



WAYFARER JANUARY 2023

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

January 2023

Page	Article
3	Club News/Diary
4	Dinner & Dance
5	BBQ & Concours D'Elegance report
6	Motorsport in the Beginning
7-13	ABB FormulaE London Excel
13-14	Autograss Racing
15-17	Visit to Studio 434
18-20	Are you Fit to Drive
21	Ford Sierra tarmac rally car for sale
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.

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Front cover: Richard Warne road rallying in the 70's

Club News

It's been quite a while since we have issued a Club magazine, six months. At least we have kept you updated with news via emails. Thanks those who have sent me some articles, so I can publish this magazine. Hopefully I can publish more magazines on a more regular basis.

From time to time we hear news of old members, sadly we heard that Peter Greenwood, an ex Stort Valley AC member had died last year.

We were planning to have our Dinner towards the end of March, but the venue was booked, so it seems the only date is 25th February, there's a few things to be sorted, so if you want to attend, get in touch with Melanie before 8th February.

The Club is involved with the Snetterton Stages, entries are still available and marshals needed. Fingers crossed for no storms, like last year. Also the Club has an involvement with the Clacton Stages as John Davie is Chief Marshal and Graham Frary is a stage commander, with Richard and I helping on his stage.

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

Club Diary

25th February – Dinner & Dance at the Crews Hill Golf Club (TBC)

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

5th July – BBQ & Concours



Green Belt Motor Club Dinner and Dance

Saturday 25th February 2023
7 – 7.30pm start

Crews Hill Golf Club, Cattlegate Road, Enfield EN2 8AZ

£?? per ticket (TBA)

Starters

Home Made Vegetable Soup served with a crusty roll

or

Tricolore Salad, sliced mozzarella,

tomato & avocado topped with a basil dressing

Mains

Roast Beef & Turkey served with roast potatoes, Yorkshire pudding &
seasonal vegetables

or

Pan-fried Seabass

Desserts

Cheesecake with a Fruit Coulis

or

Apple Crumble served with custard

or

Fresh fruit Salad (wheat/gluten free)

Please send confirmation of attendance to Mel Camp
(preferably by email or text message)

turkeystile@hotmail.com or 07748 952005

Final numbers and dietary requirements by 8th February with full payment
Bank transfers to sort code 60-07-38, account no. 04331982 quoting Dinner followed by your name
as reference to **Green Belt Motor Club**

GBMC BBQ and Concours d' Elegance

Wednesday 6 July saw the return of the GBMC BBQ and Concours d' Elegance for the first time since 2019. 19 members attended and 7 attendees entered their cars. A lovely time was had by all with an excellent selection of BBQ food being provided by the Old Owens as always. Thank you to all that attended. I must give special thanks to Richard Tree for entering his marginally grubby Ford Focus under slight duress and to Sarah White for judging the Concours with me.

A list of Concours results below:-

Class 1 - Cars 2004 onwards

- 1st Hazel Hughes – 2019 BMW Mini
- 2nd Robert Taylor – 2017 Mercedes 250 GLA
- 3rd Richard Tree – 2008 Ford Focus

Class 2 - Cars up to and including 2003

- 1st Steve Tammadge – 2002 Jaguar S Type R
- 2nd Peter Thorn – 2003 Volvo V70 TS
- 3rd David Deane – 1999 Jaguar XJR



Overall winner – John Davie – 2007 Jaguar XKR

Winners will receive their trophies at the dinner and dance next year.

Mel Camp, Social Secretary

Motorsport in the Beginning - Richard Warne

How did the passion for motorsport all start, back in the early 70's the family moved to Goffs Oak from Edmonton N18. As my parents were Church goers in Edmonton, they soon joined the local church group in Cuffley where they had a local youth club, which of course I attended on a Friday evening.

At the youth club I soon found out that there was a hard core of motoring enthusiasts some of you may remember them: -

John Sylvester; Grahame & Ian Lale; Mick Smith; Dave & Tony Broomer, to name a few, It was probably their influence that got me hooked and involved in motoring, then I found out that they all belonged to a local motor club, and guess what that was, the Green Belt motor Club who at the time had a gathering on Wednesday evenings at the Turrets Public house in New Southgate.

Early in 1972 was my first visit to a club night, and was astonished to see so many enthusiasts, as I recall possible 50-60 people, may be more. It would seem John Sylvester was partnered with Tony Strong on many a twelve car rallies. The rest as they say is history.

My first car was a 1963 Hillman Imp 875cc with at least 39 BHP, again this acquisition was influenced by Dave & Tony Broomer who had their tuned 998cc Imps, at the time they did seem pretty quick.

After competing on a few 12 car Rallies during 1972/73, there came my first proper Night Road Rally, this I recall was the Doe 100 Rally organised by Witham MC, sitting in the hot seat navigating was Ray????? I believe we finished and picked up 1st Novice award, can't be bad for the first event. At club nights I met Keith Woodward, Rowland Austin who I did a few events with but continued with Ray for the next few years.



Next time after the Hillman passed away, then the ford Anglia was born!!!

ABB FormulaE London Excel July 2022

The London FormulaE had previously visited Battersea Park in London twice, in 2015 and 2016 but, after complaints from the nearby residents not able to walk their dogs in the park we lost the venue! The race organisers, ABB FormulaE and based in London, were determined to race again in their home city of London and after some long negotiations, with the help of MotorSport Vision Racing (MSVR) who would provide support vehicles, ambulances, recovery vehicles, marshals, race officials and scrutineers, managed to obtain the London Excel exhibition centre in the London Docklands, to hold the event again in London in 2021.

The track was originally designed to go around the car parks and service roads surrounding the exhibition centre, but when the temporary Nightingale hospital set up by the NHS for the Covid pandemic was dismantled, someone had the bright idea, why not run inside the exhibition halls!!! The startline, pitlane and garages were located inside the main exhibition hall, the track then exited the hall via a few corners, 22 in total, along some of the exhibition hall's tight and narrow service roads, and with some elevation changes, the track returned back into the hall to complete a lap of 2.2kms total length and averaging 1m 15s per lap, and it's believed to be the first time that an FIA sanctioned race had been held inside a building!

Having been invited to scrutineer at the 2016 FormulaE race meeting at Battersea, and missing the 2021 FormulaE race meeting at its new venue due to a clashing race meeting, I was determined to do it in 2022!

I was hoping to travel by train to London, but because of the train driver's strikes, one of my colleagues offered to pick me up early Thursday morning, and we arrived at the Kingsway Community School, Becton, who were providing our accommodation for the weekend which, fortunately, was close to the Excel.

After we were allocated our rooms, we then made our way to the Excel. Leaving our cars at the school, it was either a 40 minute walk or a trip on the Docklands Light Railways (DLR) from Becton to the Excel (£12.50 for three stops!!!). On arrival at the Excel we met up with some of our colleagues and made our way to the accreditation centre to obtain our venue access passes.

After having our bags searched and our passes scanned; we made our way through the halls to join our other colleagues at the FIA Technical garage. Even though we'd had our induction courses via zoom the previous weeks, we were given further training, this time with the aid of a demonstration race car, reminding us about the possible dangers of working on an electric race car. With 900v it can hurt...or worse!

Afterwards, we were then allocated our garages to look after during the weekend; I was given the Mercedes EQ team with 2021 champion Nyck de Vries and 2022 championship leader Stoffel Vandoorne. After a coffee, we had a walk around the pit lane watching the teams assembling their garage equipment, while the builders continued setting up the circuit installing massive concrete barriers lining the circuit.

We returned to the school, after a quick shower and a change of clothing, we all sat down in the school's common room to a takeaway meal collected by some members of the team. Talking to the school's caretaker, he said that, although it was a state run secondary school, the head teacher had contacts in the sporting world and with the aid of their help she had got the finances together to build an extension to the school providing extensive facilities of excellence for sports students. The facilities were excellent and I must say our rooms were better than some four star hotels!

Friday morning after an excellent full English breakfast provided by the school, I managed to get a lift to the Excel and after going through more security checks, we returned to the FIA Technical garage for more training and then we made our way down the pit lane to start scrutineering the cars. Each race team were given a set time to be scrutineered, and with only a few minor issues quickly resolved (even some professional teams can get it wrong!) we were soon finished by mid-afternoon. The teams then prepared their cars ready for first practice.

When I entered the Mercedes garage for the first practice session, I was introduced to the two drivers, their mechanics and engineers, team principal Ian James and Shona, the team PR manager, who made sure I had plenty of water and snacks during the session.

After I checked the tyres were the ones chosen for the session and the safety devices on the cars were in place and working, the cars were released to take part in the first practice session. Both of "my" cars pitted a few times during the session, swapping tyres and having a few tweaks to the suspension, they were putting in some impressive times around the tight circuit. At the end of practice the cars came back to their garages and were all placed in parc-ferme waiting for the FIA technical scrutineers to select a few cars for a closer inspection.

Eventually we were released from our duties, about 7pm-ish and we made our way to the local pizza restaurant overlooking the docklands for a well-earned meal and a chat. While we were enjoying our meal, we watched the competing sailing yachts docking after their latest leg of the Around the World yacht race. We returned to the school just as the sun was setting, and after a coffee and a chat in the common room, it was to bed for an early o'clock start next morning.

After breakfast we arrived at the Excel, again we went through the security checks, and we arrived at the FIA Technical garage for another briefing! We then made our way to our allocated garages ready for second practice. With no incidents to speak of we were ready for qualifying to start.

In previous years, because most of the various venues around the world FormulaE visit have narrow street circuits, they can get a bit crowded with 22 cars on the circuit at the same time so, for 2022, to help alleviate the congestion, qualifying was to be split into two groups, 11 cars in each group according to their championship position and both groups each having 15 minutes running time. At the end of each session, the slowest six cars from each group go to parc-ferme at the FIA Technical garage and the top five cars from each group return to their garage to change tyres. After some more qualifying sessions the cars are whittled down to the fastest four cars, they then have three laps on their own. The fastest two cars then fight it out for pole position.

After qualifying has finished all the cars were weighed and checked by the FIA technical scrutineers, the cars were returned back from parc-ferme to their garages to prepare for the race later in the afternoon. After the technical checks were completed the starting grid for the race was then confirmed. For “my” team, Mercedes, de Vries was placed third on the grid with his team mate Vandoorne second and, very popular with the crowd, British driver Jake Dennis in his Andretti/BMW car, claiming his first pole position of the season.

During the lunch break, there was a lot of on and off track entertainment. We played a game of “Spot the Celebrity” while a very loud DJ was playing noisy music and four or five electric Porsche SUV’s played about on track! We returned to our garages, again checking tyres and safety equipment was in place, the cars were released to go around the track to take up their positions on the grid, along with their team personnel and race officials while TV cameras followed Vernon Kay, Dario Franchitti and Nicki Shields interviewing drivers and VIP’s on their grid walk.

With the grid cleared of VIP’s and team personnel the cars went off to do their “green flag” lap, as they came to their grid position the drivers “lit-up” their tyres to warm them up and also to put rubber down on to the grid. As the five red lights extinguished on the overhead gantry, they were off! As I’ve said earlier the track is rather tight and narrow and at the first corner there were sounds of bodywork hitting, tyres screeching and the crowds cheering as pole man Jake Dennis made an excellent start exiting the hall in the lead leaving the carnage behind!

Despite some with body damage, all the cars had cleared by the time Dennis came into the hall and crossed the startline to start lap two, again with the crowd cheering him on followed closely by Vandoorne and de Vries in second and third respectively,

while Edoardo Mortara and Jean-Eric Vergne both visited the pits to replace broken bodywork and change tyres.

To spice things up during the race, each driver has to cross over a section of track to get an extra power boost, called Attack Mode Boost. The boost time varies from circuit to circuit during the season, for the London race the boost lasts for a minute, to enable them to overtake or fend off other drivers' attempts to pass. For the Saturday race they had two passes, and with the aid of their engineers, it can help the drivers with their race strategies. Also, there is a "Fan Boost" following an online vote by the spectators at half distance who, in their opinion, was the best driver of the race for which Vandoorne benefited from it bringing him closer to Dennis, the race leader.

With the partisan crowd enthusiastically cheering Dennis on, he remained at the front to take his first win of the season with Vandoorne in second 2.2 seconds behind Dennis, increasing Vandoorne's championship lead over Jaguar's Mitch Evans, with de Vries in a fighting third a further ten seconds behind Vandoorne but, following a protest from the Envision Audi team, de Vries was sanctioned by the race stewards for his overly defensive moves while defending off Envision Audi's Nick Cassidy attempts to pass. Therefore de Vries was given a five second penalty dropping de Vries to sixth and promoting Cassidy to third, Oliver Askew (Andretti BMW) fourth and Mitch Evans (Jaguar) fifth. With the five second penalty it shows how close the racing was between third and sixth!

After the chequered flag, all the cars that finished the race were lined up in parc-ferme, apart from the race winner, second and third placed cars going to the winners enclosure to be showered by champagne (I think it was champagne but it smelt more like sparkling wine to me!) and a lot of fireworks pumping tinsel into the air, the drivers received their trophies and were interviewed on stage by Dario Franchitti.

When all the pyrotechnics and awards ceremony had finished, the cars were each weighed and checked by the FIA technical scrutineers with silhouette cut outs of the car to check that the cars are within the permitted dimensions, the cars were then pushed back by the marshals to their garages and immediately placed in parc-ferme, with no one allowed to touch the cars.

As requested by the FIA technical scrutineers, accompanied by a local scrutineer and a team engineer, the lower wishbone suspension assembly was removed from the first, second and third placed cars and a random selection of cars and were taken to the FIA Technical garage for a closer inspection by the FIA scrutineers.

While I was waiting for Vandoorne's car to have its wishbone removed we had a surprise visit from F1's McLaren team boss Zac Brown, congratulating the team on

their race result and also to announce that following Mercedes EQ's decision to pull out at the end of the 2022 FormulaE season McLaren had taken over the Mercedes team entry for FormulaE and he wanted the team to remain together. You could see the relief on some of the team members; their jobs were safe for the start of the 2023 season.

Interestingly, the team mechanic removing the wishbone from de Vries' car noticed that the foot box was very wet with brake fluid! After the close racing with Cassidy, de Vries brakes had overheated and the fluid had leaked onto his brake pedal, a very lucky boy considering how unforgiving the concrete barriers lining the track if the brakes had failed or his foot slipped off the brake pedal! Sadly the brake fault didn't help with de Vries defence of the protest from Envision/Audi.

By about 8pm-ish the last car was checked and all the cars released from parc-ferme, we all returned back to the school via the local Asda store to purchase some take away food, after watching a replay of the days racing we retired to our rooms very tired!

Again after an early breakfast at the school, we made our way back to the Excel. Sunday was to be a repeat of Saturday, qualifying in the morning and the race in the afternoon. As is tradition at FIA race meetings, all the scrutineers gathered at the FIA technical garage for a group photo which, I'm told, was immediately posted onto the FormulaE website. I'm glad to say all the marshals had their group photo taken too.

On arriving at the Mercedes garage, I could tell there was a positive vibe around the garage following Vandoorne's Saturday race result with the second place trophies proudly on display and, of course, a bit annoyed about de Vries post-race penalty, but also happy and with some relief after Zac Brown's announcement the previous day. Therefore we had quite a few TV cameras around the garage with Nicki Shields interviewing the Mercedes team principle Ian James about McLaren's announcement, and with Vandoorne, if he had a good race result, there was a possibility that he could claim the 2022 FormulaE World championship crown.

Again after checking the tyres and safety systems were activated, the cars went out for their qualifying sessions. Although Jake Dennis got pole, again with much applause from the massive crowd, Lucas di Grassi improved on his poor Saturday start to line up in second place on the grid and ex-F1 Alfa Romeo driver Antonio Giovinazzi putting in a stunning fast lap for third place. De Vries was to start the race in fifth while championship leader Vandoorne was down in a disappointing thirteenth position after a puncture during his qualifying session but happy that his nearest championship rival Evans didn't do any better and was further behind on the starting grid.

With more celebrity spotting and Porsche SUV's playing silly B's during the lunchtime break and the loud music getting louder, the cars were released to the grid. Accompanied with their team personnel, and several VIP's, the TV crews were out and about accompanied by Vernon Kay, Dario Franchitti and Nicki Shields interviewing drivers on their grid walk. The VIP's and team personnel were quickly removed from the grid; Jake Dennis then started leading the grid for their green flag lap weaving side to side to generate some heat into their tyres. With the five red lights extinguished, the vast crowd groaned when Dennis made a poor start from his pole position with Lucas de Grassi making a lightening start from second position to lead the race.

Like Saturday, there was a collision on the first lap, this time forcing Oliver Rowland and Dan Ticktum to immediately retire with extensive damage to their cars. The amazing marshals with the aid of the trackside cranes quickly cleared the damaged cars away without too much delay. Three laps later, Jean-Eric Vergne entered the pit lane to retire after receiving damage in the first lap collision.

Meanwhile the race continued and with the aid of three Attack Boost Modes this time, try as he might, Dennis was unable to get past di Grassi. To much cheering from the crowd, they finished in first and second three seconds apart, while de Vries and Vandoorne crept up the leader board with some excellent overtaking moves, to finish third and fourth, but despite requests from the Mercedes team, de Vries didn't allow Vandoorne to pass to help his team mates championship position...sounds familiar! Vandoorne would have to wait until they got to Seoul in South Korea to claim his 2022 FormulaE World Championship.

After the chequered flag, the surviving cars were parked up in parc-ferme while the first, second and third cars were taken to the awards ceremony area and with pyrotechnics showering the winners and champagne (sparkling water!) sprayed everywhere, the drivers were awarded their trophies and again were interviewed by Dario Franchitti. After the awards ceremonies had finished, all the cars were each pushed into the FIA technical garage to be weighed and more checks done, and the cars were then pushed back to their respective garages to remain under parc-ferme conditions while the teams continued to dismantle their garages to be packed away for the long journey to South Korea.

Again at the request of the FIA technical scrutineers, first, second and third race finishers along with the championship leaders too, were asked to remove the steering racks from the cars for closer inspection.

Eventually we were all released after the last car had been checked and returned back to their teams, we finally exited the Excel underground car park just as it started to get dark.

I must say that the Mercedes EQ race team at all times were professional, and watching them work together was like watching a well-choreographed performance, everyone know their job and there were no raised voices, unlike some of the other team garages some of my colleagues were working in. I would like to wish the team good luck for next year as they transform into the McLaren FormulaE race team.

I thoroughly enjoyed being part of the London FormulaE race meeting, and look forward to being invited again in 2023.

Loyd Gerken

MSUK National Scrutineer

"Autograss Racing"

Since 1986 I have spectated at most forms of motorsport from the apex, Grand Prix and World Sportscars down through Touring Cars and Formula 3 down to club racing. Outside circuit racing I've been rallying, multi and single venue, rallycross, hillclimbing, autotesting, sprinting and stock cars, encompassing Formula One, hot rods and bangers. I've also seen motorcycle racing from Grand Prix through road racing down to speedway.

If motorsport has a pyramid in the same way as football then some of these would fall into the 'non league " category in not being covered by Motorsport News. One branch of motorsport I'd never seen was Autograss, like anyone who has been to a Racing Car Show I'd seen autograss cars, usually minis with huge wheels or mini pick ups with motorcycle engines in the back but never been even though my local paper used to cover the exploits of a team from Billingham.

Well, I was at the BTCC round at Croft with Robert Taylor, the programme of which contained a glossy full page advert for the Autograss National Finals which were to be held near Bedale, which for those who don't know is in Swaledale, North Yorkshire, about an hour away from me, I filed the date, the last weekend in July, away convinced Nadine to come with me and on Saturday 30th of July we went and after a hiatus with the satnav which necessitated a phone call to the organisers, we had a really good day out.

This is how it works. Like rallycross, the cars start from a grid off the circuit, thus allowing the next competitors to form up. Eight cars start in a line, come out on to the circuit and complete five laps of, in this case, a clockwise circuit. Autograss is not based on times, I don't think I heard a FTD mentioned all day, no, progress is based on results, drivers score 55 for first place down to 6 for eighth and last place. Drivers race three times and the highest eight points scorers qualify for the finals. Simples?

Well no actually, because there are ten classes yes ten, going from one litre stock hatches through saloon car classes to the bigger engined saloons which is where the motorcycle engined mini pick ups come in, then three classes for buggies, these are really quick and throw up huge amounts of mud from the circuit, I say this as I had to duck quite a lot of big lumps. These cause a lot of red flags too with interlocking wheels accidents.

I suspect that it takes a lot of spectating to be fully aware of the different classes and be able to tell one from t'other but this does mean that the paddock contains a really eclectic mix of cars, yes there were a large number of minis as well as Micras, Citroens and Novas which dominated the small capacity saloons but I saw Escorts, Golfs and a Morris Minor, Austin A35 and A40, a Wolseley, though not with their original engines, as well as a few cars that even I couldn't positively identify. In a way it reminded me a little of a banger racing paddock, though standards of preparation are high.

Did we have a good day? Most definitely, the racing was intense and full blooded, too much so in fact because there were a lot of red flags, hardly surprising with eight vehicles vying for the same patch of mud. With races only lasting five laps it's impossible to get bored. The racing was full blooded too because progress to the finals is based on positions not times, 55 points go to the winner and drivers only get three races so the racing is close, the PA was poor but I don't think I heard times mentioned at all.

Having said that, at most club events, racing or rallying, you know who the leaders will be, here the only indication of one of the top men being out was when the crowd got to their feet, this is where my lack of knowledge came in, I found it difficult to see the numbers from a distance, particularly as I didn't know what I was looking for. The crowd was friendly and consisted of families, a feature of autograss apparently, in some classes husband wife and children compete in the same car.

The programme was excellent, full colour, glossy and thoroughly informative. The National Finals are held at different venues each year, so I was fortunate that I was able to see them this year, but I will go again to a club event. What I would really like to visit autocross, another branch of the sport I've never seen, to compare them and if anyone could point me in the direction of autocross I would appreciate it.

Chris Payne

**Visit to Studio 434 – 25th November 2022 by Desmond Meldrum
with additional material and pictures kindly supplied by Peter Thorn
and woven together by David Hughes**

This was a GBMC organised visit that I took part in to see the private collection of the businessman Rodger Dudding which now consists of over 450 cars and a number of classic motorcycles not to mention hundreds of items of random memorabilia.

The collection is split over two sites, the first is at 434 Mutton Lane, Potters Bar, opposite the Furzefield Sports Centre and was originally Potters Bar bus garage.



I arrived together with Donald Berry, a fellow GBMC member, at 10:00 am for a guided tour which started at 10:30. After complimentary tea or coffee we were shown around the first floor and then were allowed to wander freely to look at the exhibits which included a de Lorean as well as several other novelty cars including dodgem cars from a fairground!

There are far too many cars either to remember or to list in this report as the collection includes everything from humble Austin 7s right up to various models of Rolls Royce including the ex Lady Martin (widow of George) 2017 Wraith – the most powerful car in Rolls' history. There are several Bentleys including one previously owned by GBMC life member Brian Thatcher which got him all sentimental and misty eyed. He even asked whether Mr Dudding might be willing to sell it back to him. Among other features is the largest private collection of Aston Martins including 24 variants of the iconic Aston Martin Lagonda "Wedge" model designed by William Towns and an example of the Aston Martin Cygnet, basically a leather clad Toyota

iQ modified by Aston Martin to help them meet the EU corporate average emissions regulations. There were seven Ferraris, all under covers, being stored for the same owner. There is more than one Mercedes G Wagen six wheeler belonging to the same family. These vehicles are huge!

In between the most humble and the most expensive there is a wide range of every day cars from Ford, Vauxhall and BMC many of which are of interest in one way or another. Several rarities include an Austin Atlantic. There are several oddball, homebuilt specials and, of course, multiple examples of the more exotic, Lamborghinis, Ferraris, Jensens and many others.

As mentioned in the introduction there are a number of interesting motorcycles, including a couple of Vincent 1000s (made in Stevenage, or St. Evenage as I like to call it.), an Ariel Square 4, a BSA Gold Star, an Ariel Square 4 engine squeezed into a Norton Dominator Featherbed frame, not to mention the Velocette LE as used by some police forces in the 1950s and 60s and widely referred to as Noddy bikes. A particular favourite of the motorcycle collection was the one-off 48 cylinder home built special (because I can!) with six banks of eight cylinders held together by a common crankcase. We also enjoyed the black Triumph TR3A sports car, the red Jaguar E-type, the Healey 3000 and the Alvis TD21 and many more. There are numerous Jaguars from very early ones up to early 2000 editions. There is the late Princess Diana's Audi A4 convertible.

Mr Dudding's personal favourite is, for purely sentimental reasons, his late father's Morris Minor that is in totally original condition. Mr Dudding claims that it has been rained on no more than three times in its life.

The full tour lasted approximately four hours (with a break of about 45 minutes between the first and second sites for your packed lunch) - around 2 hours at the Mutton Lane site which is over two floors and a similar length of time at the second site which is on the Cranborne Industrial Estate, a short drive away. The second site is five floors although not all house part of the collection. One floor is a dedicated film studio, the top floor includes a residential flat while the ground floor is mainly used for storage of other owners cherished vehicles. A few years ago when the writer visited it was full of McLaren sports cars being stored for the local dealership.

The Dudding collection of cars, motorcycles and memorabilia covers more than 100 years of motoring history, the earliest being a stately 1911 Vulcan 15.9 hp tourer with dicky seat (hands up if you know what a dicky seat is – you're giving your age away!) right up to the 2017 Rolls Royce Wraith mentioned above which is the most powerful car in Rolls Royce history. Altogether the collection is valued at over £40 million.

All in all it was a very interesting tour which gave an insight into the rich history of motoring in the UK. Hopefully the club will be in a position to organise similar events in the future.

The curators insist on a minimum number of ten persons for a tour such as the above and as the organiser wasn't confident of getting ten from Green Belt MC he invited Datchworth Classic Car Club (co-ordinated by Graham Lale, an ex GBMC member) to join with us in order to get the minimum number. In the event six came from GBMC and fifteen from DCCC.

In return DCCC are now inviting GBMC members to join them on a trip to the Silverstone Experience in the spring 2023 (date to be determined) as they need a minimum of 15 persons for this experience. Please contact David Hughes (Email david@elhughes37.plus.com or text 07976 294969) to express your interest in going on this trip. It would be good if we can muster more than six people to go.

The ticket price is £19.50 and includes

- Reserved outdoor display area for up to 100 cars
- Exclusive early access to Silverstone Interactive Museum (anytime from 8am)
- Access to the Heritage Track Trail (subject to availability)
- A choice of breakfast sandwiches and tea and coffee in the museum cafe
- Free entry and breakfast for the Motor Club group organiser

Following are a few photos from the Studio 434 collection. If you would like to see more visit <https://www.studio434.co.uk/about/our-collection/> Other websites are available as well as YouTube videos featuring an interview with Rodger Dudding.



Are you Fit to Drive?

I spotted the following news release a few weeks ago:

“DVLA announces change in the law to enable more healthcare professionals to complete medical questionnaires”

This headlined that from the 20 July, the law has changed to enable healthcare professionals other than doctors to complete DVLA medical questionnaires following notification of a medical condition that may affect an individual’s driving. The change to the Road Traffic Act 1988 now allows doctors to refer medical questionnaires to colleagues such as specialist nurses and opticians from other professional bodies. This enables log jams to be cleared and will take pressure off overburdened GPs.

However the news release prompted me to recall correspondence earlier this year concerning the withdrawal of the licence from a very elderly HV driver. The circumstances were that he had taken his frail wife and injured wife to her medical centre and her GP (not his) had apparently instigated a recommendation to DVLA that he was not safe to drive. The correspondent felt that there was a case for getting his licence reinstated, but if he could not achieve that, he wanted to via the FBHVC “make sure that elderly drivers of Historic Vehicles are not unduly penalised for simply being elderly.”

Given the apparently unblemished driving career of the elderly driver, it indeed was a shame that he might now have the shutters brought down on his ability to drive. However on the basis of the information provided, particularly concerning the age of the individual the fact the matter arose from a visit to a medical practice albeit in relation to his wife rather than himself, it would appear the recommendation to DVLA was prompted by a medical professional. I stressed that such a recommendation would be on medical not age grounds.

First of all I reminded myself and the correspondent of the statutory background to medical fitness to drive. In the DVLA Manual Assessing fitness to drive– a guide for medical professionals which can be viewed at

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/965900/MIS828_interactive_020321_Final.pdf

it is made clear that the DVLA is legally responsible on behalf of the Secretary of State for deciding if a person's licence should be revoked on the grounds of medical unfitness. This means they need to know if a person holding a driving licence has a condition or is undergoing treatment that may now, or in the future, affect their safety as a driver.

Given the age of this driver he will have had to certify his fitness every three years in order to renew his licence.

More importantly given the circumstances of this case, a medical professional is under a duty to notify the DVLA of any injury or condition if there is concern for road safety, which would be for both the individual and the wider public. Normally the medical report to the DVLA would be with the consent of the individual but this duty transcends patient confidentiality.

According to the above Manual, once DVLA is notified of a medical condition and obtains consent, it will make medical enquiries as required and it will not make a licensing decision until all the relevant medical information is available and has been considered. Exceptions to this do exist, specifically DVLA's ability to revoke a licence immediately in the interests of road safety and without detailed enquiry if individual case circumstances dictate this. The medical enquiries procedure is generally a two-stage process:

1. Information on the medical condition is sought from the licence holder or applicant, either by paper questionnaire or online.
2. Information is sought from relevant healthcare professionals, either by questionnaire or provision of medical notes.

In some circumstances DVLA will require an independent review by a DVLA appointed doctor or other specialist.

Depending on individual circumstances, a licence applicant may also require a driving assessment and/or appraisal. If an applicant is not content with the DVLA decision then the following action can be taken:

- a. Write and make representations to DVLA with additional relevant medical or specialist information that was not included in the original assessment. This must include proof that the required standards for driving are met (these are explained in the decision letter sent by the DVLA). Details of where to send an appeal are here:

<https://www.gov.uk/drivingmedical-conditions/what-dvla-willdecide>

- b. If the above is rejected, an appeal can be made to the local magistrate's court within 6 months, (or sheriff's court in Scotland within 21 days).

So although an official will make the decision, the assessments are medically based.

I indicated that the Federation could not reasonably make a general statement that elderly drivers are being penalised simply on the basis their age.

Without detailed evidence of widespread iniquities on the part of DVLA, it would be inappropriate to take a broad brush position in relation to what must often be finely balanced but justifiable decisions on individual cases with different facts. It is the case that many club members are more "senior" and are increasingly vulnerable to the health problems related to old age even if age itself is not the criteria for revoking a licence. Many will have been driving for many decades safely and without incident and

may feel they are fine. However, to adapt an investment analogy, “Past performance is no guarantee of continued successful performance.” If an elderly driver will not accept they are too infirm to continue at the wheel, it is for medical professionals to intervene.

I did agree however to highlight in this Newsletter the appeals process for those who might have a similar experience which I have now done!

Taken from the Magazine of the Federation of British Historic Vehicle Clubs, issue 4

Ford Sierra tarmac rally car for sale:

FIA log booked; Built on a completely rust free, never welded XR4x4 body shell with a full multipoint weld in cage; This car has been built to a very high standard using quality components which briefly consists of:

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Brakes and Suspension: Bias pedal box, full stainless rubber coated Aeroquip brake hoses, hydraulic hand brake, 4 pot Brembo brake calipers with MK1 RS focus EBC discs DS11 pads. On the rear, it has 4WD Cosworth breaks with EBC discs and DS11 pads. Fully adjustable Leda coil overs on the front, compression struts, adjustable in situ rose joined TCA's. Sierra Cosworth steering rack rose jointed, rose jointed top mounts. To the rear Gaz gold coil overs. Solid mounted rear beam using Graham Goode trailing arm bushes, camber adjusted with shims.

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

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