



WAYFARER MARCH 2022

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

March 2022

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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.

Editor: Chris Deal

Compiler: Chris Deal

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Web Site <http://www.greenbeltmc.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)

Front cover: Richard Warne and Chris Deal on the RAC Rally, photo by Cian Donnellan

Editorial/Club Sec News

The Snetterton Stages Rally nearly didn't happen again, this time it was the weather not Covid. Storm Eunice was predicted to pass through whilst we were setting up on the Friday. John Davie decided to take the Club's trailer, loaded with cones and signboards etc, a day ahead on the Thursday. The warnings were issued for the worst of the wind to be between 12.00 and 15.00, so everyone gathered and did as much we could do before then and hope that everything will be in the same county. In the end the cones didn't move, but it did stop us as it was blowing us off our feet. It left us to arrow the stages and put up the signs on Saturday morning, which meant another early start. Surprisingly many competitors turned up for scrutineering, in fact there was a constant queue, which meant the session was extended. However, that was probably caused by vehicles not being prepared properly, they should read Loyd's articles, also they should read the event regulations and double check their entry forms.

Given the storm etc, the event started on time just, with the competitors briefing finishing about three minutes before the first cars were due at the Main Time Control. The event continued roughly on time, just with a couple minor delays at the changeovers in the afternoon and when the rain started and the wind picked up again. There was a constant stream of retirement, a few due hitting chicanes and fencing means claims for repair, not just for the cars! Out of 76 starters 26 retired and of those 6 were from the top 40, meaning 20 retired from the bottom half of the field! From our members Sam Fordham finished 12th overall alongside Steve Finch, then we had Aaron Rix/Abi Haycock finishing 27th overall and 7th in class, then new members Stephen Sawley/Rob Johnson just behind in 28th overall and 8th in class.

The last stage finished just before sunset, leaving the normal people to clear up in darkness.

Our AGM on Wednesday 6th April will be by zoom, starting at 20.00. If you wish to join us please contact me to obtain the instructions and link. Should you be unable to join us and we won't have a proxy form in case there's a vote, again please contact me. A plea as normal – we do need younger members to takeover as most committee members are past retirement age. We continue to see motor clubs folding and we don't want to see Green Belt MC going that way.

With Covid/Ukraine situation who knows what happens to motorsport this year, take care.

Chris Deal

Event dates

Key

(ASMC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and with a RS Clubmans licence.

(AEMC) – events run by clubs of the Association Eastern Motor Clubs and GBMC is invited to and normally you need a competition licence.

(ACSMC) – a round of the ACSMC Sprint championship

(ASWMC) – a round of the ASWMC Autocross championship

March

- 12 Malcolm Wilson Rally
(BTRDA/EngRC)
- 12-13 Rally Sera De Fafe E Felgueiras
(ERC)
- 13 Donington Stages, run by
Dukeries MC (AEMC)
- 18-19 North West Stages
- 20 Bahrain GP, Sakhir
- 20 Agbo Stages Rally
- 26-27 Azores Rally (ERC)
- 26 North Wales Stages (Welsh Rally
championship)
- 26 Cadwell Park Sprint, run by BARC
Mids/Herts County (AEMC)
- 27 Saudi Arabian GP
- 27 Tour of Caerwent Stages
- 27 BTRDA RX at Blyton

April

- 1 12 car rally run by Boundless by
CMSA on 166 map
- 2 Get it Sideways' Stages, Down
Ampney
- 2-3 Sandown, IOW, Sprint/Speed
Trails (ACSMC)
- 3 Cadwell Park Stages, run by
Border MC (AEMC)
- 3 Trial at Wattisfield, run by West
Suffolk MC (ASMC)
- 8-9 Members Meeting at Goodwood
- 9 Rallynuts Stages (Welsh Rally
championship/BTRDA)
- 9-10 Rome (ePrix)

April - continued

- 10 Abingdon long Sprint, run by
Sutton & Cheam MC
(AEMC)/(ACSMC)
- 10 Cambridge Classic runs by
Cambridge CC, starting and
finishing at Duxford
- 10 AutoSolo at Debden, run by West
Suffolk MC (ASMC)
- 10 Australian GP, Melbourne
- 10 Lookout Stages, Melbourne
(York), run by Trackrod MC
- 16 Tour of Epynt, tarmac rally
(Motorsport UK Asphalt Rally
Championship)
- 16-17 Autocross at Wilmington, run by
Torbay MC
- 16-18 British RX at Lydden Hill
- 21-24 Rally Croatia (WRC)
- 23 Goodwood Sprint, run by Bognor
Regis MC (AEMC)/(ACSMC)
- 23-24 Tendring & Clacton Stages, run by
Chelmsford MC (AEMC). (BRC)
- 23-24 BTRDA RX at Pembrey
- 24 Hethel Lotus Festival Spring, run
by Herts County (AEMC)
- 24 Ivinghoe Sprint Trail, run by
Falcon MC (ASMC)
- 24 Emilia Romagna GP
- 24 Donington Park (National) BTCC
race
- 30 Monaco (ePrix)
- 30 Corinium Stages, Down Ampney

May

- 1 **Harold Palin Stages at Fulbeck, run by Eastwood & DMC - CANCELLED**
- 7 Goodwood Bailey Sprint, run by Brighton & Hove MC (AEMC)/(ACSMC)
- 8 Miami GP
- 8 Debden Sprint, run by Herts County (AEMC)/(ACSMC)
- 8 AutoSolo at Debden, run by Cambridge CC (ASMC)
- 8 Rushmoor Dimanche Sprint, run by Farnborough & DMC (ACSMC)
- 8 South Suffolk Classic, run by Eastern Counties MC and West Suffolk MC
- 13-14 Canaries Rally (ERC)
- 13-14 Manx National Rally
- 14 Border Counties Rally (BTRDA)
- 14-15 Autocross at Sugworthy, run by North Devon MC
- 14-15 Berlin (ePrix)
- 14-15 British RX at Pembrey
- 15 Brands Hatch (Indy) BTCC race
- 19-22 Rally Portugal (WRC)
- 21 Plains Rally (Welsh Rally championship)
- 22 Spanish GP, Barcelona
- 22 Targa at Debden, run by WAC/ASMC (ASMC)
- 27-28 Jim Clark Closed Road Rally (BRC/ Motorsport UK Asphalt Rally Championship)
- 26 BTRDA RX at Lydden Hill
- 29 Thruxton BTCC race
- 29 Monaco GP, Monte Carlo
- 29 Curborough Spring Sprint, run by BARC Mids (AEMC)

June

- 2-5 Rally Italy (WRC)
- 4 Jakarta (ePrix)
- 4-5 British RX at Mondello Park
- 4-5 Autocross at Newnton, run by Bath MC
- 5 SCCON Autosolo?
- 11 Abingdon CAR-nival Sprint (AEMC)/(ACSMC)
- 11-12 Le Mans 24 hours race
- 11-12 Rally Poland (ERC)
- 12 **Red Kite Stages (Welsh Rally championship) - CANCELLED**
- 12 Flying Fortress Stages at Under Grafton, run by Dukeries MC (AEMC)
- 12 Azerbaijan GP, Baku
- 12 Oulton Park Island BTCC race
- 12 Abingdon CAR-nival Stages (AEMC)
- 12 North Weald Sprint, run by Sevenoaks & DMC (AEMC)
- 18 Kielder Forest Rally (BTRDA/EngRC)
- 18 East Anglian Classic, Historic road rally based in Bury St Edmunds, run by Chelmsford MC
- 18-19 Gurston Down Sprint, run by BARC (SW) (ACSMC)
- 19 Canadian GP, Montreal
- 19 Falcon Classic Car Tour, run by Falcon MC
- 23-26 Rally of Kenya (WRC)
- 23-26 **Festival of Speed at Goodwood**
- 24-25 Argyll Rally (Motorsport UK Asphalt Rally Championship)
- 25-26 Autocross at Sugworthy, run by North Devon MC
- 26 Croft BTCC race
- 26 BTRDA RX at Blyton
- 30-3 Le Mans Classic 24 hours race

SCRUTINEERING BAY MARCH 2022

Fire Extinguishers

Following my last article in the Jan/Feb issue of Wayfarer, there's been a bit of confusion regarding the new fire extinguisher regulation that came in January 1st 2022. To help you understand the new regulations, I've attached below the extract from our latest Scrutineers bulletin.

The updated fire extinguisher regulations are found in sections (K) 3.1-3.3.3 (page 174-6) of the 2022 Motorsport UK Yearbook. Having previously been published, since 2018, as Appendix 3 to Section (K) as advance notice and applying to new build vehicles, they do now fully apply.

In simple terms it means that where a plumbed-in extinguisher is required by the discipline specific regulation then this must now be an FIA homologated system (to either of the two FIA homologation standards: Fire Extinguisher Systems in Competition Cars (1999) and FIA Standard 8865-2015). And for disciplines where a handheld extinguisher is required the minimum capacity has increased to 2.4 litres for AFFF, although gas and powder extinguishers are also acceptable with a 2kg minimum capacity.

Details of the plumbed-in fire extinguisher systems homologated by the FIA can be found on the relevant FIA Technical Lists. Fire Extinguisher Systems in Competition Cars (1999) systems are found in Technical List No.16 and FIA Standard 8865-2015 systems are found in Technical List No.52. These Technical Lists can also be found on the FIA Website

A common question that we receive is what is the minimum capacity? For FIA-homologated plumbed-in systems, the extinguisher capacity will be defined by the individual system's FIA homologation, so there is no minimum capacity as such. However, competitors should note that only certain Fire Extinguisher Systems in Competition Cars (1999) systems are homologated for use in Stage Rallying; these systems are indicated on FIA Technical List No.16 with a tick in the column headed 'Rally'. And these will be a minimum of 3kg for gas systems. All FIA Standard 8865-2015 homologated systems are eligible for Stage Rallying.

Another common question is regarding the number of nozzles and their location. Again, there is no mandatory requirement as such; the number of nozzles and their exact location will be defined by the individual system's FIA homologation. However, Technical List 16 extinguisher systems approved for Stage Rallying will always have nozzles in both passenger compartment and engine bay, as will all Technical List 52 extinguisher systems.

One additional thing to be aware of when looking at the FIA Technical Lists is the homologation end date detailed in the last column. It is important to understand that this date represents only the final date on which the extinguisher systems may be manufactured (as noted in the annotation at the bottom of each page of the list). It does not mean that a fire extinguisher system of this homologation number can no longer be used after this date. FIA homologated fire extinguisher systems can continue to be used beyond the 'homologation end date' for as long as the competitor maintains the manufacturer's service schedule.

*To add further, the system **MUST** be installed following the manufacturer's instructions, especially regarding the position and mounting of the bottle, number and position of the nozzles and using metal piping only, and not reusing the old plastic pipes! Please read carefully the bit about the homologation dates of the fire extinguisher system, provided it is serviced and maintained following the manufacturer's instructions, you can continue to use the system beyond the homologation date.*

Please note, "Fire Sticks" are not FIA homologated therefore cannot be used instead of the above fire extinguishers. You are permitted to carry one in the car provided the car has an FIA homologated fire system installed in the car if the discipline requires it.

Seat Homologation Extensions

Again, taken from our latest Scrutineers Bulletin,

*Although this will mostly apply to stage rallies, the validity of certain FIA-homologated competition seats has been extended by one year due to the COVID-19 pandemic. The amendment was published in the MSUK magazine in March 2021 to confirm that competitors who were unable to benefit from the full usable life of **seats that expired during 2020 or 2021** will be able to use them for a further 12 months beyond their already extended homologated life.*

The applicable Regulations are (N)6.13.6.1 (page 239) for Rallycross and (R)48.10.6 (page 340) for Stage Rallying, and the extension now applies specifically as follows:

Seats with a 'Not Valid After' date (on the original homologation label) of 2019, may be used until 31 December 2022.

The validity dates above take into account the additional two years' use over the FIA homologation validity already afforded to seats used in National Events in these disciplines.

The date of implementation of the above Exemption (Regulation (A)2.4 page 48) was immediate and will cease on 31 December 2022.

A reminder of the new regulation for stage rallies from January 1st 2022, balaclavas are now mandatory for both driver and co-driver/navigator, R.25.3.2 page 326 of the MSUK Blue Book, and remember to tuck the neck of the balaclava inside the neck band of the flame resistant overalls, and no hair sticking out - it can act like a wick in the unlikely event of a fire! I would like to see this regulation brought in for circuit racing too! While “walking-the-grid” before the race start it frightens me to see bare necks between crash helmets and the neck of the overalls!

Basic Scrutineering

Here is a selection of common issues that are picked up time and time again by Scrutineers that we refer to as basic scrutineering items. These are simple things that you should look out for. It is important to note that not all of the below examples are from the same event, but are all real-life issues flagged by Scrutineers over the past events.

Harness shoulder straps are commonly found to be installed the wrong way round. Please remember that for seat belt harnesses to be FIA homologated, the FIA-homologation hologram should be on the left-hand shoulder strap (from the wearer’s perspective) K.2.1.7 (page 172). It is important that this is correct as many harness buckle clips are specifically angled for the left or right-hand side.

Overall Embroidery - Embroidery stitching that passes through all of the material layers. FIA Standards 8856-2000 and the more recent 8856-2018 both stipulate that embroidery on overalls must be through the outermost layer only. Stitching for the attachment of badges can go through all layers, but the thread used must be **flame-resistant** – as must the backing of the badge itself.

External fire extinguisher pull cords are regularly found to be seized on a large percentage of cars, often needing work to be freed. It is also important to remember to remove the extinguisher pins before the competition, as this is a commonly seen oversight. This is something that can and should be easily checked at stage start/assembly areas. Also, along with the electric cut-out and the fire extinguisher sticker missing, too small or not close to the pull-cord/trigger button/s, fire pull-cord K.3.1.6 (page 174) and, electric cut-out K.8.5 (page 178).

Fire Extinguisher Piping

Another important safety issue is vehicles having the fire extinguisher piping, and in some cases electrical wiring and even fuel lines, routed between the ROPS and the bodywork. The main safety concern being that in the event of an impact the lines could be crushed, distorted or ruptured between the sill and ROPS with obvious hazardous consequences.

Positioning of the electric cut-out and the fire extinguisher trigger/pull cord was not in compliance with (K)8.2 (page 178), electric cut out being on the co-driver side, while the extinguisher pull cable is not in compliance with (K)3.1.6 (page 174), being on the other side of the vehicle, albeit the correct side. When the Scrutineer pointed out to the competitor that a marshal may have to operate one, and then run round the front of the vehicle to operate the other, they soon understood the reason for the regulation!

External Circuit Breaker

(K)8.1.1 (page 178) is a new regulation for 2022 which requires push-button circuit breakers to only isolate the electrical circuits, any reset must be operated by a separate button or switch. This was put in place due to concerns over marshals inadvertently reigniting the electric system if they were unaware that it had already been deactivated.

A question had been raised about FIA-homologated vehicles which may have original circuit breakers fitted which do not meet this new regulation. The circuit breaker operation does not form part of the vehicle's FIA homologation, so there is no reason why such vehicles cannot be updated to comply with this regulation as required for Motorsport UK events.

Helmet cameras are still regularly encountered by Scrutineers. Helmet camera mountings are not permitted unless it is detailed on the homologation for the specific helmet as per (K) 10.3.3(d) (page 184).

If you have any doubts over helmet camera mountings you can always check the FIA Technical Lists and view the detailed presentation forms approved by the FIA for each model of helmet.

We have been advised by MSUK, following the HM Governments relaxation of the Covid restrictions, unless the event is part of the MSUK trial for a different system for scrutineering (more details later), pre-event safety scrutineering will revert back to pre-Covid inspections. You may be asked by the event organisers to continue to electronically self-declare your safety kit/PPE and car details when you enter. The events Chief Scrutineer will still receive copies of your self-declaration entry forms from the events Entry Secretary and the scrutineering team will make closer checks if there are any errors etc.

If you have any scrutineering questions, my contact details are on the MSUK website under Scrutineers listings.

Stay Safe,
Lloyd Gerken
MSUK National Scrutineer

FIA ASN Safety Bulletin #11

Dear Colleagues,

It is important that competitors complete pre-event checks of each piece of safety equipment before they head out on track.

Drivers and Co-Drivers should follow this list of checks for each piece of safety equipment before the start of any practice, race session or rally stage to prevent injury:

1 - Arm the plumbed-in fire extinguisher system and remove safety pin of hand-held fire extinguisher

Before taking part in any on-track session competitors must:

- Arm the plumbed-in fire extinguisher system in case of electrical activation.
- Remove the Fire Extinguisher Safety Pin from the plumbed-in fire extinguisher system and handheld fire extinguisher before they enter a special stage or circuit.



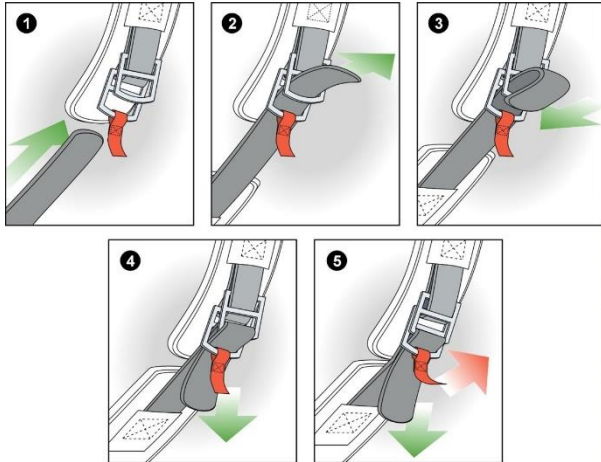
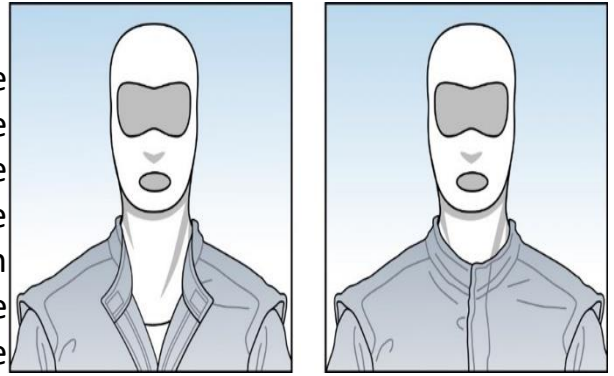
System armed – ready to be used



System with safety pin - not ready to be used

2 – Balaclava under the overall

The neck, wrists and ankles should always be covered by at least two pieces of protective clothing. Competitors must ensure the fireproof balaclava must be tucked under the racing suit overalls to avoid direct contact with flames on the drivers skin, and that the garments are not too tight as this reduces the level of protection.



3 – Tighten the helmet strap

It is important that the helmet chin strap is properly routed and tightened at all times. The main protection that FIA Homologated helmets deliver is to the head and neck and this is only achievable if the helmet is properly tightened. If this is not the case it may come off the head during an accident and stop the safety applications working correctly.

4 – Full face helmet visor

It is important to ensure the helmet visor remains properly closed and locked at all times to avoid the visor opening during an impact and the drivers face being exposed to debris/flames.

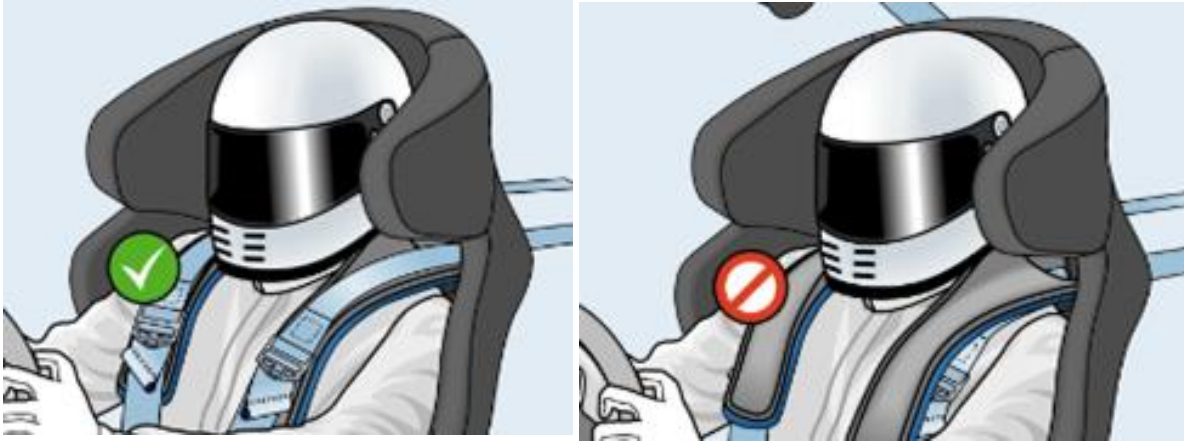


5 - Connect the Frontal Head Restraint device Tether to the Helmet

A Frontal Head Restraint (FHR) restrains the driver's head during a frontal or angled-frontal impact, reducing the loads to the head and neck. To enable the FHR to work efficiently, the FHR tether must be connected to the anchorage points using the clips on both sides of the helmet at all times.

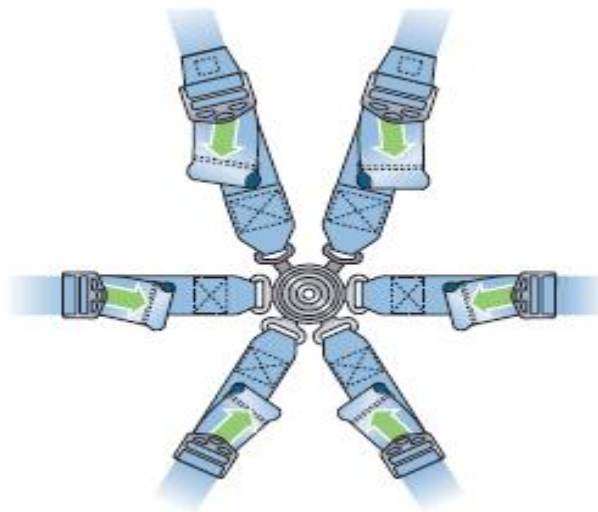
6 - Ensure that the FHR device is positioned under the harness shoulder straps

It is very important that the harness shoulder straps are over the FHR device to enable it to provide the correct protection. Below is a diagram for showing best practice for this installation:



7 - Tighten the belts

All straps of the safety harness must be connected properly to provide optimum protection in an impact. Studies performed by the FIA Safety Department have demonstrated that safety harness tension is important to reduce the risk of serious injuries and for the correct functioning of the Frontal Head Restraint (FHR) device.



The FIA has warned that officials can deny competitors to enter the racetrack and special stage if the driver and/or co-driver do not install their safety equipment properly.

You can check more details through the [FIA International Sporting Code](#) under Appendix J and Appendix L, [FIA Guide and installation specification for HANS® devices in racing competition](#), [FIA Guide and installation specification for Hybrid & Hybrid Pro devices in racing competition](#), and specific championship technical and sporting regulations.

MINUTES OF THE 55/56th ANNUAL GENERAL MEETING GREEN BELT MOTOR CLUB



HELD 28th APRIL 2021 BY ZOOM

The meeting commenced at 20:05 hours with the Chairman, Malcolm Wise (MW) in the chair, twelve other club members.

The Chairman opened the meeting by welcoming all present to this first AGM via zoom combining the report on 2019/2020.

1. Apologies for absence had been received from David Hughes and Mark Goddard.

2. The minutes of last AGM (10th April 2019)
They were accepted.

3. Any matters arising from those minutes?
None.

4. Secretary's Report – Chris Deal.

The secretary's report was circulated before the meeting and a copy will appear in a future edition of the Wayfarer for others. The Chairman asked if there were any questions – there were none.

5. Treasurer's Report – Ed Davies

The Treasurer's report was also circulated before the meeting and a copy will appear in a future edition of the Wayfarer to others.

The Chairman thanked Brian Thatcher for examining the accounts as Doug Williams was able to do and thanked Doug for his years of help.

Robert Taylor proposed that the Club should become a honorary member, which was supported by the Chairman and agreed by all attending the meeting.

The Chairman asked whether anyone had any question on the report, there were none.

6. Question time

None!

7. Election of Officers to the Club committee.

There were no new proposals or nominations for other members to join the committee and no objections to any of those already elected to the committee, therefore, all committee members were re-elected 'en bloc'.

8. Announcement of election results

All done as noted above. No further announcements necessary.

9. Ballot on any motions

No motions had been received.

10.Re-appointment of the Club's examiner (auditor) - Brian Thatcher

Approved – Brian Thatcher to be asked to continue to audit the Club's accounts.

11.Any Other Business

CD advised that we had sold the Club's printer and he was able to print a small number of magazines for those who can't download the it from the website.

CD also advised that the Club had a week to object to the proposal to extend the days of operation of the market at North Weald, which will probably mean the end of Sprinting there. We have asked Motorsport UK via Harrow CC to support our case with Epping Forest DC.

12.Date of next Annual General Meeting

In April 2022.

That concluded the business of this 2020/21 Annual General Meeting.

The Chairman closed the meeting at 20:25 hrs 28th April 2021.

NOTICE OF THE 2022 ANNUAL GENERAL MEETING



Notice is hereby given that the 2022 Annual General Meeting of the Green Belt Motor Club is to be held via Zoom on Wednesday 6th April 2022, commencing at 20:00

The business of the meeting shall be:

1. Welcome and (approval of register of meeting attendees eligible to vote), proxies and apologies for absence.
2. Approval of the minutes of last year's Annual General Meeting.
3. Business arising from those minutes, if any.
4. Secretary's report.
5. Treasurer's report including financial statements.
6. Question time.
7. Election of officers to the Club's committee.
8. Announcement of election results.
9. Ballot on any motions/resolutions put on notice.
10. Re-appointment of the Club examiner.

6th March 2022

To obtain the zoom link and the proxy form please contact the Secretary, Chris Deal.

The Shuttleworth Collection

Your committee has been considering possible outings that you might enjoy as a social event. One of which is the Shuttleworth Collection of vintage aircraft at Old Warden Aerodrome, Biggleswade. If you haven't been to see this collection it is worth a visit.

During the 1930s Richard Shuttleworth rescued old aircraft and vehicles and brought them to Old Warden to restore. Following his death in 1940 in an RAF air accident aged 31 his mother continued his legacy and the Shuttleworth Collection is now home to over fifty unique and mostly airworthy aircraft as well as a varied collection of vehicles. Walking through the six huge hangars you can see how aviation design developed from the Edwardian era through to the 1950s. The 1909 Blériot XL, is the oldest flying aircraft in the world. Aircraft from the collection have featured in a number of films over the years. Restoration and maintenance is carried out by a staff of nine full-time and many volunteer engineers.



Admission charges apply and sadly these days you can't just pitch up to get a coffee and watch the world go by without paying the entrance fee. However, there is plenty to see and do in addition to the collection of aircraft and vehicles. Shuttleworth is also home to educational workshops, the Swiss Garden, a children's playground, cafés and plenty of space to picnic whilst watching private aircraft fly in and out. Several flying days and other events take place during the year when, weather-permitting, the

Edwardian collection of flying machines take to the sky which is a magnificent sight. So it is well worth arranging to visit on a flying day, although they can be very busy. If this sounds like something that you would be interested in following up please drop a line to our social secretary, Melanie Camp – turkeystile@hotmail.com or 07748 952005 to express your interest.

Price wise I would suggest that this will only work if we can muster a minimum of 10 paying guests and go as a group booking. On that basis the basic ticket price is £12 without guided tour, £25 includes refreshments on arrival during a virtual overview of the Shuttleworth Story and a guided tour of our location of choice or £35 with lunch included. Individual tickets prices (as opposed to organised groups) are as follows:-

Daily admission prices

Adults – £17.50 Advance online ticket price (30 Day return ticket); £19.50 on the day purchase at site. (Valid day of purchase only). Please note Shuttleworth is a cashless site, card payments only.

However, their ‘flying days’ are by far the more fun (provided the weather is good. The old aircraft cannot fly in bad weather or strong wind). But Shuttleworth charge appreciably higher prices on air show days which are planned for this year as follows:-

Sunday 1st May – Season Premiere

Saturday 14th May – Evening of Espionage Drive-in Air Show

Sunday 5th June – Jubilee Flying Circus

Saturday 18th June – Military Evening Drive-in Air Show

Sunday 3rd July – Fly Navy

Saturday 16th July – Evening drive-in Air Show celebrating Old Warden Aerodrome’s 90th

Sunday 7th August – Family Air Show

Saturday 20th August – Flying Proms

Sunday 4th September – Steam and vintage air show

Sunday 2nd October – Race Day

More details are available at www.shuttleworth.org

If sufficient interest is shown we would proceed to arrange a group or club booking but prices for these are not published and are on application only. So, if this sounds like something you would be interested in please contact Mel.

Jack Summerfield – died on 15th February 2022

The Summerfield's had been family friends through the Selborne Bowling club and I knew Jack's parents & grandparents.

When Jack left boarding school, I introduced him to the young Conservatives. (Begrudgingly as I am 7 years his senior!!) He was an instant hit with the ladies, and a girl I was keen on suddenly thought I was ok because of being with Jack!!

Jack joined GBMC about the same time and wanted to do Tony Strong's Twelve Car Series with Doug Williams, however his then girlfriend Denise Wincup (now Manderscheid) also wanted to do it and encouraged me to navigate.

After we won Jack changed navigators introduced me to Full Rallying where we won several awards together. We did events in Gryphon & Bowyer Trophy's as well as some Motoring News Championship Events, some in Wales & The Dukeries Rally (that year won by some guy named Roger Clark).

In one occasion we were in Kent and the Escort slipped sideways in to Romney Marsh (water my side!!!) and had to get a crane to pull us out sideways.

After that the car was rebuilt to Escort Mexico specification, some of Malcolm Wise connections through the Motoring News Championship helped us with Parts, I was often sent to Sloane Square to collect items from David Sutton at Clarke & Simpson.

Whilst competing on a stage rally in the Mexico in the fens we put a wheel off a flat bridge just before a T junction (water was my side again!!!), there were crowds of spectators including our service crew who lifted us back up to carry on (see next page).

**Send in your action photos for the magazine
and any news stories or your results**



Jack later went on to formula ford single seaters, we both went to Hewland to learn how to build and change gear settings for each race which became one of my tasks along with all the logistics of running his small team.

Generally, we were usually found in the Cherry Tree drinking along with Ian Davies & Doug Williams, which often got us in trouble for being late at meeting girlfriends.

During this we both became bowlers at Selborne Bowling Club (behind the Cherry Tree!!) we also manage to win some cups as well.

When Jack & Sandie moved to Norfolk his health was great, Jack supported a family in Ecuador, he would occasionally go out there with things they couldn't get, before one of his visits he was on medication for prostate problems and had to have a top up of his cholera jab this clashed with the existing medication and virtually killed his kidneys he was in a serious way when he came back from Ecuador, they then put stents in his kidneys which had failed, changed every three months, this endured for some years and later they decided his kidneys could not take any more stents and he had drains from his kidneys and went onto dialysis, initially at home and then later three times a week at Cromer.

He always said nothing of his health issues was a problem and was always bright & happy though it all, as he always was.

He was an avid Railway Traveller and used his Senior Railcard almost every week to travel somewhere new, he was an author & has books on Kindle.

We have not been able to meet because of Covid, and most of my recent telephone calls Jack has been resting & Sandie did not want to disturb him.

We were best of friends for over 50 years, I shall surely miss him and his laughter as will everyone else he has met.

Dan Chalk - Vice President

Jack's funeral took place at - Cromer Parish Church:

St Peter & St Paul, East Cottage, Tucker Street, Cromer, NR27 9HB

at 11am on Thursday 10th March 2022, followed by family only Cremation

And the wake at The Vernon Arms, 2 Church Street, Southrepps, Cromer, NR11 8NP

Family Flowers only, there is a JustGiving page for Prostate Cancer Research the website is <<https://www.justgiving.com/fundraising/jacks-memorial-donation>>

Christopher Stephen Donne BSc CEng MICE

14th July 1959 – 13th December 2021



Eulogy with early memories from Carole and Katherine

Chris was born at home in Chigwell, Essex, on 14th July 1959 to parents Jean and Anthony. He was their second child, with an older sister Carole and a younger sister Katherine. Chris loved his sisters and had a close relationship with them. They are sorry they can't be with us today but are joining us, together with his Mum Jean via the webstream, so welcome to you all. Carole has kindly shared some memories of Chris's childhood.

Chris and I would have been four and seven respectively and as engineer in the making, he decided to see if teddy bears could float or swim in water by throwing my bear (you note, not his own bear) into the paddling pool. The verdict, on a sample of one, teddy bears can neither float nor swim.

One of Chris's hobbies was model railway layouts, although the line was worse than Network Rail – the line was nearly always closed for engineering works – usually meaning great sections of the track had been taken up. Very occasionally, we could see an engine and rolling stock moving around the layout.

One Sunday afternoon, I found Chris digging around in the fish tank. He told me that the some of the natural gravel on the bottom of the tank were just the right size to become boulders in the “river” on the model railway layout and he was sure the fish wouldn’t mind donating a few pieces.

About thirty years ago Dad and Chris decided that we should have edging stones along the edge of the drive to stop people driving over the grass. Chris assembled his workforce - Mum and Katherine were put on refreshments; Dad and I were allocated to concrete production. Chris was bedding in the stones.

Dad and I were under strict instructions to make sure the concrete was the right consistency and uniform between batches. We were quite slow in getting each two barrow batch ready – the frequent shout was for “more concrete, more concrete”! This went on all morning until after one barrow load, Dad came back and said “We will get a breather as the next section is fiddly and the stone needs cutting to fit”.

But it was not to be, as when Dad came back he said “you are not going to believe this, Chris had looked at the gap, picked up the stone cutter, cut the stone and then dropped it into the gap – it fitted perfectly – no measuring at all” so we were behind again. We should have known that this was probably the beginning of the ‘Concrete King’ a name given to him by Doctor Massud at Aston University.

In 1981, Chris qualified as a Chartered Civil Engineer with a degree in civil engineering at North East London Polytechnic. He worked for companies including Wates Construction, Atkins and Lacon Flooring. He later ran his own construction business and then worked as a Consultant Civil Engineer for clients including Huber Car Park Systems, Snowdon Construction and Aston University Services. He specialised in concrete flooring for warehouses and other large buildings. Chris really liked the freedom of being his own boss.

He was very dedicated to his work, he really loved being on site where he was in his element. He worked in many locations around the UK and also abroad in Mauritius, Dubai, Israel, China, Spain and South Africa where he enjoyed going on safari. Wherever he went he befriended the people he worked with.

He was a member of the Institute of Civil Engineers and gained much respect for his knowledge and expertise and was also well known for his humour. He preferred working on projects from their outset but also had a reputation for being a ‘trouble-shooter’ with a unique skill set that enabled him to put problematic projects back on track.

It's important to mention that it was through work, specifically whilst at Lacon, that Chris met Lynda. Their friendship grew into a long courtship and then in 1998, at West Bromwich Registry Office, they became a married couple.

Chris developed his interest in geography whilst at Davenant Grammar School, inspired by his teacher who was a bit of a character. This interest continued throughout his life. He owned many AA manuals about Britain and an enviable collection of OS maps and street guides. He was especially interested in the British coastline and that's where he and Lynda headed for many day trips. He was very knowledgeable about geographical features, especially 'deltas' and how they formed. Chris and Lynda had two favourite coastal places they often visited - Bosham in West Sussex and the Gower in S Wales.

Chris had a special talent for drawing really intricate maps for giving road directions to people and he loved planning routes for trips.

Since his teenage years Chris was an avid Chelsea Football Club fan. Lynda shared that he enthusiastically collected club paraphernalia and on Saturday nights would stay up late to watch match highlights. Apparently, Chris and Adam, who is an Aston supporter, often had friendly banter about their rival teams.

In his 20's, Chris got into co-driving for car rallying events, he really enjoyed the challenge of competing and being part of a team. He made many friends during that era and he took part in sprint competitions for which he won awards. A proud moment came when he was presented a cup by Murray Walker, the motorsport commentator.

Chris was also really interested in classic cars and going to meetings and other car events. Lynda fondly remembers joining Chris for an off-roading event for Land Rover in Peterborough. Lynda described it as 'highly scary and dangerous but the best fun I've had for a long time'.

Chris and Lynda shared so much together. As Chris worked away in the week, weekends were a precious time for them to catch up. Whilst enjoying a full English breakfast they often talked well into the afternoons about Chris's work news, world events and politics.

Together they shared a love of listening to radio comedy shows including Round the Horn, the Goon Show and Hancock Half hour. They also loved watching Morecambe and Wise and Tommy Cooper. In fact Chris liked Tommy Cooper so much he often took his joke book to read in bed. They both loved 80's music and went to see live bands including Status Quo, the Eagles and Geoff Lynne.

Chris made friends in all areas of his life – school, polytechnic, rallying, work and in his local community. Many friendships have been long standing, Chris valued his friends and always stayed in touch.

There were so many things that Chris loved in his life.

He loved his Mum and especially her chocolate cake.

He loved Lynda.

Over the years Chris & Lynda, Adam, Victoria and Lee, then grandchildren Robin and Imogen grew to become a close and happy family which was such an important and precious part of his life.

Tribute to Chris by Victoria

It seems unreal that, yet again, we have to say goodbye to our father.

Chris was living proof that you don't need to be related by blood to be a great dad.

Although he didn't come into my life until I was 15, he did all those 'dad things' that dad's are supposed to do - looking over those GCSE revision notes I was so proud of; helping me to move into student digs when I went to university; giving the 'father of the bride' speech at my wedding - and he did those things and much more with so much care and attention.

When my son, Robin, was born, he was so proud to hold his tiny grandson, and he held him so carefully. He was a wonderful grandfather to Robin and Imogen, making them laugh with silly voices and jokes and letting them climb all over him. During one visit, he built a model chocolate factory for Robin's school project after a long and tiring day at work. We still have that factory and will treasure it.

When sharing memories of Grandad recently, Imogen realised that Christmas and Christopher sound similar and said 'I'm going to call him Grandad Christmas!'

We are heart broken to think Chris will not get to enjoy his retirement with my Mum, or see his grandchildren grow up.

We will always think of him and the children will always remember their Grandad Christmas.

Interesting scenario

Imagine Florida with a hurricane coming toward Miami.

The Governor orders an evacuation.

All cars head north.

They all need to be charged in Jacksonville.

How does that work?

Has anyone thought about this?

If all cars were electric, and were caught up in a three-hour traffic jam with dead batteries, then what?

Not to mention that there is virtually no heating or air conditioning in an electric vehicle because of high battery consumption.

If you get stuck on the road all night, no battery, no heating, no windshield wipers, no radio, no GPS (all these drain the batteries), all you can do is try calling 911 to take women and children to safety.

But they cannot come to help you because all roads are blocked, and they will probably require all police cars will be electric also.

When the roads become unblocked no one can move!

Their batteries are dead.

How do you charge the thousands of cars in the traffic jam?

Same problem during summer vacation departures with miles of traffic jams.

There would be virtually no air conditioning in an electric vehicle.

It would drain the batteries quickly.

Where is this electricity going to come from?

Today's grid barely handles users' needs.

Can't use nuclear, natural gas is quickly running out.

Oil fired is out of the question, then where?

What will be done with billions of dead batteries?

You can't be buried in the soil or go to landfills.

The cart is way ahead of the horse.

No thought whatsoever to handle any of the problems that batteries can cause.

The press doesn't want to talk or report on any of this.

Thousands of taxis in France are now stored as inoperable because their batteries are dead and to replace them would cost more than the value of the vehicle itself!

**Send in your action photos for the magazine
and any news stories or your results**

Gavin Pink

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The courses will be a one-day basecoat and clearcoat application course with no more than 4 people at a time. They will be practical based with a hands-on approach. This will allow all participants to spend their time hands on with the guidance of Gavin and his team.

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Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

The copy date for the next issue is **1st April 2022**.

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