



WAYFARER APRIL 2023

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

APRIL 2023

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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.

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Front cover: Geoff Foot at the TAMS Packaging Summer North Weald Sprint (N. Cook)

Club News

Another month or two has gone pass and my motorsport has started with the North Wales Rally based in Welshpool and couple weeks ago, more of that later.

On the 26th April we have our Club's Annual General Meeting at the Woodman, North Mymmes starting around 20.30, notice of the AGM and agenda can be found elsewhere in this magazine and on the website. Accounts will be available on the night. Also, we will be having a meal prior to the AGM. Again details can be found in this magazine, to help the pub please pre order your meals via David Hughes.

The weekend prior to the AGM the Club will be assisting with the Tendering & Clacton Stage Rally on the weekend of 22/23 April. Our John Davie has spent the last few months sorting the marshalling for the event. Graham Frary is Stage Commander for the Bradfield Stage, the longest on the event, Richard and I will be assisting along with many others (still time to help). With over 100 cars and a few members from the Club (Sam Fordham, Ashley Davies, Grant Shand, Rob Clark – good luck to all)

Unfortunately, we didn't have enough Club members claiming championship points and I didn't have the time of energy to go digging for the results. So, the committee decided to cancel the championships for 2022. Hopefully, the championships will bne back this year.

Maybe the lack of award winners meant we didn't have enough takers for the Annual Dinner in February.

In the background I'm working on a new website for the Club, to go with the site I need action photos if club members, they need to be free from any copyright, so we don't get any claims in the future.

Good luck to all in 2023, Happy Easter and looking forward to the 60th anniversary in 2024!

Club Diary

26th April – AGM meal

26th April - Annual General Meeting at Woodman, North Mymms

19th May – Silverstone Museum Experience

5th July – BBQ & Concours (new venue)

16th July – TAMS Packaging Summer North Weald Sprint

17th September – North Weald Sprint

NEWS

AGM Meal – Wednesday 26th April 2023 – 19.00 (arrive from 18.30)

The Woodman, North Mymms AL9 7TT

Prior to the AGM we will be hosting a meal. To assist the pub please pre-order your meal via David Hughes email membership@greenbeltmc.org.uk and pay for the meal on the night. You can choose from the main menu or the carvery menu, both are on their website www.thewoodmaninn.com Orders to be with David by 21st April.

Silverstone Experience – Friday 19th May 2023

The have teamed with Datchworth Classic Car Club to visit the Silverstone Museum Experience. Based on group rate for 10+ (number not age) the cost is £18.75. Again our co-ordinator is David Hughes, his details are at the back of the magazine.

VACANCIES

We will have a number vacancies of the committee, so now is the time to step forward to help your Club. The committee meets roughly every 6 weeks and since covid we have met by zoom, saving time and money. If you are interested contact Chris Deal, details are at the end of this magazine.

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ARTICLES NEEDED

Let us know how you got on with you last event, hopefully with a photo or two. Or tell us of any motoring stories or marshalling etc.

NOTICE OF THE 2023 ANNUAL GENERAL MEETING



Notice is hereby given that the 2023 Annual General Meeting of the Green Belt Motor Club is on Wednesday 26th April 2022, commencing at 20:30 at The Woodman Inn, North Mymms AL9 7TT

The business of the meeting shall be:

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

26th March 2023

Secretary, Chris Deal.

BEATSON'S 50th ANNIVERSARY MULL RALLY October 14-16 2022

With a capacity entry of 150 cars entered, three members of the Stort Valley AC, Graham Frary, Peter Thorn and I, made our annual pilgrimage to the Isle of Mull, just off the coast of North West Scotland, for the 50th Anniversary of the Mull Rally, sponsored for the last four years by Scottish building supplies retailer Beatson's.

Graham had arrived on the island the Monday before the rally weekend for a bit of walking around the island while Pete and I travelled up in Pete's newly acquired Volvo V70 estate on the Thursday. After an uneventful journey up to Scotland, apart from rain starting as we approached Loch Lomond, we arrived at Oban for our ferry to the island as the rain got progressively worse! After refuelling the car at the local Tesco (at least 10p a litre cheaper than the island fuel prices!) we managed to board an earlier ferry, which was much smaller than the usual boat, for a rather bumpy crossing, amusingly setting off car alarms. Unfortunately, a few cars had shifted on the car deck, luckily with minimal damage. We arrived at Craignure just as it was getting dark; it looked like the rough weather was to be in for the weekend!

For our weekend's accommodation, following last year's rally, we couldn't rebook the cottage again so, because of problems finding accommodation on the island for this year (something to do with a rally I was told and also see footnote below!), Pete and I resorted to hire a caravan on the same site Graham was staying. We had used this site before many years ago but as the 'vans were showing their age; since then, we hired a cottage each year...until this year!

When we arrived at the caravan site's owner's farmhouse, we were directed to a caravan situated behind the farmhouse. Sam the owner was very embarrassed that all her other newer 'vans were fully booked; she had to put us in the "best" of her old caravans! Unfortunately, this one had seen better days! There was no heating other than a small electric heater in the lounge/kitchen area (luckily, apart from the rain, we were experiencing unusually warm weather for the time of year), no hot water for the shower (put more deodorant on!) and the gas oven had been removed as it was declared unfit to use! We were advised not to use the temporary "Baby Belling" electric oven at the same time as the heater for fear of overloading the electrics! Sorry Peter, I did try to find something else on the island, but at least it was dry, and as you said we were only using it for sleeping and not for living in, and in theory it was close to our stages!

After a very windy night shaking the 'van we woke to sheep bleating in the next field and pheasants tap dancing on the caravan roof, or was it the rain hitting the roof?! While we were having a leisurely breakfast Graham called into our 'van for a coffee to discuss the plans for the rally weekend. In previous years, Graham had been our Stage

Commander (SC) but had decided this year he wanted to see some action on the stages, therefore we had a new SC for our stages. (We never did meet our new SC!!)

For our marshalling duties this year, Pete and I were asked to do radio on the Glengorm cross roads junction of the first two stages of the rally, (SS1) Tobermory and (SS2) Mishnish Lochs, Friday evening while Graham would go further in stage, and then for Saturday afternoon, Pete and I would again do radio but at the Boathouse for (SS8/10) Achnadrish 1&2, and the same location again for Saturday night for the last stage of the rally, (SS16) Glen Aros/Achnadrish. Graham unfortunately was given a passage check between stages Saturday afternoon, so much for him seeing some action! I believe, after Graham had a chat with the Chief Marshal, he managed to get in stage for Saturday night.

During a gap in the rain and avoiding the muddy puddles Pete and I tidied up the back of the car, replaced a faulty rear light bulb that had flashed up on the dash as a warning light and connected up our radios, and then splashed our way to the island's main town, Tobermory. With no need of our assistance to help set up the stage this year, we called in to the town's main hall to collect our rally gift, a hoodie; we then got some supplies from the town's recently refurbished Co-op and to dodge the rain we went in search of a warm restaurant for a hot meal before the nights marshalling duties.

As part of the rally's 50th anniversary celebrations, the first stage Friday evening was to start on the Tobermory main high street outside the MacDonald's Arms PH, around the war memorial as a chicane then along the harbour front, and just past the bank and museum, left up the steep hill with the Western Isles Hotel overlooking, then through the back roads of the town and housing estates, and for the first stage, turning left at the Glengorm cross roads and then onto the finishing line by the islands bakery, returning back to Tobermory's high street ready for stage two. Stage two, Mishnish Lochs, was a repeat of stage one but, instead of turning left at the Glengorm cross roads for stage one, stage two continued straight over at the cross roads and on through via the Mishnish Lochs and finishing at Dervaig.

After the usual officials, triple, double and zero course cars had gone through, the first car into stage one was last year's winner Lancastrian Dan Harper, with co-driver Chris Campbell on the pace notes, in their MINI JCW WRC followed by car 2, three time Mull Rally winner and local islander, Paul MacKinnon with co-driver Paul Beaton in his hired Hyundai i20 N Rally 2. Another past rally winner and Dervaig resident John MacCrone, this time with brother Peter co-driving, in their very potent Ford Escort Mk2 came through as car 3, followed by car 4, a similar Escort Mk2 driven by MacCrone's close friend and neighbour, and spectators' favourite, Callum Duffy, another multi Mull rally winner, with his brother Iain on the notes but, oh dear, it was sounding very rough!

We then heard on the radio Duffy had stopped just short of the finish line with faulty electrics. Despite valiant attempts to make repairs sadly Duffy was not to go any further retiring at the start of stage two.

As the rain continued to lash down, the cars were coming through at minute intervals but soon the leading cars were starting stage two running in between the stage one starters, cars were now coming through at thirty seconds or so. Unfortunately, without any lighting, we couldn't see the car numbers which proved to be important as we had a car go straight on at our junction heading for stage two instead of turning left for stage one, the car stopped and reversed then continued to the stage one finish. I reported the incident to rally HQ but without the car number, only that we knew it was a Ford Fiesta (I did ask for the finish radio to give me the car number but they were hopeless!), the driver got away penalty free!

The fastest time for SS1 was car 7 driven by David Wright and co-driven by Paula Swinscoe in their Ford Fiesta R5 stopping the clocks with 1minute 10.3 seconds, second fastest was car 6, Mull Rally debutant Neil Roskell co-driven by Andrew Roughhead in another Fiesta R5 stopping the clocks 0.3seconds behind Wright, and MacKinnon getting familiar with his hire car in the wet slippery conditions was third fastest 0.9 behind Wright.

Unfortunately, the clocks were playing up at the end of stage two but Harper was given a time of 7min 38 secs, second fastest MacKinnon took a time of 7min 50 sec followed by MacCrone 8min 03 seconds.

Soon all the cars had come through our two stages, we waited for the road opener car to arrive and we returned to our caravan for a hot mug of coffee and hearing the cars in the distance, we got to bed at a reasonable time knowing that we wouldn't see our beds again until Sunday morning!

Saturday morning, again with sheep bleating and the pheasants now wearing clogs, we discovered that the rain had briefly stopped...briefly! After breakfast and tidying up the car, we looked on the rally results website to learn that after six wet and soggy stages for the first leg of the rally, Harper led MacKinnon by 9 seconds with MacCrone driving superbly, his two wheel drive Escort coping admirably in the wet conditions, in third a further 1min 19seconds behind Harper.

We loaded the car up with flasks filled with hot coffee and freshly made sandwiches; we made our way to our Saturday afternoon stages, SS8/10 Achnadrish 1&2. We knew that Tobermory would be busy with rally cars and service vans and for a change of scenery, we decided to go via Dervaig to look at the lovely views of the islands lochs along the way. We arrived at our post at the Boathouse parking area which was full of

spectator cars and campervans and after a bit of juggling with some of the vehicles, we safely positioned our car to get a good view of the road so that we could note down the car numbers going past, and we waited for the various course cars to arrive. Soon triple and double zero cars came through closely followed by the ever popular Ford Anglia WRC zero course car.

For this year, the stage would be run in reverse direction, the cars would be starting our stage just on the exit of Dervaig and would finish at the same stop line as Friday evenings stages by the bakery. The rally leader Harper in his Mini JCW WRC was first into the stage on his due time, followed by MacKinnon and MacCrone, but after about an hour of the stage running, we got a radio call "Red Flag"! Earlier, we had heard that a car had arrived at the stop line on fire! While the marshals were bravely dealing with the fire, the following cars were having difficulty in passing the stricken car so the cars were backing up before the stop line dangerously close to the flying finish line! After the fire damaged car had been cleared, Rally HQ then had to replenish the fire extinguishers at the stop line and the stage was quickly restarted without any further delays, and with the rain continuing but intermittently this time, the stage finished with only two cars in stage needing recovery later for mechanical problems.

Fastest on SS8, and getting more confident with his hire car in the wet conditions, MacKinnon took a time of 6m 56.8s, followed by Harper four seconds behind with car 8, driven by Jonathan Mounsey in his new Fiesta Rally2, a further eight seconds behind Harper.

Unfortunately, the rally was now running late after a serious accident on an earlier stage between our first and second afternoon stages. I later learnt that local Buntingford brothers Ben and Christian Smith had crashed their BMW130i on the Hill Road stage and needed hospital treatment. After the rally, I rang their father Peter, who I know from racing an MGB, to enquire how the boys were. Considering the damage to the car, it stood up well in the impact and thankfully their injuries were very light, only a few bruises and pressure sores from the seat belts.

To make up time and aware of the road opening times, later runners were now going through the stages before our stage non-competitive but the leaders were not held up and car zero, the Anglia WRC started our second stage, SS10, only five minutes late. New rally leader MacKinnon was first car through followed by Harper in second and with MacCrone third in his rapid Escort.

All the remaining competitors managed to get a run through our stage and with only three cars stopping in stage with mechanical issues, the road opening and sweeper cars quickly came through without further delays. Quickest on our second afternoon stage this time was MacCrone getting a time of 7m 04.7s, the roads were now drying

after the rain had stopped, followed by Mounsey three seconds behind and third quickest was car 7, David Wright a further one second behind Mounsey.

After waiting for some time in a queue trying to get to Tobermory while cars were being recovered, we went back to the restaurant on the harbour front which we had visited Friday lunchtime, for a warm up and a well-earned hot meal. Looking at the results after leg 2 of the rally, MacKinnon remained in the lead with Harper 48 seconds behind with MacCrone third 1m 39s behind Harper.

The rally's last stage, SS16, was to be two stages joined together; the start was now outside our caravan site entrance on the Glen Aros road, along the forest roads skirting the lochs and turning right at the church in Dervaig, passing the Belachroy hotel and out onto the Mishnish Lochs road and finish at the bakery before Tobermory.

After a pleasant meal, Peter and I took a chance to see if the Glen Aros road had reopened and returned to the caravan to refresh our flasks with coffee and we made our way back to the Boathouse to find the parking area deserted! Thankfully the rain was only intermittent during the night. While waiting for the road closing cars to go through, Peter and I managed to grab a few zzz's then at 01.30hrs the various course cars passed our post followed by triple and double zero cars.

After a 20 minute delay following an incident on an earlier stage, the Anglia WRC zero car went past and gave us a friendly toot on his horn, probably to wake us up, and at 02.16hrs rally leader MacKinnon flew past to stop the clock on 14m 06.2s. Fastest time on our stage went to Harper receiving a time of 13m 39.8s, followed by a breathless MacCrone, stopping the clocks on 13m 44.9s.

After 150 cars had started the rally, the rain and slippery conditions had taken its toll on the entry, 99 cars finally exited the last stage, and after 145 hard and difficult miles, the remaining cars returned to the Tobermory harbour car park to finish a very wet and tough rally. After no further delays, eventually the road opener and sweeper cars passed our location; we then joined a long queue while the two cars that had stopped on our stage were recovered.

Sunday morning, for the awards ceremony, the first three cars followed a bagpipe player along the Tobermory harbour front and into the harbour carpark to cross the finish ramp to receive their awards, and also to conclude the 50th anniversary celebrations of the Mull Rally being held. Paul MacKinnon with Paul Beaton had won his fourth Beaton's Mull Rally, followed by Dan Harper and Chris Campbell despite clawing back 26 seconds from the rally leader finished in second 8.4 seconds behind

and John MacCrone with his brother Peter finished third in a gallant and stunning 1m 49.9s behind following typical Hebridean weather over the rally weekend.

We finished our weekend by visiting our old SVAC friend Chris Warden, interrupting him and his partner Heather packing some boxes after having sold their B&B. They had bought a plot of land to the south of the island to build a new home. After a coffee and a chat, we said our goodbyes and returned to our caravan. By now the weather had improved with a low sun glinting off the wet roads. We caught the early ferry home Monday morning and after some horrendous traffic jams south of Glasgow we returned home at a reasonable time.

Footnote.

While searching for accommodation for 2023, I later learned from a very helpful B&B landlady, the Scottish government had put a restriction on all Scottish holiday lets and were reducing the numbers of holiday let licences, therefore were not able to take bookings! Probably explains why we had difficulty booking accommodation for this year! I've now since found a lovely cottage on the Glengorm Castle estate, close to Tobermory and our stages for 2023.

Overall Winners

First - Car 2 Paul MacKinnon/Paul Beaton Hyundai i20N Rally2 2h 13m 05.7s

Second - Car 1 Dan Harper/Chris Campbell BMW MINI JCW WRC 2h 13m 14.1s

Third - Car 3 John MacCrone/Peter MacCrone Ford Escort Mk2 2h 14m55.6s

Loyd Gerken

This was the report of the rally taken from the Beatson's Mull Rally website.

Paul MacKinnon restored island honour with his fourth Beatson's Building Supplies Mull Rally win, when the sell-out 50th running of the event reached the Tobermory finish shortly after two o'clock on Sunday morning.

Celebrating the half century of Britain's most popular and arduous event, the route and the rally certainly lived up to their billing. The island was packed with visitors throughout rally week, providing local businesses with a timely post-season boost. And those visitors witnessed a classic island fight.

Running a Hyundai i20 N Rally2 for the first time, MacKinnon took Friday evening's six stages to settle into the new car. Feeling more confident with the set-up for Saturday afternoon, he pushed harder and began to take time out of last year's winner Daniel Harper.

Lancastrian Mini JCW WRC driver Harper continued where he left off 12 months ago, reeling off the fastest times to build an early lead. His hopes of a second consecutive and third event win in total were dashed when he dropped time in SS12. The Mini stalled, forcing him to power-cycle the car at the cost of 45 seconds.

Nothing, however, could be taken for granted after the organisers planned a brutal sting in the tail of this year's route. Shortly before 10 o'clock on Saturday night, the crews departed for the final leg of the event – and a 31-mile stage from Lock Tuath, through Calgary and down Glen Aros.

And that long stage almost turned the rally on its head as MacKinnon suffered brake problems and a water-related issue which cost his Hyundai power. Harper closed the gap to 15 seconds, only for the leader to double that advantage on the shorter Ben More and Scridian tests.

One stage to go and Harper piled everything on, pulling 26 seconds out of MacKinnon in the final 14-miler. He came up 8.4 shy of a third win.

It had been an absolute thriller.

Talking at the finish, winner MacKinnon admitted the longest stage in the history of the closed-road Beatson's Building Supplies Mull Rally had taken its toll.

"It was tough," he said. "We lost the brakes and then we had the water temperature thing, it was really distracting – I was talking to Paul [Beaton, co-driver] and putting him off. We took some time back on the next two, but then we really had to manage the brakes in the final stage. When we came to the finish line, I knew it was going to be close. We'd just about done enough. What a relief and fair play to Daniel – he's driven really well."

For Paul and co-driver Paul Beaton, there were a few hours well-earned rest before Sunday afternoon's parade through the centre of Tobermory. Main Street was, as usual, packed as the crowds gathered to welcome their local heroes.

MacKinnon's win takes the family tally to 16, with his father Neil having won 12 times before.

Second place was bitter-sweet after their victory last year, but Daniel Harper and Chris Campbell were pleased to bring the Mini home in one piece after a big Friday night moment and typically changeable Hebridean conditions.

“When we were sideways in fifth gear on Friday night, I honestly thought we were heading for the trailer and home,” he smiled.

“It was a good event – it’s always a good event here on Mull. It’s such a challenge. Am I disappointed? Of course, you come here chasing the win and we came close. Losing by eight seconds is tough when we dropped 45 with the stall on Saturday afternoon. That’s the sport, that’s the way it goes sometimes. We’ll be back.”

There was another battle royal for the final podium place with John MacCrone (Ford Escort Mk2) and Dave Wright (Ford Fiesta Rally2) separated by 19 seconds going into the final loop.

An inspired run from MacCrone secured a class win and stunning third overall.

His rival said it all as Wright smiled: “To do what he’s done in a Mk2, fair play...”

Stephen Thompson and Larry Higton finished fifth overall and took class C in their Escort, while Neil Roskell rounded out the top six on his Mull debut, with Andrew Roughhead

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Gavin Pink

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

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