



WAYFARER OCTOBER 2020

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

October 2020

Page	Article
3	Editorial/Club Sec News
4	Club Diary
4-5	Events dates
6-8	Chief Marshals Mutterings
9-12	Scrutineering Bay
13-14	Autocross photos by Robert Taylor
15	Reminiscers' Corner
16-19	Brian Aldridge
20-21	Keith Ripp
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.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)

Front cover: Autocross action (photo by Robert Taylor)

Editorial/Club Sec News

It's been nearly 12 months since the last event I took part in, the Rally of Wales in early October 2019, and how things have changed. On the last weekend of September Richard and I took part in the Car-nival Stages at Abingdon. Prior to the rally face covering became mandatory, including in the rally car with a balaclava – the only I could do this was with the face mask under the balaclava, then helmet and finally the glasses. However, in the early stages the glasses steamed up, so I had to wear them at an odd angle to be able to read the clocks and stage diagram meaning I couldn't always see the stage ahead – hopefully Richard could! With scrutineering and noise only being done on Saturday, Richard stayed in his camper home and I joined him on Sunday morning via the hundred roundabout of Milton Keynes. The stages were very fast, so plenty of retirement (nearly a third of the entry due to engine, brakes and gearbox failures etc). Richard's gearbox had a few hiccups, resulting it being sent away for a re-build. We finished 44th overall. That could be my only competitive event of the year. Finger crossed there will be some forest event next year, at least the Motorsport UK has signed an agreement with the Natural Resources Wales until the end of 2023.

Prior to the Club's Autocross I did move to the Bedford area, which made running the Autocross a nightmare for me. Fortunately, John Davie kept things on track, I don't think anyone noticed, plus we could blame it on the new covid-19 processes etc. After the hot week we had a damp spell, which meant the course was in near perfect condition, with some help of Anthony Ashwell – as soon as we had cleared the field on Sunday he was sorting out any of the ruts we had made as the fields was going to be ploughed and seeded the next day!

I had 10 day break before helping Harrow CC with their Sprint on the 6th September. As a result of the accident on our event GBMC, Harrow CC and North Weald met with Motorsport UK to discuss the track licence, which meant an altered track. The new track gave more space in the paddock and a reasonable course, but a reduced number of entries. For next year we need to improve on the displaying the times and results. On our event we did send out competitors times by text, but they want times of others in their class at least, so we will be working on a method of having live results.

With the situation as it is the Club will not be running any social events this year, which probably includes the Xmas Meal.

Until next time – take care.

Chris Deal

Club Diary

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

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

TBA – Xmas meal

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

Check before attending in case

October

9-11 World RX, Montalegre, Portugal

9-11 Cyprus Rally (ERC)

10-11 Croft BTCC race

11 Eifel GP

11 David Maitland Car Trial at Ivinghoe run by Falcon MC (AMSC)

15-18 Rally Germany (WRC)

16-18 Goodwood Speedweek

18-19 World RX, Barcelona, Spain

17-18 RX 5 Nationals Trophy at Pembrey

17 Curborough Sprint Finale, run by BARC Mids

18 Dukeries Rally run by Dukeries MC (AEMC)

18 AutoSolo at Debden, run by West Suffolk MC (AMSC)

18 BTRDA RX at Knockhill

25-26 Snetterton (300) BTCC race

24-25 Historic Rally Festival at Telford/Weston Park

25 Portuguese GP

29-1 Rally Italy - Sardinia (WRC)

29-31 World RX, Yas Marina, Abu Dhabi

31 Galloway Hills Rally (BRC)

November

1 Emilia Romagna GP

1 Targa at Wethersfield, run by Chelmsford MC (AMSC)

2 Lydden Sprint (am only), run by Sevenoaks & DMC (AEMC)

3 London to Brighton Veteran Car Run

5-8 Rally of the Tests, from Torquay to Chester

6-8 Rally Hungary (ERC)

7 Rally at Oulton Park (MNCRC)

- 8 Guy Fawkes Car Trial at Kensworth, run by Falcon MC (AMSC)
- 8 Debden AutoSolo run by West Suffolk MC (AMSC)
- 9-10 H W Clark 20/20 Trophy Rally, run by Borough 18
- 10-11 Brands Hatch (Grand Prix) BTCC race
- 14-15 RX 5 Nationals Trophy at Mondello Park
- 15 Trial at Lyng, run by SCCoN (AMSC)
- 17 The Challenger Stages, run Bournemouth & DCC (AEMC)
- 19-22 Rally Japan (WRC)
- 20-21 MotorsportDays LIVE and the NEW Motorsport Engineering + Technology Show at Silverstone Wing
- 22 Rally at Cadwell Park (MNCRC)
- 22-28 Silver Fern Rally (New Zealand)
- 23 Hall Trophy Stages at Blyton
- 28-29 The Preston Road Rally run by Chelmsford MC
- 29 Abu Dhabi GP, Yas Marina

December

- 7-9 Canaries Rally (ERC)
- 6 Rally at Donington Park (MNCRC)
- 6 Trial at Foxborough run by West Suffolk MC (AMSC)
- 11-13 World RX, Nurburgring, Germany



Ashley Davies 1st in class G2 (Robert Taylor)

CHIEF MARSHALS MUTTERINGS

Since Motorsport events have been allowed to run from a couple of months or so ago I have attended a number of events run under the original rules then the enhanced rules brought in on September 14th, so I thought I would relate my experiences of being at those events.

For those who may not be aware, Motorsport was allowed to resume during the current COVID restrictions under an exemption issued by the Department of Culture, Media and Sports in the same way that sports such as Football, Cricket and others have been allowed to resume. These exemptions are issued to the governing bodies of those sports where they demonstrate that they have put procedures, processes and rules in place to mitigate the transmission of COVID by reducing personal contact and enforcing social distancing and sanitizing as much as is possible, dependant on the sport. These regulations are passed down by the governing bodies to the organisers who must comply with those regulations to be allowed to run their events. There is no option, the rules must be complied with – who would want to be the one breaching the rules so that their sport's governing body has it's exemption removed meaning no more sport of that type could take place? Very few sports of any kind could happen under the current government 'rule of six' dictate without these exemptions being in place.

Under the original rulings Green Belt run our Sprint and Autocross and assisted with the Harrow Sprint. I also attended the Flying Fortress Stage Rally run under those conditions. There were many changes to the old way of running in preparing for the events: all the pre-event paperwork had to be passed electronically including signing on, marshal's allocations and briefings. Competitors had to provide documentary evidence beforehand so again no physical signing on and scrutineering was more of a visual exercise than actually handling cars and equipment.

As a marshal I signed on and received all my information and allocation in advance so on the day it was just a case of turn up get checked in at the gate to ensure I was on the list of those allowed to attend and go straight to my assigned post. The competitive element of the events is very much as before: For Sprints timing has always been remote, ie. a timing beam at start and finish and times centrally recorded so, other than marshals at the start not being allowed to touch the cars to position them, there was really very little change.

For rallies, timing has had to change, it is no longer permissible to pass time-cards between marshals and competitors so everything is done contact free. Large clock displays are placed at arrival controls so the competitor can see the time and enter when they are due, the marshal noting the car and time on a check sheet. At the start, again a display clock indicates the competitors start time and the marshals just has to signal the competitor to line up and enter their number into the clock which will then count them down to start. The lining up has also been 'electronified' by means of two beams and a display which shows, by means of up and down arrows, when they are behind the first beam or ahead of the second so they can correctly position themselves between the two beams.

With the start taken care of, at the finish there is another large display connected to the finish clock which will stop as they cross the flying finish beam and the marshal can enter the car number so the competitor is able to see his time at the stop line. The competitor then moves away ready for the clock to display the next one. Marshals do still keep check-sheets but all information is passed electronically back to the results team so there should be no need for passing physical sheets between individuals. In some cases a photographic record of the check sheet has been taken, and passed on.

From September 14th additional requirements were put in place where everyone attending an event must wear a face covering at all times other than if they are totally isolated or eating/drinking etc. From my perspective that has not been a problem as I have attended under those rules as a radio operator so have been able to isolate myself inside my car for most of the time. When I need to get out, I then don a mask and communicate with others from a distance.

Most people seem to understand and abide with the rules with no large gatherings of marshals. There is a limit of six at any post anyway, and where there is a grouping I have seen them wearing masks as required. I can't, obviously, say that everyone complies all the time as it seems they don't in the 'outside world' either, but in the main I think people do understand that for motorsport to continue they must abide by the rules regardless of any personal opinions.

As a marshal, I have not been into the paddock or service areas so don't really know how that is all working. My thinking is that I should only go where I need to and keep away from where people may congregate. I believe a good way of looking at it is to take the idea that you and everyone else may have COVID without knowing and therefore take all necessary steps to neither pass it on or get it from someone else.

As far as I can make out events are likely to be very sporadic for at least the rest of this year and there are differences between the home nations and whether two people can co-habit a car.

In England the exemption allows events to run under the guidelines including rallies, however there can be no forest rallies as Forestry England have stopped all events in their forests for

the foreseeable future and it is unknown whether they will allow motorsport back at all. Many of the MoD properties are not allowing events although a few are, there are several different controlling bodies for MoD properties and they do have different rulings.

Many events have been cancelled, not just forest events, as organisers determine whether or not they feel able to run safely under the current rules. It was announced recently that North Humberside MC have elected not to run the MSVR round at Cadwell in November as they feel uncertain of what will be allowed by then and that many of their organisers are 'vulnerable' and the cost implications of potential late cancellation. However, Bolton Le Moors MC who administer the MSVR Championship have decided to take over the running of the event.

There are numerous reasons why organisers may cancel the events; the uncertainty of whether they will be locked down, the additional measures required and also the impression given to the general public of gathering for motorsport. This impression to others is not necessarily so great at closed venues but could be of much greater importance for events such as closed road rallies where it would not be possible to isolate from the public and has the possibility of alienating local support so it remains to be seen how these events will be affected.

In our local area we would normally be gearing up for a succession of events at Wethersfield, but no events are allowed there for the foreseeable future. A number of these events are planning to relocate to Debden where possible as some events are permitted there. The Preston Rally at the end of November is also planning to go ahead and already has a full entry plus reserves.

Scotland has now stopped all rallying for the rest of 2020 as they don't allow two people to share a car. There have been race meetings and other events such as Sprint and Autotests have been running, although Rallycross events at Knockhill have now been cancelled.

Wales has also suffered, after a test event at Pembrey where it was hoped they would prove to the Welsh government the ability to run a safe event it has decided that the 30 people limit won't be relaxed and I believe all further meetings for 2020 have been cancelled although limited track days seem possible, and I guess the same applies to Anglesey.

We are now very much in a 'play it by ear' situation, some events run and some don't and how the local lockdowns affect peoples travel and event's abilities to run also remains to be seen.

All the normal meetings necessary to organise an event are now being held remotely over Zoom, as are those for the associations and our own Green Belt committee meetings. As well as the advantage of keeping people apart this saves us all a lot in time and expense of travelling to meetings so I guess this will stay and is at least one good thing that's come out of this.

SCRUTINEERING BAY – RESTARTING MOTORSPORT!

It's been a long hard four months following the UK government's enforced lockdown across the whole of the UK because of this nasty indiscriminate Covid-19 pandemic! But after some relaxation of the restrictions, and working in consultation with the UK government, Motorsport UK allowed motorsport in the UK to restart, albeit limited mostly to sprints, hillclimbs and race meetings, from July 1st.

I was asked to be Chief Scrutineer for MSVR's first race meeting, to be held at Snetterton July 4/5. As we were to be one of the first motorsport events following the relaxation of the lockdown restrictions, the eyes of the motorsport community were watching us very closely, and during the weekend we were expecting a "visitation" from Jamie Champkin, a member of the MSUK's Executive Committee, checking we were following the correct guidelines laid down by the UK government and MSUK! No pressure then!

As part of the new MSUK's implemented Covid-19 restrictions to allow motorsport to restart, pre-event scrutineering was to be noticeably different! Before the race meeting, drivers had to "self-declare" their driver's kit and vehicle details when filling in their entry/sign-on forms. Therefore, pre-event scrutineering the cars was restricted to "visual" checks only and random closer checks later in the day, of course under strict social-distancing restrictions and wearing the appropriate PPE! So, with no "hands-on" scrutineering being allowed, while the cars lined up for their noise checks before their qualifying sessions, my smaller team of scrutineers wandered up and down the queue checking brake and rain lights, and the fire extinguisher pin out or switched on, and making notes for checking cars later in the paddock.

We were expecting a poor entry following the lockdown but I was pleasantly surprised when I got the entries details from Joe East, the club's Event Secretary, that all the races had full entries, some with reserves too! On Saturday we had races for the MSVT's Supercup and Trackday championships, Production BMW and BMW Z3 & Z4's together with Toyo Tires racing saloons, and Radical SR3 Cup, and for Sunday we had the new for 2019, EnduroKA, a 12 hour endurance race using Ford's small diminutive city car, the little KA. We had some local drivers from the East Anglia area for the EnduroKA race, from the Finch family and Burton Performance's Andy Burton, and also some "celebrity" and professional drivers too, including McLaren F1's former team boss Eric Boullier, GT3 and multi-historic car driver Phil Keen and his brother, and former BTCC champions Robb Gravett and Tim Harvey!

We all cheered and clapped when the first race started, with some drivers getting very emotional too! We've waited a long time for motorsport to restart!

We had no major incidents requiring the safety car during Saturday's racing but on Sunday with the EnduroKA's 12 hour race, it was a crash fest (one roll and three collisions) needing lengthy safety car periods to clear up the mess! Because of the delays etc., the EnduroKA 12 hour race finished just as darkness fell, and after parc-ferme checks were completed I was soon heading south on the A11, arriving home very exhausted, but happy that we had successfully got the first race meeting done following the relaxation of the lockdown restrictions!

The following weekend, I was back again to Snetterton for MSVR, again as Chief Scrutineer, and with another full entry plus reserves for the GT Cup, F3's, a couple of Porsche championships, Caterhams, Lotus Elise, Sports 2000 sports cars and historic Formula Fords too, we were in for another busy weekend!

We did our "visual" checks of the cars as they lined up for their noise testing before they went out for their qualifying sessions, and a few random checks during the day. We found some issues, but they were quickly resolved.

During the previous week, Snetterton's owners MSV had extended the parc-ferme area by the scrut bay. Now, from the 300 circuit the cars come off after their race on a new exit road behind the medi-centre into the new parc-ferme, reducing the time for all the cars finishing and returning to parc-ferme or the paddock. With the big entries for all the races, we were glad for the extra parc-ferme space too!

Two weeks later, we had the club's sprint, assisted by Harrow Car Club, at North Weald. Without much pushing from Chris Deal, the event's entries secretary, the sprint quickly had a full entry of 75 competitors, and a few reserves too. Because stage rallies have been delayed from restarting, the sprints entry was mostly made up of stage rally cars, drivers wanting to test their cars before stage rallies are permitted to restart!

Unfortunately, Pete Rayner in his immaculate stage rally prepared Ford Escort, lost control of his car at the final corner before the finish line, and collided with a shipping container that had been placed next to the track! The emergency crews were quickly on scene and Peter, with help from the doctor, carefully climbed out from the damaged car. I later learnt, after Peter visited his local A&E for an x-ray, he had suffered two cracked ribs and severe bruising. We wish Peter a speedy recovery.

May I be allowed to thank Chris and John Davie, the sprints Chief Marshal, following some sterling work behind the scenes, we were able to enjoy a great day's motorsport; many thanks to Chris and John for all their hard work during the weeks leading up to and during the event.

August was to be another busy month for me, a race meeting at Silverstone following the two FI Grand Prix's the previous weekends, and two race meetings at Brands Hatch. The Silverstone race meeting was for the GT Cup, F3's, Radicals, Caterhams and an assortment of MSVR's Trackday championships and some single seaters. The only incident of note during the weekend was a battery fire in parc-ferme after the Caterham race! The battery was swiftly removed from the car and placed in a bucket of water...the only way to extinguish a Lithium-Ion battery fire!

The following weekend was the Masters Historic F1 race meeting at Brands, what an eclectic collection of historic cars from the Lotus 81 and 91 F1 cars to very nice Ford Mustangs and Mini's in the Masters pre-66 touring cars and Gentleman races, to Cooper T53's and Brabham BT11, and a couple of Maserati 250F's in the Historic Grand Prix Cars races.

One car of note in the Historic F1's was a Tyrrell P34 6-wheeled F1 car. Those club members of an older generation, remember them in the mid to late '70's? Talking to the team manager, the team owner was a fan of the P34, but only three were built in period, and the surviving two cars are now in static collections! The Tyrrell family were approached by the team and were granted permission to borrow the cars plans and a replica was built. Avon tyres also helped when they found in their stores some old 10inch front tyres. I was told the cost to build the car was an eye watering sum but they hoped that they could build some replicas to help offset the costs!

Also, Johnny Herbert came out of retirement to race the Ensign N180B, run by a team of students from a technical college, he was followed everywhere by a TV crew for a piece for a future Sky F1 programme, he did stop them following him into the toilets! I found Johnny to be a friendly person and still a cheeky chap, but now rather chubby! He admitted it was a bit tight in the cockpit!

Sadly Steve Soper had a nasty accident in one of his races, the throttle stuck open on his immaculate Henry Mann Ford Mustang, the car vaulting the trackside Armco at Stirlings, causing massive damage to the car and Steve, luckily not seriously injured, he was prevented from competing for the rest of the weekend because of possible concussion.

Then we had the British GT (BGT) and the BRDC F3 race meeting the following weekend, again at Brands Hatch. Because of the Covid-19 pandemic, the entry for the BGT two hour race was reduced to ten GT3 and 14 GT4 cars due to a few large companies and sponsors withdrawing their support. Usually we see at least 15-18 GT3 and 20+ GT4 cars. The two hour race was entertaining with a few close, sometimes too close, battles! I was in the BGT parc-ferme afterwards helping with the eligibility checks when we heard one of the GT4 podium finishers had been penalised for a

collision thus he was demoted and the fourth finishing car was called back into parc-ferme for their post-race checks! Luckily they passed, but it was close as they were within a kilogramme of their minimum weight!

The BRDC F3 races, two races each day, were a bit frantic with multiple collisions! But the third race had the biggest crash during a safety car period! Two drivers were racing each other banging wheels, and failed to see the yellow flags and SC boards! Inevitably they collided and crashed into a third car as the convoy of cars in front had slowed down for the safety car at Graham Hill Bend! After the race, the two drivers had their little chat with Dave Scott, the F3 Clerk of the Course; they were excluded from the race, severely reprimanded with points on their licences, and hefty repair bills from their respective teams!

September is proving to be equally busy! The first Saturday of the month I was back to Snetterton for a race meeting, this time with MGCC, and on Sunday for Harrow Car Club's sprint, assisted by our club, at North Weald. Nick Cook, the events entries secretary, had gathered together another full entry, with some reserves. And because of their experience of our own sprint, Chris Deal and John Davie were invited to help out with the organising of the event, and with the preparations for the Covid-19 restrictions too. Well done everyone, another well run event.

Something I must mention, when I've looked at the self-declaration forms for both sprints (and race meetings too), quite a few drivers had information missing regarding crash helmets, HANS device, seat belts, fire extinguishers service date etc. from their entry forms! A word of warning, I have heard some clubs are now refusing entries until the missing information has been entered on the self-declaration forms! You have been warned!

That's it for now, but at the time of writing, following the very latest new restrictions brought in by the UK government, the MSUK have announced the following

- there is now the requirement for **all** participants to wear a face mask in **all** areas of the venue at **all** times
- the removal of individual personal exemptions from wearing a face mask; these persons will no longer be allowed to attend Motorsport UK events
- enhanced powers for COVID-19 Officers, Clerks of the Course and Stewards to intervene and penalise any transgressions

Let's hope these new restrictions don't disrupt motorsport too much.

If you have any scrutineering questions, my details are on the MSUK website.

Stay safe,

Loyd Gerken, MSUK National Scrutineer



Nigel Booley, best GBMC entry – above and Jon Olds - below(Robert Taylor)





Mark Goddard (above), Richard Warne (below) by Robert Taylor.



REMINISCERS' CORNER

The following was received recently from one of the club's earliest members, Nick Fisher, who was a member even before the club was named the Green Belt Motor Club.

"I was sad to read about Tony and Wally. Tony was a little older than me so I imagine he must have been about 80. We often used to meet for lunch in the City in the early 60's. I never really knew Wally.

Prior to the Green Belt Rally Club, there was the original CFS Rally Club (Celnik, Fletcher and Strong) and there were several, I suppose treasure hunts, before the club was rebranded. Fletcher,- Michael Fletcher,- from Oakwood was I think nothing more than a name (and a friend or either Tony and Wally) Not sure he had a car in those days, and never took any active part.

I well remember Malcolm Wise (though I cannot put a face to him) In my time I don't think he was involved with running the club but was a competitor, and a good one at that, and always gave Roger and I a good run for the title.

I have no recollection of the club moving to the Arnos Arms in 67, (in fact never came across the pub). I must have moved on by then. I married in 68, and moved to Bedford and latterly Leicester, and never saw anyone again.

I well recall spending many an evening at Tony's Palmers Green home duplicating copies of the Wayfarer. The opening page initially had the heading FORWARD, which of course should have been FOREWORD, and it was my Father who noticed it and told Tony one Sunday lunchtime at the Gryphon.

Good to see the club is still flourishing, despite all the regulations and the current virus problems. I recall having to meet up with RAC officials to get approval for a rally that we planned, probably in 1964/65.

Your mention of Wally's sister living at 19 Bazile Road rang some bells. I had a girlfriend at the time - 1963 - (rather young) who lived next door at No 21. I still keep in touch with her from time to time - now like me in her 70's. Her father refused permission for her to come with me on a night rally!!!!!! Not surprising really - she was only 13/14.

Good luck to you, the committee and the club for the club's continued success.

Kind regards

Nick Fisher

BRIAN JAMES ALDRIDGE



4/8/1943 - 25/7/2020

Like the Queen Mother, Brian was born on the 4th August – a fact he liked to point out. As a child Brian lived with his mother and father in Pymmes Road, Bowes Park, Palmers Green in North London and attended Bowes Park School. Due to his high IQ (as an adult Brian became a member of MENSA) he won a place to attend Borehamwood Grammar School.

Following the death of his mother when Brian was only about 10 years old he and his father moved to a flat in Mayhill Road, Underhill, Barnet.

Borehamwood Grammar School helped Brian to get his first job in the Accounts Department of the NHS Psychiatric Hospital in Shenley. A career of over 40 years spent as an accountant for the NHS followed.

When asked about his job at Shenley Brian would often tell people that he was a psychiatrist there – and some believed him because throughout his life he was expert at mischievous wind-ups whilst always remaining dead-pan. Even those of us that knew him well still occasionally got caught out. In his later years he promoted himself from “psychiatrist” to “brain surgeon”, then caught out a whole new batch of people!

After Shenley Brian went to work in the finance departments of various NHS offices in North London. His colleagues found that he was excellent at his job, being both quick and thorough. He is also remembered for the patience and kindness he showed towards his junior staff. However, he did need careful handling and – as in his personal life - frustration-led flare ups were not unknown. Apparently, everyone in the building knew Brian Aldridge – mainly due to his unique brand of humour.

Although work inevitably took up most of his time and energy Brian always had many interests and hobbies outside work and this meant that he thoroughly enjoyed his retirement years.

As far as his social life was concerned Brian had made most of his long-term friendships in the late 1960s via the Barnet Vale Branch of the Young Conservatives. This Club sometimes used to meet up in the same venue in South Mimms as the local branch of the 18 – 30 Club where yet more long-term friendships were formed. Originally known as “The Barnet Group” it then became “The Potters Bar Group” as more and more people, including Brian, moved from North London to Hertfordshire.

Brian liked going to the pub every Friday evening with the rest of the boys – especially as he always enjoyed an intellectual argument about politics, culture, cars or current affairs. He also enjoyed going to the occasional party and official functions and was always a very entertaining guest. But perhaps he most enjoyed his hobby-related activities, either on his own or, more usually, with one or two of his closest friends, particularly with either Miranda or with Maurice and Deirdre Wright.

From an early age Brian enjoyed technical tasks and – being very patient with inanimate objects – he was brilliant at making things like Airfix models of Concorde, setting up complex TV, Hi-Fi and computer systems. Many of us benefitted from those skills over the decades.

Brian also enjoyed photography – both the technical side of it and because it allowed him to express his creative, artistic side. Being an animal lover, he was often asked to take photos of friend’s various dogs, cats and house-bunnies – and they are all still on display in our various homes. Photography also meant that Brian was perfectly happy going on trips and holidays on his own – in this country and on the Continent.

Other great loves were classical music and Hi-Fi. He had a very good “ear” and was “a purist” as far as music was concerned. When he was younger, he often used to go to concerts in central London with friends but, as he got older, he spent more and more time listening to his own, huge collection of CDs. His music was a great comfort to him during the lockdown in the spring of 2020.

Brian also enjoyed cars and driving. Although it was only ever “window shopping” he often used to go to various types of car show around the country. For a few years he was a member of Green Belt Motor Club and used to enjoy their Sunday afternoon treasure hunts.

Brian also liked trains and rail journeys in general – and trips on mainline steam railways in particular. On a much smaller scale, he liked going to model railway exhibitions and started collecting Z scale locomotives and rolling stock but never got round to building a layout on which to feature them in spite of much encouragement from friends enjoying the same hobby. This was probably due to lack of space in his compact home.

His other outings with various friends were mainly to antique fairs, air shows, Hi-Fi exhibitions, National Trust gardens, car boot sales and, in the summer months, to gardens in the National Garden Scheme.

He was also particularly interested in collecting Royal memorabilia, specialising in coronations and anniversaries going back to the late 1800s.

His holidays were initially mostly spent on Continental Europe. He was happy doing both rail and coach trips – either on his own or with some of his closest friends. As the years went by his holidays became more UK based and, during lockdown, they were reduced to 24/7 webcam views of Weymouth Beach on “YouTube”!!

As far as group holidays were concerned, he really enjoyed the boating holidays on the Thames, the Oxford Union Canal and the Norfolk Broads with his friends from the Barnet YCs. Importantly (for him) he was never the one to end up in the water!! So, fun times.

But his favourite holiday destination was Germany. He loved the scenery, the people and their whole way of life. Brian also had a special affinity with German people and one German lady by the name of Anita in particular. It was “not to be” but she (and later her husband) remained two of Brian’s key friends.

As far as other friendships were concerned Brian had mainly “loved and lost” in his early years. A broken engagement to a French girl probably made him cautious about getting too emotionally involved again. He then seemed happiest with friendships rather than relationships. So he became a very companionable “companion” as well as a much appreciated “A. N. Other” – instead. One of his other much enjoyed roles was as “unofficial uncle” to many of his friends’ children.

But The Life of this particular Brian was always more “What’s The Point” than ever it was “Always Look on the Bright Side of Life”. Indeed Brian will always be remembered for that particular catch-phrase. It was just another example of his ultra-dry sense of humour. But it also highlighted Brian’s often fatalistic approach to life - and latterly to illness.

Like a lot of people over 70, and indeed many of the rest of us!!, he was becoming more and more perplexed by the modern world. Being a very patriotic man, a lover of tradition and a believer in the pursuit of excellence, he sometimes felt that he just didn’t “get it” any longer.

Due to his various medical conditions, by his final year Brian was really only able either to walk slowly up the road a short distance to his long-term friend Judy’s bungalow for a quiet cuppa every Saturday afternoon or meet up every few weeks with his other long-term friend Miranda, but always now only in his own home. The trips out together that he and Miranda had often enjoyed in the past were now off his agenda. On the occasional good week he managed both a visit from Miranda as well as a visit to Judy!

But at least he was able to drive his car right up until the end – a fact that would have really pleased him.

As the years went by Brian’s world got narrower and narrower and – having no family to help him – his already-very-important cats increasingly became the main loves of his life. First there was Suzie, originally his father’s cat, then there was Celia and finally there was Beth, another tabby who also came from the Cats Protection League. All his cats trained Brian up exceptionally well – something that no human being had ever achieved. Respect!!!

It is of some comfort to know that at least Beth – the creature Brian loved most in the whole world - was with him to the very end of his days. May Beth now find another Brian.

Eulogy by Judy Aspden and edited by David Hughes



My early memories of Ripspeed was when I was working in Enfield Wash Post Office in 1971 when Keith used to come in to buy his National Insurance stamps. From that I used to go to the Ripspeed shop in Enfield Wash and have a coffee in my lunch break. From that date most of my competition bits for my Road Rallying cars came from Keith during the next 20 years or so.

Richard Warne

So Keith 's brief history :-

In the 1970's British Rallycross champion, Keith Ripp founded RIPSPEED in North London, initially specialising in tuning parts and accessories for Mini's before expanding to all marques. RIPSPEED became the largest specialised tuning store in England and exported products worldwide for over twenty years. The brand of RIPSPEED was eventually sold to Halfords in the late 90's.

Keith Ripp with his two sons Adrian & Jason later started up Xtreme Motorsport with a partner based in Harlow, Essex. After many successful years in Essex, Xtreme was then sold to allow Adrian & Jason to fully concentrate on the next generation of bespoke automotive retailing. R-Tec Auto Design was born in 2001. R-Tec operates from a 10,000 Sq ft state-of-the art premises based in St. Albans, Hertfordshire.

The motorsport and road car tuning and accessories market grew aggressively over the years. By the 1990s, RIPSPEED's main rivals were Demon Tweaks and Grand Prix Racewear, both owned by racing drivers Alan Minshaw and Ray Bellm respectively.

Over the last decade R-Tec Auto Design has expanded it's premises and staff numbers. R-Tec also offer a larger array of services and stock more products from luxury and performance suppliers than ever before.

May Adrian & Jason keep the legacy going.



Mark Tredwell on the Summer Autocross at Warren Farm, by Robert Taylor

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
secretary@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 Moorings, Priory Marina
Barkers Lane
Bedford
MK41 9DJ
07920-840689
chris.deal@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
Ampt Hill
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 **30th October 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