



WAYFARER JUNE 2022

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

June 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

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:

Club Diary

Green Belt Summer Barbecue and Concours d' Elegance

Wednesday 6 July 2022
at Old Owens, Coopers Lane, EN6 4NF
Food to be served at 7pm!

Tickets for the barbecue £15.50 per person in advance, available from
Mel Camp on 07748-952005 or turkeystile@hotmail.com

Final numbers by Wednesday 23 June please.

Payment for tickets by bank transfer, Bank Nat West, Sort Code 60-07-38,
a/c No. 04331982, Green Belt Motor Club – Reference *{Your Name}* BBQ

Entry for the Concours F.O.C. on the night.

Visit to the Shuttleworth Collection and the Flying Proms

Saturday 20 August 2022

Described on their website as the perfect family day out, you can wander round the amazing gardens, follow the woodland sculpture trail and discover a unique collection of vintage aircraft, all set in 875 acres of parkland at Old Warden Park. In the evening, the Flying Proms combines classical music with a delightful evening flying programme. The perfect event to sit out on the paddocks, relaxing with a picnic and a glass of something fizzy. More information can be found at <https://www.shuttleworth.org/> Old Warden Park, Biggleswade, SG18 9DT

14.00 Meet in the car park

19:00 Flying commences

20:30 Flying ends approx.

21:45 Firework display

If we can get a group of 10 or more adults, group rates are £42 per adult and £23 per child aged 4-16.

Please pre-book your tickets with Mel Camp by **Tuesday 2 August** turkeystile@hotmail.com
07748952005

Payment for tickets by bank transfer please Bank: Nat West Sort code: 60 07 38

A/C No: 04331982 Name: Green Belt Motor Club Reference: *{Your name}* Flying



Green Belt Motor Club 'one-at-a-time' Clubman Autocross

Sunday 14th August 2022



Green Belt Motor Club will be running a Clubman Status Autocross near Bishops Stortford on Sunday 14th August 2022. This event is not part of any championship and a number of measures will be put in place to encourage participation from more standard based cars. There will a class for Juniors (14-17).

For this event there will be 2-3 cars on the circuit at a time and cars will start one at a time with suitable gaps. Overtaking will not be allowed, should one car catch the one in front then they will abort their run, return to the start line via the paddock and automatically receive a timed rerun.

The technical rules for production cars are very simple; In addition to a standard MOT, it is necessary only to have a secured hand-held fire extinguisher, mudflaps on all wheels, battery terminals covered with the earth lead identified by yellow tape and headlamps to be taped up.

Fire-resistant overalls and crash helmet complying with Motorsport UK regulations are needed along with gloves (fireproof gloves recommended) and goggles or a visor for open cockpit cars.

For those unfamiliar with Autocross, it is a circuit laid out on an open field, generally stubble, and competitors will have several timed runs of 3 laps of the circuit, including practice runs.

There will be classes for standard production cars and road rally cars as well classes for prepared autocross cars and stage rally cars and Juniors.

Drivers will require the Clubman competition licence which can be applied for free of charge from Motorsport UK, or a higher-level licence and will need to belong to an invited motor club. Our aim is for this to be offered to the widest audience so groups such as the Anglia Motor Sport Club and Weald Motor Club will be invited, which between them include the majority of local motor clubs.

A car may be entered twice with different drivers, and a driver may drive multiple cars providing a separate paid entry is made for each.

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

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

July

- 2 Vancouver (ePrix)
- 2-3 Rally Liepaja (ERC)
- 2-3 World RX, Holjes, Sweden
- 3 British GP, Silverstone
- 9 Nicky Grist Stages (Welsh Rally championship/BTRDA/BRC)
- 10 Austrian GP, Red Bull Ring
- 10 AMSC Autosolo?
- 14-17 Rally of Estonia (WRC)
- 16-17 Autocross at TBA, run by South Hams MC
- 16 Lydden Sprint, run by Borough 19MC/Tunbridge MC (AEMC)/(ACSMC)
- 23 Down Rally, N Ireland (Motorsport UK Asphalt Rally Championship)
- 23-24 Rally Rome (ERC)
- 24 French GP, Paul Ricard
- 24 **TAMS Packaging North Weald Summer Sprint, run by GBMC(AEMC)/(ACSMC)**
- 24 Twyford Wood Stages, run by Mid Derbyshire MC (AEMC)

- 30-31 London (ePrix)
- 30-31 World RX, Nurburgring, Germany
- 31 Hungarian GP, Budapest
- 31 Knockhill BTCC race
- 31 Midsummer Vintage, Classic & Sports Car Run, run by SCCoN

August

- 4-7 Rally Finland (WRC)
- 6-7 Ipswich Wheels Festival
- 7 Phoenix Stages at Fullbeck, run by Eastwood DMC
- 8 Ford Fair at Silverstone
- 13 Goodwood Eagle Sprint, run by Brighton & Hove MC (AEMC)/(ACSMC)
- 13 Grampian Forest Stages (BRC)
- 13-14 World RX, Hell, Norway
- 13-14 Seoul (ePrix)
- 14 Clubmans Autocross at Old Park Farm, Much Hadham, run by GBMC
- 14 Snetterton 300 BTCC race
- 18-21 The British Motor Show at Farnborough International Exhibition Centre
- 19-20 Ulster Rally
- 19-21 Ypres Rally (WRC)
- 21 Tewin Classic Car and Craft Show
- 26-28 Silverstone Classic
- 27 Snetterton 100 Sprint, run by BARC Mids (AEMC)
- 27-28 Autocross at Bucknell, run by Witney MC
- 27-28 Rally Zin (ERC)
- 27-28 British RX at Pembrey
- 28 Belgian GP, Spa
- 28 Thruxton BTCC race

September

- 3 Woodpecker Stages (Welsh Rally championship/BTRDA/EngRC)
- 3 Brighton National Speed Trials, run by Brighton & Hove MC

- (AEMC)
- 3-4 World RX, Riga, Latvia
- 3-4 Get Connected Rali Bae Ceredigion (BRC/Motorsport UK Asphalt Rally Championship)
- 4 Dutch GP, Zandvoort
- 4 Hethel Sprint, run by Borough 19 (AEMC)/(ACSMC)
- 8-11 Rally Greece (WRC)
- 10-11 Autocross at Colwith Farm, run by Camel Vale MC
- 10-11 Coventry Motofest, run by BARC (Midlands) (AEMC)
- 11 Italian GP, Monza
- 11 Stirling Moss North Weald Sprint run by Harrow CC/GBMC (AEMC)/ACSMC
- 11 AutoSolo at Debden, run by Eastern Counties MC (ASMC)
- 16-18 Revival Meeting at Goodwood
- 17 Rally Day at Castle Combe
- 17-18 World RX, Montalegre, Portugal
- 17-18 BTRDA RX at Pembrey
- 18 Three Shire Stages (Motorsport UK Asphalt Rally Championship)
- 18 Sywell Autotest, run by Falcon MC (ASMC)
- 23-24 Trackrod Rally (BTRDA/BRC/EngRC)
- 25 Silverstone (National) BTCC race
- 25 SCCoN Autosolo?
- 24-25 Autocross at Kilmington, run by Torbay MC
- 29-2 Rally of New Zealand (WRC)
- 25 Russian GP, Sochi - CANCELLED

October

- 1 Goodwood Sprint, run by Tunbridge MC/Sevenoaks & DMC (AEMC)/(ACSMC)
- 2 Singapore GP, Marina Bay
- 2 Debden Sprint run by Herts County (AEMC)/(ACSMC)

- 2 AutoSolo at Debden, run by Cambridge Car Club (ASMC)
- 2 Eelmoor Royale Sprint, run by Farnborough & DMC (ACSMC)
- 7-8 Jersey Rally
- 8-9 World RX, Spa-Francorchamps, Belgium
- 9 Japanese GP, Suzuka
- 9 Brands Hatch (Grand Prix) BTCC race
- 9 David Maitland Memorial Trial, run by Falcon MC (ASMC)
- 14-16 Mull Rally
- 15-16 Historic Rally Festival, Weston Park, Telford
- 15 Wyedean Rally (Welsh Rally championship/EngRC)
- 15 Curborough Autumn Sprint, run by BARC (Mids) (AEMC)
- 15 Castle Combe Sprint, run by Bristol Pegasus (ACSMC)
- 16 Targa at Debden, run by Chelmsford MC (AMSC)
- 20-23 Rally Spain (WRC)
- 22 Carlisle Stages
- 23 United States GP, Austin
- 23 Foxborough Trial, run by West Suffolk MC (ASMC)
- 23 BTRDA RX at Knockhill
- 15-16 British RX at Breux, France
- 29 Cambrian Rally (Welsh Rally championship/BTRDA/BRC)
- 30 Mexican GP, Mexico City

November

- TBA World RX, Killarney, South Africa
- 3-6 Rally of the Tests, from Blackpool to Torquay
- 5 PokerStars Rally, IOM (Motorsport UK Asphalt Rally Championship)
- 5 Rally at Oulton Park (MNCRC/BRC)

- 5-6 British RX at Lydden
- 6 London to Brighton Veteran Car Run
- 6 Guy Fawkes Trial, run by Falcon MC (ASMC)
- 10-13 Rally Japan (WRC)
- 13 Brazilian GP, Interlagos
- 13 The Challenger Stages, run Bournemouth & DCC (AEMC)
- 20 Abu Dhabi GP, Yas Marina
- 20 SCCON Trial?

December

- 2-3 Grizedale Stages Rally (EngRC)
- 3 South Downs Stages at Goodwood (AEMC)
- 4 Dukeries Rally run by Dukeries MC (AEMC)
- 10-11 The Preston Road Rally run by Chelmsford MC
- 28 Targa at Stanta, run by AMSC (AMSC)

MINUTES OF THE 57th ANNUAL GENERAL MEETING GREEN BELT MOTOR CLUB



HELD 6th APRIL 2022 BY ZOOM

The meeting commenced at 20:02 with thirteen club members.

Club President, Richard Warne, welcomed all present to this AGM via zoom again.

1. No apologies for absence had been received.

2. The minutes of last AGM (28th April 2021)

Two minor errors were noted in the Treasurer's report and corrected as shown in this year's Secretary's report Proposed by Geoff Jackson, seconded by Richard Warne, all agreed.

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. The report was proposed by Mel Camp, seconded by Dan Chalk, all agreed.

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 for others.

Dan Chalk thanked Ed for providing notes against some of the figures which make it easier. Geoff Jackson the Club was to be congratulated in such difficult times.

The Chairman asked whether anyone had any question on the report, there were none. The report was proposed by David Hughes, seconded by Geoff Jackson, all agreed.

6. Question time

Geoff Jackson asked whether the Club will return to a printed magazine? Chris Deal said no, due to no suitable printer, but small quantities can be printed.

Geoff Foot asked whether the Club had any plans to replace the Sprint at North Weald or run any other events. Chris Deal and John Davie responded, saying that North Weald was 'save' at the moment, but regarding other events the problem is affecting all clubs due to lack of organisers.

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. Date of next Annual General Meeting

In April 2023, maybe in person.

That concluded the business of this 2022 Annual General Meeting.

The Chairman closed the meeting at 20:25 hrs 6th April 2022.

GREEN BELT MOTOR CLUB

57th ANNUAL GENERAL MEETING 6th APRIL 2022

SECRETARY'S REPORT

This report covers 2021, the second year living with Covid.

The minutes of last AGM covering 2019 and 2020, held on 28th April 2021, were published in the May/June 2021 issue of Wayfarer and therefore you have all had the opportunity of reading them. No objections were received, but two errors were noticed by Loyd Gerken, they were both in the Treasurers report and both referred to Doug Williams. The corrected part is shown here –

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 **unable** to do and thanked Doug for his years of help.*

*Robert Taylor proposed that ~~the Club~~ **Doug Williams** 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.

Sadly, during the year we lost Stuart Mayes after a long illness and former member Chris Donne due to a car crash whilst driving from work.

Membership numbers continued to rise despite of Covid-19 to 97 at the end of the year. Maybe due to the free year. To reduce paperwork and speed of joining the Club, we have introduced an on line form and asking those joining to pay by bank transfer, as our bank is charging for depositing each cheque. We are also looking to introduce E-membership cards.

The Club didn't have any social events in 2021, due to Covid. BBQ was planned as we thought the restrictions would end in time, but they didn't.

Committee continued to have meetings by zoom. Discussing what the Club can do then we get back to 'normal' and the keep a breast of news from Motorsport UK, the associations and the Anglia Motor Sport Club.

The Club organised two events (although technically there was four events), the TAMS Packaging Summer North Weald Sprint and the Summer Autocross – which was a 2 day event with Clubmans events on each day (that's where the other two events come from). Both had 'summer' in the title, but they both were affected by the weather in the shape of rain.

We didn't think the Sprint would take place as a planning application went in to extend the market days to include Sundays. In the end we were saved by the parish council objecting to it, but the application is still there and the District Council might give the go ahead. There was 67 starters with Tony Beesley taking the fastest time of the day with a time of 62.52 and awards from Club members Kevin Hugill and Richard Warne. The heavens opened at 15.00 and track was declared unsafe and no time for it to dry out, we all set off for home to dry out.

Thanks to Anthony Ashwell we were able to run a two day Autocross on his farm near Much Hadham. The event was a round of the ASWMC championship with many competitors making the journey from Devon and Cornwall. Alongside the main event there was a Clubmans event each day, which on the Saturday included Karun Chandhok trying a different type of motorsport in a Yacar Cross Kart. The rain spoilt the day and the early part of Sunday. It was good to see a couple Juniors from the club trying the sport (Jess Crawley and Tyler McAlpin).

The Club continued to be involved with the Snetterton Stages, which was moved to the end of April, was another Covid wave stopped the original date in February. The event had over 100 entries, due to the lack of other rallies. A few entries were from the Club – Aaron Rix/Rob Cook (1st in class), Sam Fordham co-driving Steve Finch, Andy/Archie Wishart, Simon Norwood/Martyn Andrews and sadly John Indri and Rob Clark/Brett Griffin retired.

The Club also helped out with Anglia Motor Sport Club events through the year.

Club's magazine, Wayfarer, continued to be only issued on the website. The Club's printer was sold as we couldn't find a place to house it.

The continue the Club needs more members and more of those to help with the running of the club and its events. It also needs to tackle the difficult subjects like the environment and inclusivity etc.

Chris Deal

Secretary

Green Belt Motor Club

April 2022

GREEN BELT MOTOR CLUB
TREASURER'S REPORT - 1st January 2021-31st December 2021

This is now the second year that I have been obliged to present my Annual Report virtually via Zoom.

And I am once again pleased to report that Green Belt Motor Club continues in a healthy financial position. While some other clubs have suffered in the last couple of years, we have continued to promote motor sport and been lucky that our own Sprint and Autocross events were able to run on dates not subject to shutdowns or restrictions.

In the first year of Covid (2020), despite the lockdowns, bubbles and tiers I was able to report at the AGM that the Club had showed a surplus of just under £1100. This was thanks to the promotion of our Sprint and Autocross events and the continued support of a healthy level membership and entries to these events.

And now for this second year of Covid restrictions I am able to report that the Club has shown a surplus of no less than £1166.17. Thanks are again due to the continued support of members, entries to our Sprint and Autocross events and our support of the Snetterton Stages rally (where our financial investment to support the Anglia Motorsport event yielded a return of £784.41).

The Club continues to be indebted to John Davie, Chris Deal, Richard Warne and the few Green Belt stalwarts who helped by marshalling on these events, without whom I fear there would be no events and not so fine a position to report. We can but hope their support and continued enthusiasm will remain and appropriate venues continue to be available.

The financial figures (overleaf) show the amounts of income and expenditure by category and I would note for clarification some additional information is shown.

To conclude my report I would note that our 2021 year started with an account balance of £12,555.35 and concluded with a balance of £14,821.52 (which, when uncleared costs of £1,100 are presented) shows a surplus on the year of £1,166.17.

My thanks once again to Brain Thatcher for checking these accounts.

Financial summary follows overleaf:

7:23 PM

02/04/22

Accrual Basis

GREEN BELT MOTOR CLUB Profit & Loss (2021) January through December 2021

		Jan - Dec 21	
Income			
INCOME			
	Contributions Income	30.00	
	Membership Fees	290.00	← This figure only represents fees paid this year - some Members pay for 2 or 3 years membership
	Merchandising (Sales)	145.00	
	Miscellaneous Income		
	Bank refund	102.70	← A refund following a failure of the bank to pay a creditor in a timely fashion
	Total Miscellaneous I...	102.70	
	Motor Sport		
	Autocross	5,335.00	
	North Weald Sprint	6,776.15	
	Snetterton	1,284.41	← Our share of Anglia Motorsport's surplus on the Snetterton Stages rally and return of deposit share
	Track Licence	231.66	
	Motor Sport - Other	463.34	
	Total Motor Sport	14,090.56	← Payments from HarrowCC and 7oaksMC - their share of the Sprint Licence fee
	Total INCOME	14,658.26	
	Total Income	14,658.26	
	Gross Profit	14,658.26	
Expense			
EXPENDITURE			
	Administration		
	Dues and Subscripti...	155.00	← AEMC, ACSMC, AMSC, ASWMC fees
	Insurance	244.29	← Trailer Insurance
	MSA Club Registrati...	82.00	
	Other	2.70	
	Radio Licences	70.00	
	Web Host & E-mail	122.20	← This amount covers both the annual Hosting fee and 2 yearly Domain name registration with Nominet
	Total Administration	676.19	
	Equipment Purchase	399.80	
	Merchandising (Costs)	161.78	
	Motor Sport		
	Autocross	4,567.81	
	North Weald Sprint	6,077.07	
	Snetterton Stages	500.00	← Our initial deposit to Anglia Motorsport for the Snetterton Stages rally
	Track Licence	695.00	
	Motor Sport - Other	327.20	
	Total Motor Sport	12,167.08	← This figure includes our donation of £200 to Essex Air Ambulance in lieu of awards on the Autocross event
	Postage		
	General Postage	5.87	
	Total Postage	5.87	
	Printing (Expense)	81.37	
	Total EXPENDITURE	13,492.09	
	Total Expense	13,492.09	
	Profit for the Year	1,166.17	

Income from the sale of our old and no longer used printer

A refund following a failure of the bank to pay a creditor in a timely fashion

Our ability to communicate with marshals on events has necessitated the need for 4 further hand-held radios (operating on both the Motosport UK Safety & Medical frequencies and our own frequencies for which we hold an Ofcom licence)

“The North West 200 from the inside”

The date is Thursday May 12th, the place Portrush, Northwest coast of Northern Ireland and I am standing in the pit lane of the temporary road circuit of the North West 200, an International Motor Cycle Racing Event Northern Ireland's biggest sporting event in terms of spectator numbers and a curtain raiser for the Isle of Man TT which takes place in the first week of June.

I am surrounded by the cream of TT Superbike racers; I have just spoken to Ian Hutchinson, the 'Bingley Bullet', the only rider to win all five solo races at the TT, he did that in 2010 then almost lost a leg in an accident at Silverstone at the end of that season, I can see Michael Rutter, Josh Brooks, James Hillier, Dean Harrison, Peter Hickman and have also just spoken to John McGuinness, the multiple TT winner. I wanted to speak to Michael Dunlop who I spotted in the paddock earlier but the look in his eyes made me think better of it. To know more about these names, watch IT4's coverage of this meeting and the TT.

I am in the pit lane because I am awaiting for the arrival of my team's 600cc Supersport bike which be wheeled down when the 'big boys' have gone out for their qualifying session and round my neck I have a pass which proclaims me 'team mechanic', even though I can barely recognise a torque wrench, much less use it, but which allows me into the pits and onto the grid. I am wearing a 'Wilson Craig Racing' Jacket so at least I look the part, though I feel very conspicuous.

So, what is going on? Three years ago I began, unwillingly at first, a relationship with a lady called Nadine, she has a sister called Janette who lives just outside Belfast with a man called Dee, not his real name but it is what everyone calls him, 'larger than life' is a horrible cliché but Dee really is, a man who has life sussed; two houses, a yacht, BMW car, works van, Triumph Tiger Motorcycle, Triumph Spitfire car, Yacht, he plays in a band and is known by seemingly everybody and is loved by everyone, not least by all the family's dogs who cannot get enough of him. He also a financial interest in a racing team, B&W racing but their rider is currently injured, a hazard of Irish Road Racing but he is helping likeable Welshman Matty Rees who has brought his own 600 bike and two mechanics to the NW200 as preparation for the TT, He also borrowed a 650 Supertwin bike from the man who pioneered the category, Ryan Farquar. I am here because when I first met Dee three years ago, we got on like a house on fire and talked Irish road racing and he promised to take me and here I am.

So, what is all this? Irish Road Racing is racing stripped of all fripperies, close of a triangle or rectangle of roads, put the paddock and pits in a field, spectators outside houses and go racing, the great names of; Cookstown, Tandragee, Armoy, Kells and Skerries as well as the Southern 100 on the Isle of Man are where generations of Irish riders have honed their skills to win Isle of Man TT's. These though are national events but there are three international ones; the TT obviously, the Ulster GP, held at Dundrod, where Stirling Moss won the Tourist Trophy when it was a World Sportscar round and this one. These three may be international but they are all run on wholly temporary circuits on closed roads complete with manhole covers, brick walls, big jumps, telegraph poles and white lines which can throw a rider off balance. The pits and paddock are on what is normally a public park and will be packed away directly racing finishes.

Many riders use the NW200 as preparation for the TT, the circuit is 8.9 long in the shape of a triangle made up of Portrush, Coleraine and Portstewart and contains the same type of roads, corners and hazards as on the, much longer, TT Mountain Course. Over the last decade the TT has been run for just four categories of bikes plus the sidecars, which unfortunately, we don't have here, nor do we have the electric bikes. What we have are the Superbikes; full house 1000cc racing machines, the blue riband class, then we have the

Superstock bikes, the same bike but in road specification, no racing parts are allowed. It is becoming more common now to see Superstock bikes in Superbike races as these bikes are more reliable than the out and out racers. Then we have the 600cc Supersport bikes, rather physically smaller than the thousands and finally the Supertwins, 650cc bikes, the Johnny come lately category but now very popular, mostly Kawasakis, the best are built by the category creator, mister Farquar who I mentioned earlier, or Kawasaki engine Patons but there are now also Aprilias too. The difference between this category and the others is that these bikes are performance and weight matched so the no manufacturer has an advantage. In the blue riband 1000cc category a Honda Fireblade was for many years the weapon of choice, then it was BMW with Kawasaki also doing well. In the 1990s when Ducati won in World Superbikes they never won on the roads as simply were not robust enough. What this boils down to though, for me anyway, is a lack of variety, looking around the paddock at the different teams and what you see is what appears to be four identical machines with the same race number, as riders usually carry the same race number in their different categories, the only difference is the colour of the numbers which denote whether they are Superbike, Superstock etc.

Hope that makes sense but when you see four bikes in the same livery with the same numbers the only obvious difference is the colour of the number, all these 'supers' can be difficult to tell apart.

How does the week work then, as this is a closed road event? The NW200 follows the Isle of Man pattern of racing every other day so we had practice on Tuesday, qualifying on Thursday morning and racing on Thursday evening with the main race day on Saturday- no racing on Sunday, this part of the world takes its Protestantism VERY seriously, you cannot move for Protestant churches here. The TT is a time trial, riders leave the start at ten second intervals, the NW200 is a hybrid race/time trial in that riders leave the grid at the same time but in two waves ten seconds apart and it can happen that a rider from the second wave can win though he, or she, will not be first to the chequered flag.

The TT is incredibly dangerous but, I would argue, that the NW200 is almost pure racing, makes it more dangerous than the TT; in 2014 young factory Honda rider Simon Andrews was killed at Portrush, in 2008 Robert Dunlop was killed practicing for the 250 race, possibly as a result of changes he'd made to the controls because of a hand injury, his engine seized and he was thrown over the handlebars at high speed. The day after, despite the race stewards attempting to stop them, his sons William and Michael rode in the 250cc race, Michael won, his brother's bike failed to start, William was killed at a road race at Skerries in 2018. I don't want to dwell on this, nobody forces these riders to do this but frankly I had a sudden sick feeling as Matty left the grid on Thursday afternoon.

I'm not a huge bike racing fan but I have been to Grand Prix, British Superbikes, our own road course in Scarborough, Olivers Mount, I would have loved to have seen the Superbikes but my jobs, such as they were, kept me part of Matty Rees's team and I loved every minute.

Now I've set the scene I will finish part 1. To be continued....

Chris Payne

Clacton & Tendering Stages

After a break of two years due to Covid the closed road event was back. The event was also a road of the British Rally Championship and expected to have a full entry of 130. 55 miles was planned over 14 stages, with two stages on Clacton seafront on Saturday evening, although they were just a quick blast up and down the front. In the end around 107 made the start.

Green Belt had some involvement with Graham Frary as Stage Commander, John Davie wearing many hats on the day plus Richard Warne as Deputy Stage Commander and a few club members marshalling – including Peter Thorn, Pete Wells and myself.

Saturday was the day for doing as much of the setup as the first car was due at 09.27 and the course cars start going through around 07.40 and the road closure became operative from 07.00.

I decided to hitch a lift with Richard and stay in his motorhome to save leaving home in the middle the night as marshals were needed at the stage from 06.30. John decided to stay nearby and be there for the equipment delivery at 09.00. I was at Richard's and ready for our planned departure at 08.30. All was going well until we passed Stansted Airport and the traffic came to a stop and we realised there was no traffic going the other way. Not long after that a helicopter landed, which isn't a good sign for the person involved or us. Shame they could not have held us at the Stansted exit and we could have diverted. In the end we were allowed to move pass the scene after two helicopters left (we only saw one land, so the other must have landed before we arrived. Those on the opposite carriageway were in for a longer way given by the number of emergency vehicles on scene.

Now we were on the way I was on Google maps checking for any other problems, I know it's a bit late, but I didn't want to be caught out twice. The A12 was being shown as closed north of the A120 exit to Clacton and long queues approaching it, so we went through Colchester. We finally arrived at 12.30 after another queue on the A137 as high sided vehicles were waiting for the level crossing at Manningtree. Four hours from Richard's. Most of the set up was done, so I walked to my marshalling point to check in out, but the road were still busy with locals trying to miss the queues on the main road and the competitors doing their recce runs. From 17.00 everything became quieter and we had a drink and our meal.

The alarm call was 05.15 for a quick breakfast. John arrived for his run through the stage with Richard to put up the stage signs (start, radio points etc). Marshals started

to arrive and check their marshal's packs (a bag containing a sun hat, programme, a couple stickers and a stick of rock). I walked to my point and set up camp, Pete Wells was at the previous point. The road closure car with two Police motorcycles and John/Richard trying to keep up. Finally, the O car came pass and the residents appeared to watch. With a car every 30 minutes they was a car in sight from my point and everything was going well until car 66 got his braking wrong for a bend approaching my location and hit a tree and the car bounced back onto the road, but when the Driver tried to move, the car couldn't move. Pete sprung into action to stop the following competitors, we soon had three cars before the start stopped sent more. The rescue and recovery were on site and checked the competitors for and injuries – were was none. The car needed a front lift, in the end it took nearly 30 mins to clear the road and the organiser decided to run the competitors through the stage non competitive. The residents went home and checked the time of the next running of the stage. Graham, John and Richard stopped to check on the tree and the competitor before moving on to check on others. Car 66 service crew arrived, but they didn't have a winch with the trailer, so the car had to be pushed on with the help of a trolley jack and 6 people, phew!

As I forgot to make myself a flask of coffee, Richard said he would drop it off as they would go pass next time, which was with the road closure, so my coffee was delivered with a Police Escort! Most of the residents enjoyed the event, but one local didn't and had a go at the competitor who crashed, who was still there waiting to leave with his service crew and go home. To be far the local was complaining that she hadn't been advised of the event and the extra traffic on the day before.

The second run went off without and incident, apart from the Safety Delegate asking for a couple people to move back, which they did. The third run of the day was held up by some joggers refused to move (some said it was fuel protesters?). In the end the stage started, towards the end a car stopped near to the start and most people thought the event was over, but there were 6 cars still to run. This car was some recovered to the last location by my junction and the final cars were run through the stage and all was left to clear up and travel home, which was uneventful.

Green Belt crews were:-

Car 21 Steve Finch/Sam Fordham – retired

Car 40 Ashley Davies/Richard Bonner – non starter

Car 45 Grant Shand/Sam Butcher – 3rd in class/33rd overall

Car 88 Rob Clark/Brett Griffin – 49th overall

The Northwest 200 from the inside -Part 2

Saturday, raceday, dawned warm, to everybody's relief. So far our team had had a mixed week, everybody agreed that Tuesday had been chaotic but Thursday, which had been over cast and had ended with a postponed Supertwin race, postponed even though the riders had been on the grid it was that late a postponement. Matty had gone well though he'd only qualified 34th for the first race 600 Supersport the 33 ahead of him were the cream of the sport; Johnson, Harrison, Dunlop, Todd etc, etc, he was holding his own in exalted company. Better yet, he'd qualified an excellent 12th for the 650 Supertwin race, ahead of luminaries Adam McLean in the famous MaCadoo colours and Gary McCoy on the Mad Bros Kawasaki, they would keep us company on the grid later.

Dee and I weren't there for the evening races, held in typically cold, dark and wet conditions and so we missed Matty come a brilliant eighth in the Supersport race behind the likes of Jeremy McWilliams, Connor Cummins, Dean Harrison, James Hillier and Winner Alistair Seeley, tell you, this boy can race.

So things were looking up on Saturday which was already warm when we arrived at 8am. We were joined by a showbiz star too, a young man called James Martin who has just starred in a short film called 'An Irish Goodbye' in which he has had rave reviews, he will be seen on ITV alongside Anna Friel in a crime series 'Marcella', his father is Ivan, long time Irish DJ and inevitably Dee is his uncle.

Sorry, didn't I mention that he has Downs Syndrome? I spent the day with this fabulous young man who brightened everyone's day, yes, he has learning difficulties but he has more social skills than many people I could name and fame has not gone to his head.

Saturday would be busy, six races were scheduled and Matt was in three, one each for Supersport and Supertwin plus Thursday's postponed Supertwin, then we would have to pack up our part of the paddock, so all hands to the plough after our third race. At this point the 'five from six' rule came into play, the big teams had brought the full range of four bikes, as they do for the TT, the top riders like Michael Dunlop, Dean Harrison, Ian Hutchinson, will ride in all the solo classes BUT a rider can only ride in a maximum of 5 races, so these riders would have to elect to miss one race, this would benefit our team.

James and I did breakfast and coffee runs before Matty was out in race one, the postponed Supertwin race. I watched this from the start/finish straight, the problem with any temporary circuit, barring Le Mans, which is only partially temporary anyway, is that viewing is limited anywhere. I could see the bikes roar down the hill and then disappear out towards Port Stewart, only a few seconds but to see the come over the hill was stunning. Richard Cooper won on a Kawasaki, very comfortably in fact a little too comfortably for a category in which should racing be close, and he was later disqualified for a technical infringement. Matty ran in midfield throughout, and it was

obvious that our tall Welshman was having trouble getting down below the screen of the small bike, 'disaster' was his comment to me shortly after the race, he'd overshot several corners and he was unhappy at his performance.

Things got worse an hour later in the Supersport race, again I was watching and had him down as nineteenth when he passed me, the second time round he wasn't there, the bikes come thick and fast, so I checked again on the third tour, and he wasn't there. I could see bikes peeling right into the pits and I hadn't seen him, but I wasn't worried as the race hadn't been red flagged, so he hadn't crashed. The 600 had disgraced itself and the engine let go out in Coleraine, Matty had got a lift home, but the Kawasaki would need a new engine, when we got it back.

After getting lunch for the team I went down through the tunnel back into the pits and onto the starting grid, I should explain to those who have never been racing that the actual pits are always on the inside of the circuit, accessed by a tunnel which on big racedays are always guarded by hired goons, but at the laid back Northwest my pass was never looked at, I arrived in time to help push the 650 bike back up, and I do mean uphill, back to our paddock base, Carlo, Matty's Italian mechanic was struggling with the surprisingly heavy bike so I got down and pushed it down the tunnel and up through the crowds, I wonder how many people now have my picture on their phones. I'd seen mechanics struggling with the 1000cc bikes all week, now I knew how they felt.

The machine was checked over then taken back down for our last race of the week, the J M Paterson sponsored Supertwin race. Unusually, these races did not have start times in the programme instead there are normally delays because of bad weather or red flags, that day neither of these happened and the six races were done just after three o'clock. I was on the grid which notably only half full, I could tell who had elected to miss this one because of the '5/6' rule because there were attractive grid girls with no bikes. I was able to speak to Gary Johnson, a former TT winner and Gary McCoy who was on the same row as Matty. The start procedure was the riders did a sighting lap then came back to the grid for three minutes with the tyre warmers back on then the race started, in two waves. When they left on the sighting lap it became obvious how many riders had missed this race but that does not detract from Matty's brilliant seventh, which became a brilliant sixth when officials decided that Richard Cooper's win had been just that bit too easy. I did feel sick though as the grid was cleared for the final time, hoping that nothing would go wrong. Dee was quite canny though in leaving the tyre warmers on for those few seconds after being told to remove them, those little things can give you the edge.

All I saw of the race was on the big screen and then on BBC1 NI's coverage later, it will also be on ITV4, but it was a fantastic race, though Cooper was way out in front there was a four-way scrap for second between Johnston, McWilliams- a real veteran these days is Jeremy, Coward and Sweeney with Matty holding off Gary McCoy amongst others, this is what Supertwin racing is supposed to be. He came in an excellent

seventh having held off a train of bikes for the whole four laps and was justly over the moon with that until we told him he'd been excluded for a fuel irregularity, which was true in that we were using Elf rather than the organisers specified fuel, it was only a little sleight of hand at post-race scrutineering, where bikes are checked for illegalities like weight which would give an unfair advantage, that kept him his place and prize, I'll say no more.

Bytheway, one interesting thing, as we arrived that day the PA called a lot of riders; McGuinness, Dunlop, Harrison, Hutchinson and a few more, for breathalyser testing, I didn't realise that this actually took place.

As the last two races, for Superstock and then the blue riband Superbike races were run we were up to our eyes, the 600 had been brought back looking very sorry for itself, oil in the pistons meant that a fresh engine would have to be put in while at the same time we were packing up our paddock: awning, fuel churns, flooring, tyres, the lot.

While we were doing this Matty told us that he had seen the tyres from Peter Hickman's FHO racing BMW which took SIX SECONDS, an unheard-of amount of time, off the superbike lap record, then promptly retired because his tyres were completely shredded. It turned out that Michael Dunlop had nearly met his maker when his tyres shredded. Dunlop announced over the paddock PA that they were withdrawing all their riders from the Superbike races, which all the riders I have mentioned throughout this article, the absolute cream of the field. This left the other manufacturer, Metzeler, who had won most of the races anyway, with another race win and Dunlop with a lot of explaining to do. This reminds of Le Mans 1988 where Michelin withdrew the Mercedes team on the Thursday before the race because they could not guarantee their tyres on the high speed Mulsanne straight, leaving Jaguar with just Porsche to beat, which of course they did.

Unwittingly our team became the centre of attention in the paddock as racing finished and people were in no hurry to go home so crowds swarmed around the paddock, including babies and dogs, this is really a laid back, 'sucking diesel', part of the racing world. Dee and I set to taking our paddock apart while the mechanics set to removing the broken engine which would go off to be repaired so that it could be used at the TT. My late father had a saying;

"I love work, I could watch it all day".

Well boy was that true that afternoon, our neighbouring mechanics helped out and loaned us tools but it still took a long time to remove the recalcitrant motor and all the time we had huge crowds, blokes looking at the engine as if they had a clue as to what they were looking at, I was wearing my official NW200 polo shirt and my grid pass so I must have looked official because people were asking me what was going on! At this point I had the 'competitor's assistant' pass, which I still have, so maybe liaising with the public was part of my remit, I don't know but I should warn readers of this article

that the pictures do include a completely naked Supersport racing motorcycle.

We didn't get away until after 6pm, the bike re-engined, the broken one in Dee's van but I didn't want to go at all but now I know that I must visit the Isle of Man TT, I have driven the circuit, but I know that one day I must see the TT races.

Chris Payne

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