1.650 / 2.50 O/D	£40	Shock Absorber Bearing Mount (Very New)	SOLD
Oil Cooler sandwich plate, new	£10	Camshafts, Kent A6, A9, 1FR4 & Vulcan V111	£10
Dry Sump Remote Oil Filter Housing	£10	Pedal Box complete (Std Twin Cam)	SOLD
H/D, H/C Oil Pumps	£15	Pair 3 Point Full Harness Belts, Blue Good	£20
Tuffrided/ Balanced Crankshaft 1300 Crossflow	£50	Big Winged Baffled Sump & Pick Up	SOLD
Gearbox Escort Mexico Type (Dead)	£15	Steel Rocker Shaft, Posts & rockers (as new)	£45
Offers most welcome. See me at club nights or call:-		Various Std Flywheels	£10

Contact Richard Warne for further details :- Home 01992 302669

Mobile 07715 480228

Please someone buy this lot so Richard gets some room! - Ed.

Set of five 15" x 7" Sapphire Cosworth wheels with Hoosier slick tyres. Suitable for sprints or track days £250 .

Set of six Dunlop slicks suitable for 15" x 7" rims £85.

Contact Malcolm Wise on club nights, or call 020 8351 4953

FOR SALE

Volvo V70 SE 2.5 20V Estate. Automatic

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Alloy Wheels

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Or refer to David Hughes

TAILPIECES

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). I have a complete catalogue of all Haynes books, so contact me (Geoff Foot) for further details. They will send you their free catalogue on request, or you can order through their website (and still get discount)

New books on F1, Ford GT40 and Rubens Barichello, plus re-issue of biog. of Gerry Marshall out now

Tommy Cooper may be dead, but this lot should remind you.....

Two blondes walk into a building.....you'd think at least one of them would have seen it.

Phone answering machine message - "...If you want to buy marijuana, press the hash key..."

A guy walks into the psychiatrist wearing only Clingfilm for shorts. The shrink says, "Well, I can clearly see you're nuts."

I went to buy some camouflage trousers the other day but I couldn't find any.

I went to the butchers the other day and I bet him 50 quid that he couldn't reach the meat off the top shelf. He said,
"No, the steaks are too high."

My friend drowned in a bowl of muesli. A strong currant pulled him in.

A man came round in hospital after a serious accident. He shouted, "Doctor, doctor, I can't feel my legs!"
The doctor replied, "I know you can't, I've cut your arms off".

I went to a seafood disco last week...and pulled a muscle.

Two Eskimos sitting in a kayak were chilly. They lit a fire in the craft, it sank, proving once and for all that you can't have your kayak and heat it.

Our ice cream man was found lying on the floor of his van covered with hundreds and thousands. Police say that he topped himself.

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 me (Geoff Foot) at my address (on the back page), or to my email. Please note that my fax is now broken!*

*The **final** copy date for next month's issue is:
Friday 3rd November 2006*

Surely **YOU** could have filled this space?



Green Belt Motor Club

Committee Members 2006 - 2007

PATRON: John Bowyer PRESIDENT: Gerry Thurlow
VICE PRESIDENTS: Dan Chalk, Geoff Jackson

CHAIRMAN:

Malcolm Wise (H) 020 8351 4953
23 Brackendale
Winchmore Hill
London
N21 3DH

SECRETARY:

Chris Deal (H) 020 8803 0675
209 Latymer Road (B) 020 7150 8721
London (M) 07940 819789
N9 9PN *chris.deal@greenbeltmc.f9.co.uk*

TREASURER:

Ed Davies (H & Fax) 01707 658715
9 Rosary Court *edavies@greenbeltmc.f9.co.uk*
Potters Bar
Herts.
EN6 1HA

COMPETITIONS SECRETARY:

Richard Warne (H) 01992 302669
9 Chandlers Way (B) 07715 480228
Hertford *richard.warne@royalmail.com*
Herts.
SG14 2EB

PRESS OFFICER:

Robert Taylor (H) 020 8886 6428
52 Hillfield Park *r.taylor@redmail.co.uk*
Winchmore Hill
London
N21 3QL

MARSHALLING CO-ORDINATOR

Vacant once again!

MAGAZINE EDITOR:

Geoff Foot (H) 01707 872305
13 Theobalds Road
Cuffley *geoff.foot@greenbeltmc.f9.co.uk*
Herts.
EN6 4HQ

Web Site

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

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)

VACANT COMMITTEE POSITIONS

Marshalling co-ordinator, Social Secretary, Ordinary Committee Members

*The above positions are currently vacant. Should you wish to help your club and get more involved in its running,
please contact Chris Deal (or any other committee member shown above).*