



WAYFARER NOVEMBER/DECEMBER 2020

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

November/December 2020

Page	Article
3	Editorial/Club Sec News
3	Club Diary
3	Events dates
4	Chief Marshals Mutterings
5-6	The Car is the star quiz
7-8	Cotswold Classic Run 20 th September 2020
9-13	John White eulogies by Nicola Ward and Melanie Camp
14-16	'CHARLIE'
17-19	Racing in the Sixties
20-22	Derek William Hill eulogies by Steve Tammadge
22	Quiz Answers
23-24	Final Round of EnduroKA
25	ORDERING A PIZZA IN 2025
Inside Back Cover	Committee & Wayfarer Article Submissions

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

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

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: Ashley Davies at Brands Hatch (photo by Gary Hawkins)

Editorial/Club Sec News

As we approach the end of the second lockdown, we have confusion of what we can do with the new tiers (maybe it should be tears!) and who can be in your Christmas bubble. I think I'm going to invite Santa, his elves and the Reindeers!

Unfortunately, we have lost another two members, John White and Derek Hill. Within this issue you will find eulogies on them.

The Club committee wish you a Happy Christmas and a better New Year.

Chris Deal

Club Diary

~~22 April~~ – Annual General Meeting **POSTPONED until 2021**

~~24 June~~ – BBQ and Concours D'Elegance **POSTPONED until 2021**

Xmas meal postponed to 2021

Event dates

Key

(AMSC) – events run by Anglia Motor Sports Clubs which can be entered using our GBMC club card and 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.

(BRC) – British Rally Championship 2020

December

6 Rally at Donington Park (MNCRC)

12-13 Preston Road Rally, run by Chelmsford MC (AEMC)

January

1 Norman Perren Memorial Trial, run by Eastern Counties MC (ASMC)

16 Brands Hatch Stages, run by Chelmsford MC (AEMC)

24 The Roger Holmes Memorial Trial, run by Cambridge CC (ASMC)

31 Cadwell Park Stages, run by Border MC (AEMC)

February

6 AEMC Marshals training day

13 South Downs Stages, run by Southsea MC and Bognor Regis MC (AEMC)

20 Snetterton Stages, run by AMSC (AEMC)

April

16-18 The London Classic Car Show, Syon Park

24-25 Clacton Stages, run by Chelmsford MC (AEMC)

CHIEF MARSHALS MUTTERINGS

Hallo again, there's not really much to say about competitive motorsport at the moment.

In the local area, with Wethersfield still being closed to outside activities including motorsport, most of our October events were already on hold. Motorsport UK, in keeping with government regulations, announced a second closedown of all events other than those classified as 'Elite Events' from 5th of November through to 2nd December, it remains to be seen whether events will resume on that date. The British Touring Car Championship and British GT Championship were classified as elite, so they ran in November but I don't know of anything else.

There were due to be some local events but they all felt the axe as did the Motorsport News Circuit Rally Championship events scheduled for Oulton Park and Cadwell Park, these two MNCRC events have been rescheduled for the early part of next year so the first round is now due to be at Donnington Park on December 6th, if that is allowed to run. All these circuit rounds have been ludicrously oversubscribed with entries, the Dukeries closed entries after being open for 30 minutes having received 160 requests at that point for the 100 places and the two postponed events were similar. I guess with the lack of events everyone is trying to get out and do something, with around 250 championship registrations and all the local crews as well many will be disappointed with not getting entries.

The Preston Rally, organised by Chelmsford Motor Club was also due to run at the end of November and that has been postponed to a provisional new date of December 12th/13th if all the permissions can be moved to that time, that event also had a full 90 car entry plus reserves. As far as I can see at the moment that appears the only local event still down to run in 2020.

Preparations are still progressing for the 2021 events such as the Snetterton Stages in February so it's a case of 'watch this space' as none of us know when we will return to any sort of normality – I can't see it happening any time soon!

Stay Safe.

John

The Car is the star quiz

Identify the car and the TV programme it starred in.



One



Two



Three



Four



Five



Six



Seven



Eight



Nine



Ten

Thanks to Chris Payne for his models. I was going to give a prize of a years membership, then I remembered everyone has a one in 2021. Membership will be sent out in time for the start of the year. Answers for this quiz will be found somewhere in this magazine.

Cotswold Classic Run 20th September 2020

This was one of the few events to take place this year during the various periods of restraint. Signing on was online and, of course, there was no scrutineering. Starting from Grittleton House, near Chippenham, an old private school now a wedding venue, this untimed tour of the Cotswolds was a welcome chance to get out into the countryside.

Amid the collection of vintage and classic cars our fully restored 1983 Vauxhall Astra GTE looked surprisingly modern. After a socially distanced breakfast (no mean feat) we set off guided by our tulip roadbook, which, unfortunately, contained a number of errors. The tone was set at the first junction after I had called 'left at T' and we watched the Morris Minor in front turn right. (They caught us up later).



This Sunday must have been one of the sunniest of the year as we encountered a myriad of cyclists, walkers, several hundred runners competing on a half marathon together with busy tractors and the hordes of tourists visiting the picturesque Cotswold villages. From our perspective the route comprised of far too many main roads and far too few country lanes, but, at least, the event ran. (We had entered four other events this year which were all cancelled).

Sadly, our event didn't last much more than halfway as, with a short bout of kangaroo jumps, our car expired with a faulty fuel pump. It was extremely encouraging the number of other cars that stopped to offer assistance, but we chose to wait for the tow truck, only to find that he would only take the car and that we were not allowed in the cab due to social distancing rules. Luckily there were still plenty of offers of a lift, so we made it home not long after the car.

Brian Wright



John White (1/12/1943–19/10/2020)



Eulogy by Nicola Ward

Dad was born on 1 December 1934 in Bishops Stortford. He was the only child of Marjorie and Albert White. The family moved to Wendycot, Hatfield Heath when Dad was a baby. He attended Hatfield Heath School and then went to Epping Secondary Modern School in 1948.

Dad joined the scouts at the age of 12 and became patrol leader within the first year. He had several exciting trips with the scouts including Belgium in 1950 when he was 16. Apparently they cycled to Belgium, this caused much amusement to Sarah and I when he told us, as neither of us could believe he was cut out for long distance cycling! During this trip, he and his troop came across a car accident, they rescued the people from the car and administered first aid, for which he received a letter of commendation from the Boy Scouts Association. He later received The Queens Scout award from the Queen.

After school he attended college in Colchester and Chelmsford over a period of 7 years where he studied Motor Engineering. Whilst at college Dad became an apprentice at Epping Service Station. By the time he left this business he had worked his way up to workshop Manager. Dad has always been honest and fair and one of the reasons he left this garage was that when the overall manager was on holiday, a customer came in with a Standard Vanguard which had an engine problem. Dad instructed one of the mechanics to rebuild it, the customer went away with a car that ran well and a bill for half the price of the new engine. When the Manager returned Dad was told no more rebuilds and he had to fit new or refurbished engines. Dad resigned saying he was an engineer not a fitter and also wanted to do what was right for the customer. The owner of the company came to see Dad and asked him to reconsider, offering him the post of manager at the Goodmayes depot. Dad declined having decided to start his own business which he did in 1959 and this is how JE White Motors started. Some 60 years later the business operates and will continue to operate with the same values.

Dad met Diana our Mum, whilst at college and the rumour was that Mum was attracted to Dad initially as he had a car, which was unusual in those days. They married in 1960 and bought a house in Coggeshall with the Business remaining at Hatfield Heath. I came along in 1965 followed by Sarah in 1967. Dad was very much a family man, proud of Sarah and I and always encouraged us in life. He was particularly proud when Sarah trained as a mechanic. Mum and Dad were married for 55 years. Mum sadly passed away in August 2016.

Dad's love of cars was evident from childhood. His father ran a taxi business and a poultry business. Poultry was delivered to hotels in London and Dad told us that he used to drive in London whilst being too young to hold a driving licence and without his Father knowing. It didn't go down too well once his Father found out!

He was introduced to the world of Motorsport in the early 60s when he became a member of Witham and District Motor Club of which he became Chairman. Motorsport was one of his biggest passions, spanning a period of 60 years. During which time he prepared race cars, competed, officiated and watched.

He began by marshalling and a few weeks later found himself in a navigator's seat. He soon took up rallying from the driver's side and also competed in Rallycross and autocross. In the early days he rallied triumphs mostly TRs; however his association with minis started in 1965. The most iconic, which I am sure most of you know, is fondly known as Marigold due to her colour of marigold orange. Dad bought this car in 1968. Since this car, all our family's race cars have had orange in the livery; hence the nod to orange today. Dad rallied and Autocrossed Marigold for many years, she ended up in a ditch and was also a victim of a roll. Dad and Marigold won many rallies and motor racing championships including the Britvic stages. Dad became known as the Mini Preparation Specialist, was well known and respected in the motor racing world including being known by John Cooper.

Marigold was so loved that Dad restored her and of course it would not have been right if she had not come today. David's face was full of horror when I made the suggestion. Let's just say she does not like to travel slowly – apparently the wrong diff, which many of you will understand. Joe our lovely funeral director who is also a friend always comes up with a solution and simply said well how fast do you want the hearse to go – Dad would have found this funny.

Before Dad stopped competing, he had already become involved with the organisational side of the sport, including scrutineering, Chairman of both the AEMC and also of BARC South Eastern Centre. Dad was asked to chair the Autocross and Rallycross subcommittee by the MSA and became a Trustee of the MSA. He also became a steward and a senior clerk covering events from autocrosses to Touring cars. Dad never lost sight of grass roots motorsport. In fact I think Dad is responsible for several here today being involved in cars and motorsport. We have received an incredible number of messages, letters cards and telephone calls from the motor racing fraternity, with people saying how much Dad helped them and mentored them whether as a racer or an official. Dad always wanted to give back to the sport which he loved so much and he certainly achieved this. He received a Lifetime Achievement award in 2013 from the MSA and AEMC in recognition of over 40 years contribution to the AEMC.

I would just to like to share a couple of extracts from some of the messages we have received: -

- Your Dad was one of the most enthusiastic, knowledgeable and hardworking people I worked with.
- I always found your father to be a real gentleman with clearly wide experience in the sport. We sat on many regional and other committees together and it was wonderful to see how much he was respected by everyone.

Dad has also been involved in the Mini Cooper Register and both he and Sarah were founder members in 1986. Dad was head judge at the annual Beaulieu event and became known for his amazing knowledge of the minis being able to tell very quickly if a car was genuine, had the right parts for its age etc. He thoroughly enjoyed all the mini cooper register events. Sarah and Dad shared some lovely times at these events and met some wonderful people. We are very glad they were able to pay tribute to Dad today and we felt it very fitting.

Dad was also a member of the Austin 7 Club and liked to support their events for instance the Countess of Warwick show where he displayed his Austin Goodwood. In addition he enjoyed their Christmas events, Sarah and Ross took him last year when the fancy dress theme was the 60s and Dad joined in dressed as a hippy, sporting headband, round glasses and a necklace!

David and I met in 1980, David was already working in engineering, Dad soon took him under his wing. Firstly David helped with scrutineering on rallies and was soon asked if he would like to race one of Dads cars in 1981. There seems to be a common theme here – was it me or the cars that David was interested in? Some almost 40 years later David is still racing under the JE White Motors banner. Dad was very proud of David and treated him as a son.

Mum and Dad were blessed with one granddaughter Melanie who is Sarah's daughter and was born in 1987. She was the apple of their eyes. They were both so very proud of her and her achievements whether it was at school, starting motor racing or becoming a solicitor. We are a close family and these family values have stemmed from Mum and Dad.

Dad was the epitome of fairness and kindness. He would always give someone the benefit of the doubt the first time but not a second time. He was passionate about his family and motorsport and with Mums and our influence also became quite knowledgeable on tennis and cricket! He was a lovely man and we will miss him terribly. There is a consistent message which has come through in the hundreds of messages we have received – He was a true gentleman, apparently amongst many he was known as Gentleman John.

Eulogy by Melanie Camp

I grew up living with Mum, Nan and Grandad so I had a very close relationship with Grandad, more so than most grandchildren. He was always supportive of me in whatever I did, whether it be with my education or my career.

I shared Grandad's love of racing and at 17 years old, I started to race. We were very proud of Grandad when he was one of the main instigators in relaunching the British Autocross Championship. We spent 5 seasons travelling up and down the country, with Grandad as a Clerk, Dave and I racing and Nicola (with the help of Alan Jones) doing the points. It was a real family affair.

Grandad was passionate about classic cars. He had known "Charlie", his 1925 Austin 7 since he was a boy after the local vicar rescued it from a duck pond where it had been parked by the vicar of Matching. Grandad finally acquired Charlie himself in the mid 1970's.

Always one for giving back to the community, he continued organising and officiating at motor sport events well after he hung up his racing boots.

Grandad spent many an hour at classic car shows, walking (or in the last few years) riding his mobility scooter around, inspecting each car on display. With Mum, he also ran the car show at the Hatfield Heath Festival and my old secondary school for a total of approximately 25 years. Last year's show saw over 250 exhibits. I think these events were one of the highlights of his year.



We would often lose him as he was holding court, surrounded by people queuing up to speak to him. The same always happened at the Autosport Show in Birmingham; we hardly saw any exhibits because Grandad was talking to all the people he had got to know over the years.

Another highlight of the year for Grandad was the Beaulieu weekend. Grandad, Mum and I would travel down on the Saturday morning, lay out the concourse then go round the museum and on the rides. On the Sunday, I'd help Grandad and Mum with the judging.

Grandad was quite often the victim of my antics. He would often fall asleep in the evenings whilst "watching" television, especially during his favourite programme, Emmerdale. He claimed he was just "resting his eyes" but that did not explain how, on many an occasion, I was able to tie bows, his tie and anything else I could get my hands on to his glasses without him stirring! Thankfully, he had a good sense of humour.

Speaking of his tie, it was only in very recent times that he could be seen without one. Looking through old photos recently, Nicola found even as a boy he was sporting one. I remember him sitting on a beach in a shirt and tie when I was young and he even wore a tie whilst working on cars, much to Dave's horror!

Grandad had an affinity with animals (not just cars), and loved dogs. When Mum and Nicola were children they had 2 boxers whom he adored along with Dave and Nicola's boxers, Ella and Tessa. We often used to hear him asking them "How's my little girl?"



The love of animals did not end there. We had lots of gerbils when I was young. Grandad sometimes came home from committee meetings after Mum, Nan and I had gone to bed and I would hear him playing with them. They were affectionately known as "Johnny's Jumping Gerbils". One was particularly tame and would keep running up his arm so Grandad would keep telling him "Let your brothers have a turn, Sean" as he put the gerbil back in the cage.

Unfortunately, we cannot do Grandad's life justice in full today due to the current restrictions. We will be organising a celebration of life next summer, most likely with a car theme.

My Grandad was a wonderful man. He was very generous and kind hearted and I miss him so much. I can only console myself with the knowledge that Nan and Grandad are together again.

'CHARLIE'

Charlie is a 1925 Austin Seven Chummy; he was 'born' on 30th May 1925, with a green body and black wings.

Our first meeting was after school one afternoon in 1947; I was in the church choir and had to go and see the vicar, the Reverend Horsey. On arriving at the vicarage, his wife informed me that he was out the back by the garage. Sure enough, there was the vicar with his sleeves rolled up working on an old Austin Seven, which did look rather sorry for itself.

It had been involved in an accident the week before whilst being driven home from the pub one evening by the vicar of Matching, and had ended up in Matching duck pond, where it had been abandoned! The Reverend Horsey got to hear about it and asked the vicar of Matching what he was going to do with the car; he was told that if he got it out of the pond, he could have it. So the Reverend Horsey and several of his parishioners went out and recovered the car.

He then set about drying it out and after some minor repairs, he got it back on the road to use as he didn't have a car at that time. From what I can remember, he had it up and running in a couple of weeks and for some reason, I don't know why, the car was christened Charlie.

I have fond memories of going out in Charlie with the vicar; I recall one occasion coming back from Bishops Stortford, as we drove up a hill called Latchmore Bank, Charlie suddenly spluttered to a halt. The vicar jumped out, got hold of the front wings and gave Charlie a good shake! He then jumped back in, started him up and off we went. As the fuel tank is high and the feed pipe is at the front of the tank, the fuel level was low but the shaking allowed enough fuel down into the carburettor to get us up the rest of the hill; the moral of this tale being don't let the fuel level in the tank get too low!

The vicar used to take the boy scouts to their local scout camps, so Charlie became well known in the village. I do remember on one wet day seeing Charlie driving through the village with an umbrella up to shield the lady passenger as Charlie did not have a hood at that time.

When the vicar moved to Chingford, I lost contact with Charlie for a long time, and then he turned up at a house opposite my garage in Hatfield Heath. The family that lived there were relatives of Reverend Horsey and Charlie had been given to their son. Charlie was put in a small garage on the side of their main garage and must have sat there for possibly ten years without turning a wheel.

The family knew that I had a soft spot for Charlie, so when their son moved abroad, they came over and asked if I would be interested in buying him; we agreed a price there and then! We went over the road, pumped up the tyres and pushed Charlie across to the garage. Within a few days we had managed to get him started and he was then parked in a corner of the workshop, where he unfortunately stayed for a

number of years as being involved in motor sport as well as running the garage, I did not have the time to restore him.

In 1983 when my daughter Sarah was doing a motor vehicle technicians course at the Colchester Institute, they wanted a pre- war car to restore as all the other cars they were doing at that time were post war. They came and looked at Charlie and agreed that it would be an ideal project for them; so he was duly loaded onto a trailer and taken to their workshops to be restored. This took place over a period of ten years as they completely stripped him down and rebuilt him. One interesting point was I had always known Charlie as black in colour, but when they removed the spare wheel carrier on the back, the original body colour of green was found, so he was re-painted with a green body and black wings.

Once completed, he was trailered back to the garage, duly MOT, taxed and put on the road. His first proper outing was to the Hatfield Heath car show in about 1996. Since then he has attended all of the shows on the Heath, along with some other local ones.

He now resides comfortably in our garage with his stable mates Marigold, my 1968 rally Cooper S which I have rallied, sprinted and autocrossed since 1968, a 1939 Austin 14/6 Goodwood, Sarah's 1985 Mini 25 and a 1971 Triumph Spitfire which joined us more recently.

So, as you can see, my association with Charlie has spanned over 70 years and has provided me with some very happy memories.

John White



Racing in the Sixties

Like everyone else in the country I've had far too much time on my hands this year, even though I have worked for the DWP and the ONS in the civil service I have sorely missed mass, the theatre, I should have been in rehearsal for this year's panto as I write this, I've missed bowling, my cancer group, my beloved Boro, the Knights, such is 2020.

I have a substantial library of car and motor racing books, Souvenir programmes and motor racing magazines, including a selection of Autosport magazines from 1967 and 1968 which I'd bought more than a decade ago but never had time to really read them.

A common topic debated in many topics; football, rugby, music, entertainment, is, which was the best time in this particular field. It is ever thus in motor sport. For many people it will be now, not for me as I enjoyed grand prix when I couldn't always predict the winner and when motor racing did not consist of an endless series of one make series, I say this as someone who has a mate who races a Mazda MX5 and when the BTCC was largely non-contact.

No for me the best period of motor sport was the late 1980s; groups C and A , formula one with Senna, Prost and Mansell, thundersports, thundersaloons, Lancia, Ford and Toyota in proper RAC rallies.

Having said that I became aware of motor racing in the very early seventies and love cars of that era; Group 2 touring cars, can am, 3 litre formula one cars, formula 5000 and ford escort rally cars. This era ended with the 1973-4 oil crisis and though I still love the cars it was too dangerous an era, in that year of 1973 we lost Roger Williamson, Gerry Birrell and Francois Cevert, not forgetting three deaths at the Spa 24 hours, maybe some of you were at the British grand prix that year when three touring drivers escaped a dreadful accident.

So, what about the sixties? Was that a golden age? My magazines are from 1967 and 1968, Autosport magazines which cost 2/6, I would suggest a hefty sum for a weekly magazine of only about sixty pages, none of which apart from the front cover were in colour and half of which, I kid you not, is car adverts , perhaps because of this the reports lack detail and the photography grainy.

Did I find a golden age of motor racing in these magazines?

I fear I did not.

Having said that though the twenty issues I have from 1967 and 1968 provide a window to a different world of sport when I was only 7 and 8 years old. The cars, formula 1, 2, and libre all had the clear unsullied lines and colours, though Colin Chapman was just bringing in tobacco sponsorship. The sportscars such as the Lola T70, some of the most gorgeous ever. There were 'new ' circuits at the time, notably Thruxton and Oulton Park as well as ones that have disappeared such as Rufforth and Crystal Palace. The formula one season was short so grand prix 00drivers did formula 2 and the Tasman Series in Australia and New Zealand, not possible today.



There was a proliferation of races, I have instances of two Formula 2 races over a weekend and two Lombank F3 races at different venues over a weekend. There were three hour one driver sportscar races which today would be for two drivers, the British Saloon Car championship did not seem to be highly regarded and reports are hard to find. All racing was mixed though Brabhams proliferate in formula two and three and minis, imps and Anglias dominated modified saloons and there are fascinating pictures of single seat Brabhams taking on Ford GT 40s in libre races. Fascinating too is the appearance of Roger Clark in the Escort twin cam which made every other rally car obsolete.

So why isn't this a golden era in my view? - We have just seen the deaths of Nobby Stiles and Jackie Charlton and the diagnosing with Dementia of Bobby Charlton, heroes of 1966, I cringe at footage of the 66 world cup final because of those horrible leather footballs that they used which in my view have shortened their lives through constant heading of the things. In same way I cringe at some of the pictures in these magazines; Graham Hill hideously exposed in an STP Lotus Turbine in the Indy 500, some horrendous looking hill climb cars and racing MG Midgets clearly without roll cages, my mate Steve Robinson was punted off on railway straight at Croft in his Mazda but was unhurt despite the speed of the accident, these two drivers would not have been as fortunate.

There is a dark side to racing present in these magazines and an attitude to death that it is an accepted part of the sport. Jim Clark was killed in a formula 2 race at Hockenheim, Mike Spence at Indianapolis, Lodovico Scarfiotti at Rossfeld, killed at a hill climb!! (that was at The Eagle's Nest , somewhere I would love to spectate!!).

Formula 3 driver Geki Russo was horrifically killed in 1967 at Caserta in Italy along with two other drivers, just accepted as part of the sport. It is also poignant to read about Jochen Rindt dominating formula two for Brabham knowing what his fate would be.

Reading and looking at the photos the dangers seem to be equally caused by circuits and by cars. We know how dangerous Spa and the Nurburgring were, how I'll equipped marshals were, unlike today and how many of the smaller circuits had trees and telegraph poles to crash into. In addition the report containing Scarfiotti's crash says that the track was 'treacherously slippery'.

The cars too were horrifically dangerous, the 'cigar tube' cars were notoriously fragile, particularly Chapman's Lotuses. I was always led to believe that the Porsche 917 was the most difficult car to drive but apparently the gorgeous looking Ford F3L, which Jim Clark was slated drive at Brands Hatch the day he was killed, was apparently appalling and ended the career and nearly the life of the promising Chris Irwin in a crash at the Nurburgring, he survived but never raced again.

Motor racing can never be completely safe but many hings have been done to make cars and circuits safer without ruining the spectacle and I don't think I could have watched racing even at club level in those days knowing what might happen.

Chris Payne

Derek William Hill 26th November 1952 - 4th October 2020



Eulogy by Steve Tammadge

Derek & I went to school together

We went camping together

We learnt about & enjoyed our hobby of cars together

We joined the Green Belt Motor Club together

We went rallying together

We learnt of the phenomenon of girls together – although neither of us would claim to be experts in this particular field of course.

We shared our career and life experiences together

When we lost loved ones – we cried together

In short, we grew up together, and we grew old together

I therefore feel qualified to tell you, that Derek William Hill, was a good man.

Derek was also an intelligent man, with a remarkable understanding of mathematics. He would be able to tell me how to use cosines, tangents and trigonometry, to solve engineering problems, at any time, without looking it up. He could do this because he not only knew the rules and formulas, he understood how and why they existed. He had the practical know how as well as the theoretical knowledge.

Derek was a skilled engineer. He served his time with Clarke and Harris in Ponders End. He made the moulds used by such giants as the Ford Motor Company. Precision was crucial. Sadly, the company closed in the late 1990's and the whole workforce made redundant.

It was not long before another engineering company, JL French of Cheshunt, recognized Derek's skills. Here Derek progressed to a management role in a short time. But was to be made redundant once again when the company was sold and relocated in 2003.

Enfield College was then privileged to have Derek working for them as caretaker for several years before his forced early retirement due to ill health in 2016.

Derek was generous and caring. He would always be happy and prepared to help others in any way he could. The friendship he portrayed helped Evelyn and I and our daughters, Derek's goddaughters, Lucy & Suzy, in many ways. If there was help needed designing and constructing a carport, or building a pond, or dealing with a DIY disaster Del would be there. He used to find it very amusing that most of my mishaps involved water in one way or another. 'You and water don't mix!' he would say.

Derek found love and in 1982 married his first wife Rene. They spent many happy years together. Derek became close friends with his new stepson Gary and stepdaughter Jackie. Jackie lives in Belgium and Derek & Rene would, several times a year, travel to Belgium to spend time with Jackie and her family. They helped forge the characters of their grandchildren Benjamin. Jessica and Mathew who, if it wasn't for the current restrictions, would have been here today to say goodbye to their parrain for whom they have fond memories, love and respect.

Derek was devastated when he lost Rene in 2010.

However, he was fortunate to find another soul mate. Derek and Efua became partners in 2013 and then married in 2016. They had some good times together, but all too brief due to Derek's rapidly declining health. More friends were made with Efua's daughters Augusta and Winifred and her husband Jim and their family.

Derek appreciated the love and care he received from Efua during his last years. I know he would want us all to say... thank you Efua.

So, I say goodbye to a dear friend, who not only helped me many times during my life, he was a large influence in my life and the making of me and my family.

Goodbye Delboy.

My memories of Derek

...were spending many a Saturday in his Dad's garage in Pick Hill Waltham Abbey under Derek's Ford Anglia getting ready for the next Road Rally from 1971 -1982 when road rallying was in full swing. During the early 80's the Anglia was retired and his car was upgraded to a white Mk1 Escort Mexico with a black bonnet, that car was quick!!!. Derek was also involved during this time with Tony Strong and the team with the very successful Mad Hatter Rally in the lanes of Norfolk and in the latter years in Oxfordshire.

In the 80's when Road Rallying was losing its appeal and some of us enthusiasts moved over to stage rallying, sadly Derek did not move on and hung up his boots!

Derek you will be missed.

Richard Warne

The Car is the star quiz – ANSWERS

- 1.Mazda 626 - Babs cab from The League of Gentlemen
- 2.Buick - Kojak
- 3.Citroen Traction Avant - Maigret
- 4.Lotus 7 - The Prisoner
- 5.Austin 1300 estate - Fawlty Towers - Basil
- 6.Audi Quattro - Ashes to Ashes – Gareth Hunt
- 7.The General Lee Dodge Charger - Dukes of Hazzard
- 8.Ford Grand Torino - Starsky and Hutch
- 9.Mini - Mister Bean
- 10.Jaguar - Morse

Final Round of EnduroKA

I was out back with the Burton Power KA Racing team for the final round the Indy500 at Brands Hatch, 500 minutes of madness!

Qualifying had so many red flags due to KAs falling off the track mainly at Paddock Hill.

In the 20 minutes I was out on track managed to get us into P3 in very tricky conditions, then another Red Flag so we did a driver change for Andy then Chris to get the minimum laps in then to send out Tommy on the drying track to get a decent position for us and he did well and managed 8th out of 48 cars.



Sunday morning Race Day, I was starting and hoping for more rain and to get up the front in the break away, Someone managed to go off on the first of the green flag laps meaning the start would be under safety car which was a shame! For the next hour we would only get about two or three laps in and then safety car. Managed to get as high as 4th but then dropped back with some mistakes be myself, one was a 80mph (Maybe) trip through the gravel at Paddock and just keep it pinned and managed to get out with only losing 1 second to my previous laps 😊!!

Track was drying and was on a charge sitting around 6th and had a coming together wheel to wheel at Druids causing a puncture, luckily was in our pit window and as entered the pits safety car came out!

Andy then went out and drove really well never out of the top 10 and was constantly doing good times and holding station! Stayed out of trouble and was really enjoying himself!

Chris Bell then went out and climbed a few places in changing conditions and also stayed out of trouble and also was setting good laps times when the track was drying and he didn't drop out of the top7.

Finally sent out Tommy and he had 2 hours 15 to go as fast as he could without crashing and was going really well now into darkness and rain, we made a good choice on tyre pressures for the tyres we put on and picked off a good few cars after our final pit stop and he brought us home P5 and minimal damage!



Thanks to Andy for getting me in the car again. It looks like it will be last motorsport fix for a while.

Ashley Davies

ORDERING A PIZZA IN 2025

CALLER: Is this Gordon's Pizza?

GOOGLE: No sir, it's Google Pizza.

CALLER: I must have dialled a wrong number. Sorry.

GOOGLE: No sir, Google bought Gordon's Pizza last month.

CALLER: OK. I would like to order a pizza.

GOOGLE: Do you want your usual, sir?

CALLER: My usual? You know me?

GOOGLE: According to our caller data sheet, the last 12 times you called you ordered an extra-large pizza with three cheeses, sausage, and meatballs on a thick crust.

CALLER: OK! That's what I want ...

GOOGLE: May I suggest that this time you order a pizza with ricotta, arugula, sun-dried tomatoes and olives on a whole wheat gluten-free thin crust?

CALLER: What? I detest vegetables!

GOOGLE: Your cholesterol is not good, sir.

CALLER: How the hell do you know!

GOOGLE: Well, we cross-referenced your home phone number with your medical records. We have the result of your blood tests for the last 7 years.

CALLER: Okay, but I do not want your rotten vegetable pizza! I already take medication for my cholesterol.

GOOGLE: Excuse me sir, but you have not taken your meds regularly. According to our database, you purchased only a box of 30 cholesterol tablets once, 4 months ago.

CALLER: I bought more from another chemist.

GOOGLE: That doesn't show on your credit card statement.

CALLER: I paid in cash.

GOOGLE: But you did not withdraw enough cash according to your bank statement.

CALLER: I have other sources of cash.

GOOGLE: That doesn't show on your last tax return unless you bought them using an undeclared income source, which is against the law.

CALLER: WHAT THE HELL!

GOOGLE: I'm sorry, we use such information with the sole intention of helping you.

CALLER: Enough already! I'm sick to death of Google, Facebook, Twitter, WhatsApp and all the others. I'm going to an island without internet, cable TV, where there is no cell phone service and no one to watch me or spy on me.

GOOGLE: I understand, but you need to renew your passport first. It's expired...

Gavin Pink

Training courses @ the paint shop

NOVOL



SATA

DEVILBISS



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.

The courses will be supported by Novol, Farecla, SATA and Devilbiss therefore participants will have the opportunity to use high quality products and the chance to use the best equipment. We are also going to be offering other courses, please contact us for more details.



Whether you have never picked up a spray gun in your life or you just want to better your skills then there is a course suited for you. For more course information please contact us via telephone or PM

- 01992 289004 (Landline)
- 07799 852813 (Mobile)

For more detailed information please visit our website www.atthepaintshop.com

GREEN BELT MOTOR CLUB

part of the Anglia Motor Sport Club Ltd
Members of the ACSMC, AEMC, ASWMC and WAMC
Motorsport UK Recognised Club

Committee Members 2020

President – Richard Warne

Vice Presidents – Dan Chalk and Geoff Jackson

Chairman

Malcolm Wise
16 Bycullah Road
Enfield
EN2 8EW
020-8351-4953

Membership Secretary

David Hughes
10 Danesbury Park Road
Welwyn
AL6 9SE
01438-718965
membership@greenbeltmc.org.uk

Treasurer/Website

Ed Davies
11 Herons Close
Stubbington
Hampshire
PO14 2HA
07711-691029
ed.davies@greenbeltmc.org.uk

Club Sec/Association delegate

Chris Deal
6 Waterside, Priory Marina
Barkers Lane
Bedford
MK41 9EX
07920-840689
secretary@greenbeltmc.org.uk

Press Officer

Robert Taylor
52 Hillfield Park
Winchmore Hill
London
N21 3QL
020-8886-6428
Roberttaylor893@btinternet.com

Social Secretary

Melanie Camp
Wendycot, Chelmsford Road
Hatfield Heath
Essex
CM22 7BH
07748-952005
turkeystile@hotmail.com

Competition Sec & Marshalling co-ordinator

John Davie
18 Hazelwood Lane
Amptill
Beds
MK45 2HA
01525-405521
Jc.davie@btinternet.com

Magazine Production

Chris Deal

Social Media co-ordinator

Mark Goddard

ARTICLES FOR PUBLICATION

Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.
Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

The copy date for the next issue is **24th December 2020**.

CarSpares.co.uk

Suppliers of OE quality car components and accessories

Wide range of tools in stock

Automotive Paints made to order

**Delamare Road
Cheshunt
EN8 9AP**

01992 639844

Mon -Fri : 8am-5.30pm

Sat : 8.30am - 2.30pm

Sun : 10.00am - 1pm

**779-781 Hertford Rd
Enfield
EN3 6SE**

01992 639844

Mon -Fri : 8am-5.30pm

Sat : 8.30am - 1pm

Sun : Closed

Click 'n' Collect

Available at both branches