



**WAYFARER MAY/JUNE 2021**

# WAYFARER

## The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

May/June 2021

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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: Sprint regs cover

## Editorial/Club Sec News

In the last issue I made a comment saying 'makes planning a North Weald Sprint look easy' – I should choose my words better in future as the North Weald Airfield owners have submitted a planning application to extend the days of the market to include all Sundays (they have the market on Saturdays and Bank holiday Mondays). The club has objected, so we have no idea whether we can run our TAMS Packaging Summer North Weald Sprint. Harrow CC set up a petition (over 1300 people signed it) and they tried to involve Motorsport UK to support our case with no luck. We are still planning to run the event, then cancel it should the market get the go ahead. Will we have been given a reprieve, so at the moment the event is going ahead.

The Snetterton Stages was cancelled in February with a possibility for a date in May, however a date was agreed of 25<sup>th</sup> April with around a month notice. This gave two problems, the short amount of time and the fact there was another event (AutoSolo/Autotest at Debden on 11<sup>th</sup> April) to be run by the same team. With about three weeks to go I got on the role of Secretary of the Meeting/Entries Secretary. With the help of Clive Grounds I got to grips with the entry system by using Jotform. Entries quickly came in, with Brian Hemmings checking and confirming that we had the payments. There were further forms for marshals to register and sign on with officials, plus for competitors to sign on and to send in their licence image, that's when I find out some didn't have a licence or a 2021 licence! Next was the virtual noticeboard, which was another app/website – Sportity – it was easier than Jotform. The last app was for the timing app, fortunately I didn't really get involved apart for the link. On the day of the event I didn't have much to do as all the work was done before the day. These apps/programs are the way to go and will see more use of them, including for Club admin, eg membership and hopefully for emailing out news etc. Some are free, if not at the moment they are being paid by AMSC so member clubs can use them for a reduced fee. AMSC has also received a defibrillator, funded by a member Allan & Liz Smith from Wickford AC.

After the Debden Autosolo/test it was back to Snetterton Stages where my role was the Covid-19 Officer and helping with entries; checking the Safety Manual etc is update with Covid-19 guidance plus entries had signed on and provided everything for the scrutineers or had uploaded the image of their licence, logbooks etc. There was 100 entries which some multiplies and many emails/texts and phone calls, again with it the future for signing on.

Chris Deal

## Club Diary

### **Green Belt Summer Barbecue and Concours d' Elegance**

Wednesday 7 July 2020, subject to Covid-19 relaxation  
at Old Owens, Coopers Lane, EN6 4NF  
Food to be served at 7pm!

Burger, sausage, chicken skewer, bun & salad followed by a melon platter.

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

Final numbers by Wednesday 30 June please.

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

### **TAMS Packaging Summer North Weald Sprint – Sunday 25<sup>th</sup> July 2021**

It seems we have been given a reprieve, as the planning meeting didn't go ahead, so our event can go ahead subject to usual caveats including Covid-19.

There's two new classes aimed at new Sprinters, plus the normal classes.

A Junior class for those 14 to 16 in 2wd standard cars up to 1400cc on list 1A tyres and the driver can have a Motorsport UK licenced driver to accompany them, subject to the clerk of course.

The other new class is the Intro class which is for 2wd standard cars up to 2000cc on list 1A tyres, where the driver only needs a RS Clubmans licence rather than the normal Interclub licence.

Entries to these classes qualify for a discount along with members of Anglia Motor Sport Club, which includes members of GBMC and Harrow CC etc. The regs and the link to the entry form are on the Club's website.

### **21/22 August – Summer Autocross**

We will be hosting a round of the 1st Choice Finishes 2021 ASWMC Autocross Championship at Anthony Ashwell's farm near Perry Green. There will be Clubmans events on each day.

**Marshals needed for the Sprint and the Autocross – contact John Davie**

## Event dates

There's no point listing local events at the moment, until the organisers know what they can do. However, the elite sport does seem to be able to go on, so here's some dates for the Formula 1, the World Rally Championship, BTCC etc.

### F1 dates - 2021

28 March - Bahrain (Sakhir)	5 September - Netherlands (Zandvoort)
18 April - Italy (Imola)	12 September - Italy (Monza)
2 May - Portugal	26 September - Russia (Sochi)
9 May - Spain (Barcelona)	3 October - Singapore (Singapore)
23 May - Monaco (Monaco)	10 October - Japan (Suzuka)
6 June - Azerbaijan (Baku)	24 October - USA (Austin)
20 June - France (Le Castellet)	31 October - Mexico (Mexico City)
27 June - Austria (Spielberg)	7 November - Brazil (Sao Paulo)
4 July - Austria (Spielberg)	21 November - Australia (Melbourne)
18 July - Great Britain (Silverstone)	5 December - Saudi Arabia (Jeddah)
1 August - Hungary (Budapest)	12 December - Abu Dhabi (Yas Island)
29 August - Belgium (Spa)	

### WRC 2021

20 <sup>th</sup> -23 <sup>rd</sup> May	Portugal	Porto
3 <sup>rd</sup> -6 <sup>th</sup> Jun.	Italy	Alghero
24 <sup>th</sup> -27 <sup>th</sup> Jun.	Kenya	Nairobi
15 <sup>th</sup> -18 <sup>th</sup> Jul.	Estonia	Tartu
13 <sup>th</sup> -15 <sup>th</sup> Aug.	Belgium	Ypres
9 <sup>th</sup> -12 <sup>th</sup> Sep.	Chile	Biobío
1 <sup>st</sup> - 3 <sup>rd</sup> Oct	Finland	Jyväskylä
14 <sup>th</sup> -17 <sup>th</sup> Oct.	Spain	Catalonia
11 <sup>th</sup> -14 <sup>th</sup> Nov.	Japan	Nagoya

### British Touring Cars

8/9 May	Thruxton
12/13 June	Snetterton (300)
26/27 June	Brands Hatch (Indy)
31 July/1 August	Oulton Park (Island)
14/15 August	Knockhill
28/29 August	Thruxton
18/19 September	Croft
25/26 September	Silverstone (National)
9/10 October	Donington Park (National)
23/24 October	Brands Hatch (Grand Prix)

## **SCRUTINEERING BAY APRIL 2021**

Since last month's Wayfarer magazine, a new regulation for Stage Rallies has been passed from consultation, and has since been confirmed by the Rallies Committee, I've attached it below.

### **Proposed Regulation**

**Section R 25.3.2.** The crew must also wear flame resistant overalls homologated to either FIA 8856-2000 or FIA 1986 Standard, **and balaclavas to FIA 8856-2000 Standard. Competitors are also strongly advised to wear Flame Resistant gloves, socks, and underwear. Plastic shoes (such as trainers) should be avoided. Attention is drawn to (K.9.1.2 and K.9.1.5 to K.9.3).**

### **Date of Implementation: 1st January 2022**

*Reason: To mandate the wearing of fire resistant balaclavas for competitors in all Stage Rallies. The majority of balaclavas available are to at least FIA 8856-2000 with only the basic single layer entry level models not being compliant. Repeating the existing recommendation in respect of gloves, socks, underwear and plastic shoes increases competitor awareness.*

I'm pleased that fire resistant balaclavas are being mandated for stage rallies, but I would like to see it in circuit racing too. We've been calling for this for many years! When I'm checking competitors are correctly dressed in the collecting area before they go out on stage or the race circuit, it frightens me to see their neck is fully exposed to fire!

At our recent Scrutineers' "Restarting Motorsport for 2021" webinar, you'll be pleased to hear that MSUK have listened and the electronic self-declaration entry forms have been simplified for 2021. After much confusion last year as to what details were required, competitors will no longer need to provide details of their fire extinguishers, only their last service date is now required, and for seats and safety belts, their expiry dates only.

There will also be no need to provide details of your new crash helmet or FHR/HANS device on the self-declaration forms, as scrutineers can now, after checking they comply with the correct MSUK/FIA standards, be able to place a blue MSUK sticker (£2.50 each sticker) to the crash helmet and FHR/HANS device.

We were also told, for post Covid-19 pre-event safety scrutineering, competitors will continue to enter their details on the electronic self-declaration forms, and scrutineers will continue to conduct visual checks and will audit 10-20% of the entry for closer inspection during the event.

Teams and competitors are reminded that it is their responsibility that their cars and PPE equipment are fully legal, and fit for purpose, and must ensure that their cars comply with the conditions of eligibility and safety throughout the event, and that the presentation of a car and PPE kit for initial scrutineering will be deemed an implicit statement of conformity of the rules and regulations relevant at the time. Failure to comply will be reported to the events Clerk of the Course.

A reminder for Sprints, it is now mandatory, **ALL** competing cars must have towing eyes fitted front and back, S.10.2.15, page 354 MSUK Blue Book.

***Speed Events Towing Point – from Motorsport UK May Scrutineers bulletin***

*There appears to have been some misunderstanding about the changes to (S)10.2.15. The wording “Towing point(s) of adequate strength and size are mandatory” has been mistakenly interpreted by some to think that they must fit a towing eye or strap. This is not the case, a “towing point” is any point on the vehicle of adequate strength and size, that the competitor wants the vehicle to be towed from. For example, on a single-seater this is often the ROPS, and providing this is clearly marked as the towing point and is accessible from the front and rear then it will comply with the new regulation.*

At the club’s sprint last year, the timekeeper had trouble identifying some car numbers, or the timing strut didn’t trigger the timing beam. Can I remind you, competition numbers must comply with S.9.2.5, page 352, and J.4.1 inclusive, page 146 and to drawing 4, page 155, and a timing strut to S.10.10, page 355. Incorrect numbers and/or timing strut may incur a “no-time” for your timed run and you may not be allowed to continue by the CoC or Chief Scrutineer until they are satisfactorily rectified.

We’ve been advised that there are some poorly made counterfeit seats, safety belts, overalls, crash helmets, FHR/HANS devices etc. coming on to the market via on-line auction sites. If you’re in need of replacing any kit, always purchase from a reputable retailer, and avoid the on-line auction sites; if it’s cheap, it’s cheap for a reason! I’ve seen the test results done on counterfeit seats and belts, it sent shivers down my back, and it certainly makes you think, is it really cost-effective to buy cheaply!

That’s it from me for this month, have a safe and enjoyable return to motorsport. If you have any scrutineering questions, my contact details can be found in the Officials section of the MSUK website. Stay safe.

Loyd Gerken  
MSUK National Scrutineer

## Malcolm Wise Makes a Racing Start

By Robert Taylor

GBMC chairman Malcolm Wise recently started his motor racing season by coming second in the first two races in this year's prestigious Modified Ford Series, in his Ford Escort Cosworth.

This series for 10-year-old Ford saloon cars kicked off with a pair of 15 minute races at the one mile long Lydden Hill track in Kent, which is the shortest road racing circuit in the United Kingdom.

In his white and yellow Chandu Tailor & Son sponsored car, which has a turbocharged engine that kicks out over 550 horsepower, Malcom managed to notch up two finishes in second place in both of these fiercely contested races.

In both events he was only headed, by a couple of seconds, by his arch rival Rod Birley who drives a similar Ford Escort that has been built to World Rally Championship specifications.

Malcolm does most of his own car preparation including putting together its ultra-powerful 2000cc turbocharged engine using the facilities of GBMC member Dave Wilde's racing engine preparation business at Harlow.



# **MINUTES OF THE 55/56th ANNUAL GENERAL MEETING GREEN BELT MOTOR CLUB**



**HELD on 28<sup>th</sup> APRIL 2021 BY ZOOM**

The meeting commenced at 20:05 hours with the Chairman, Malcolm Wise (MW) in the chair, twelve other club members.

The Chairman opened the meeting by welcoming all present to this first AGM via zoom combining the report on 2019/2020.

**1. Apologies for absence had been received from David Hughes and Mark Goddard.**

**2. The minutes of last AGM (10<sup>th</sup> April 2019)**  
They were accepted.

**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.

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

Robert Taylor proposed that the Club 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.

**6. Question time**  
None!

**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.Any Other Business**

CD advised that we had sold the Club's printer and he was able to print a small number of magazines for those who can't download the it from the website.

CD also advised that the Club had a week to object to the proposal to extend the days of operation of the market at North Weald, which will probably mean the end of Sprinting there. We have asked Motorsport UK via Harrow CC to support our case with Epping Forest DC.

**12.Date of next Annual General Meeting**

In April 2022.

That concluded the business of this 2020/21 Annual General Meeting.

The Chairman closed the meeting at 20:25 hrs 28<sup>th</sup> April 2021.

## **GREEN BELT MOTOR CLUB**

### **55/56<sup>th</sup> ANNUAL GENERAL MEETING 28<sup>th</sup> APRIL 2021**

#### **SECRETARY'S REPORT**

This report covers 2019 and 2020 due to covid-19 pandemic, which caused the 2020 AGM to be delayed until now and by zoom.

The minutes of last AGM, held on 10<sup>th</sup> April 2019, were published in the May 2019 issue of Wayfarer and therefore you have all had the opportunity of reading them. No objections were received.

As you will no doubt be aware in late 2019 sadly, we lost our founder and long time Secretary, Tony Strong. Also, we lost John White after a short illness. John was the Chairman of the AEMC for many years and a Motorsport UK Steward, as well as a competitor. Although not a member of the Club that I know of, Keith Ripp died in the summer of 2020.

Membership has gone up despite of Covid-19 to 88. The committee agreed to extend the 2020 membership to the end of 2021, giving members a free year.

Here's a quick canter through the main club events though 2019 and 2020.

16<sup>th</sup> February 2019 – GBMC did their normal duties at the Snetterton Stages

23<sup>rd</sup> February 2019 – Annual Awards Dinner at Crews Hill Golf Club

10<sup>th</sup> April – AGM held at the Old Owens. I changed my role back to Secretary and John Davie got on the role of the Competition Sec, David Hughes continued to be Membership Sec, Mark Goddard/Ashley Davies joined the committee for social media (facebook).

19<sup>th</sup> June – BBQ/Concours

28<sup>th</sup> July – TAMS Packaging Summer North Weald Sprint. With a late surge we had 54 entries and just enough helpers to make the event happen.

Printer moved from my home to Southgate College Body Shop (recently sold)

The Club helped Harrow CC with their Sprint and AMSC rally at Wethersfield on the same weekend.

In mid September Ian Davies helped to organise a trip Gaydon.

Richard and I presented the Club on the Wales Rally, sadly we didn't make the finish. Robert Talyor and Doug Williams ran a treasure hunt with Mel and Georgina as the best GBMC crew.

The Club also assisted with Anglia Motor Sport Club events and Clacton Stages plus the preparation of the Herts Stages.

Xmas meal, on 11<sup>th</sup> December at the Two Brewers with a very enjoyable evening.

2020 started as normal with the Snetterton Stages and the Annual Awards Dinner at Crews Hill Golf Club and there plans for the normal Sprint plus a return to Autocross plus a new closed road stage rally around the lanes of Hertfordshire with Middlesex and Herts County. Then our lives changed with the news of Covid-19 and the various lockdowns, rules, guidance etc and no socialising.

Despite the lockdowns the Club was at the forefront of the restarting on Motorsport in the summer when we ran the TAMS Packaging Summer North Weald Sprint with a full entry of 75 entries. John Davies and I worked full time for a couple months with various parties to adapt the processes to the new guidance from the Motorsport UK. Then we went straight onto the Autocross, thanks to lack of other events we had a reasonable level of entries with most travelling from the West Country. Thanks to Anthony Ashwell we had two fields, one for the paddock and the other for the track.

For the future, paperless, more preparation before the events, ie no checking documentations on the day and more reliance on websites plus new apps like Sportity and this means people have to learn how to, use them – if not events won't happen. We are also having issues with venues, like with North Weald where they want to run the Market on Saturdays and now the Sunday, leaving no room for any motorsport, unless we run on a weekday?

Talking about paperless, during 2020 the Club's magazine, Wayfarer, was only issued on the website. Firstly, due to not being able to access the printer in the lockdown, then me move away from Enfield and the lack of suitable printer. I'm now able to print a limited number of magazines for those who can't read it on line etc.

The committee has continued to meeting by using zoom as has most association meetings, which has saved me others many hours of driving as well as cost of fuel etc. I guess this will continue, personally I prefer the zoom meetings. Motorsport UK have run many webinars to guide clubs through the changes and suggested some apps or systems to help clubs/events, but the main thing they need to do themselves is to give events access to their systems to validate competitors licences etc.

Chris Deal, Secretary

Green Belt Motor Club

April 2021

**GREEN BELT MOTOR CLUB**  
**TREASURER'S REPORT – 1st January 2020 - 31st December 2020**

A very good evening to you all and thank you for joining this virtual AGM. I do hope you are well?

And what a year it has been! The pandemic has no doubt affected us all. We've had lockdowns, bubbles, tiers and Zoom!

I am very pleased to report that your Club has continued throughout the year and been undeterred in its continued promotion of motor sport.

Having started the year with the usual influx of membership fees we had little idea that things might not go their usual way as, in February, we enjoyed our annual dinner. We saw a surplus on the event of £68.00. Having no intention to make any profit out of such an event we have to thank those who attended for supporting the event and the raffle which raised £108.00.

But by April I had a foretaste of the year to come – becoming unwell I spent almost a week in hospital - fortunately not diagnosed as suffering from the Covid virus. That virus was to cause the first of the lockdowns and cancellation of all motor sport activities for the foreseeable future!

Despite the lockdown the Club is indebted to Chris Deal and John Davie who carried on with preparation for our Annual Sprint at North Weald toward the end of July – hopeful that the lockdown would be over by then.

To say the Club was lucky is perhaps an understatement as the lockdown was eased just in time for the Sprint and with competitors, by then desperate to take part in motor sport, we enjoyed a full entry and when all the costs of running the event had been settled, we saw a surplus of £1040.00

As the dust settled on the Sprint our plans for the next event, the 2-day Autocross toward the end of August went into top gear. Again we are indebted to Chris, John and Richard Warne, as we enjoyed another excellent entry with competitors from far away coming to the event. Despite the excellent weather and night on full entry the event suffered a small loss of £291.95

But considering how the year was to develop with a return to lockdowns and no further events permitted I am pleased that the Club remains very viable and I look forward to 2021.

Despite the various lockdowns we have seen no reduction in fees payable to Motorsport UK, nor a number of the Associations of which the Club are members. We did however enjoy a 1yr lapse of license fees payable to Motorsport UK for use of their radio frequencies. I am pleased to confirm that the Club has been able to extend the membership fee period by 12 months, giving those who had paid for membership for the year 2020, free membership for the year 2021.

Having started 2019 with a balance of £10551.65 in our account we concluded the year with £11455.68 showing a surplus of £904.03. Then starting 2020 with the balance of £11455.68 we concluded the year with £12555.35 showing a surplus on the year of £1099.67

To conclude, my thanks must extend to this years' auditor Brian Thatcher who stepped in to check my 2020 accounts and also Doug Williams (who has been unwell) for his many years of support.

Financial summaries were presented at the AGM

Ed Davies

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### **STUART MAYES**

It is with regret that I have to announce the passing of Stuart Mayes, a long-standing member of GBMC. He passed away recently after a long illness and his funeral was on 26<sup>th</sup> May attended by some club members.

Stuart was active in the early days of the club and took part in many events as well as helping to marshal on others. His main strength was driving and he took the wheel in several treasure hunts often taking his crew to first place. He was also a keen skier and went on several winter sport holidays with other club members. Sadly, in recent years illness meant that he was not able to take part in any of these activities. However, he will always be remembered for his reliability and his dedication to the club particularly in its formative years.

Desmond Meldrum

## Motor Sport on the silver screen

In this piece I intend to have look at my favourite films about motor sport, at this point though I should suggest that rallyists go to the next page as rallying does not seem to have been covered in feature films, well unless you include ' Herbie goes to Monte Carlo', which I don't, I won't explain myself, I just don't ok?

Actually though, rallying was covered on the Radio in 'Hancock's Half Hour', the 1955 series where the lad himself also competed on the Monte Carlo Rally, sadly a forgettable episode, though if you haven't heard it before then you might enjoy the commentary of the late greats, Brian Johnston and Raymond Baxter.

Otherwise, rallying has not featured in films, maybe because competitors are not in direct competition, maybe because rallying is not as well known or as well understood as racing, but my choices are all about racing.

I am going to look at my favourite motor sport feature films, six in total, yes there are more but I am not including 'Viva Las Vegas' in which Elvis plays a racing driver in a typically formulaic film, nor am I going to review films of the 1950s such as "The Green Helmet", simply because they are no longer available.

I am going to concentrate on feature films, thus leaving out 'Senna', 'TT 2010 Closer to the edge' and 'McLaren' as these are pure documentaries, fascinating and must see as they all are, especially the 2010 TT film which featured Ian Hutchinson clean sweep of the solo races that year and finishes with him almost losing a leg at Brands Hatch, the star though is the eccentric and now TV star Guy Martin, who never got that elusive TT win.

I am going to start with John Frankenheimer's 1966 film "Grand Prix", surely the benchmark for any motor racing film. It is three hours long and follows 4 drivers through a season of formula one, the central character played by James Garner who drives for a thinly disguised Honda team. Realism is provided by the dangerous circuits of the time, the cars of the time, unspoiled by sponsorship or wings and by the presence in the cast of drivers such as Graham and Jim Clark. Motor racing at the time was visceral and so is this film in which there are several grisly deaths giving this film its sense of reality. Frankenheimer's direction and use of the then innovative split screen technique and the storyline which takes us behind the scenes with the drivers make this one of the greatest sports films never mind motor racing films ever.

'Le Mans', starring Steve McQueen, released in 1971 and featuring footage from the wet 1970 race, is really one for the purists. If you love sportscar racing, especially of this period; Porsche 917s, Ferrari 512s as well as Matras, Lolas and Porsche 911s you will love this. There is a storyline, McQueen's Gulf Porsche Michael Delaney has an understandably tense relationship with the widow of a rival whose death he was partially responsible for, however this takes second place to the Porsche v Ferrari on track battle and the plot is not strong enough to hold the attention of a non-motorsport enthusiast, the strength of the film lies in the on track action, much of which was captured from a car in the 1970 race. Memorably, there are two huge accidents during the race and interestingly the Porsche and Ferrari destroyed were actually dressed up Lola T70s, though David Piper did lose part of a leg when filming the Porsche crash.

Much more dramatic is the more recent 'Le Mans '66' film, which is an absolute must see for an motor racing enthusiast. It tells the story of the relationship between Carol Shelby and the brilliant but irascible Ken Miles and the development of the Ford GT40 which wins the race of the title after Ford failed to buy Ferrari. Any drama needs a good villain and this is no exception having Ford Company man Leo Beebe who decides that Miles does not fit Ford's corporate image. No doubt his portrayal was exaggerated but it makes for a gripping film, particularly if you didn't know about the controversial 1966 race which concentrates on Miles race, his co-driver is barely mentioned. If you know about Ken Miles you will know the ending so I will say no more but the performances of Matt Damon and Christian Bale make this a memorable film.

Le Mans '66 worked as a film, I am not sure that the much heralded 'Rush' of 2013 which told the story of the 1976 Formula One season and the rivalry between the hard living James Hunt and the more measured Niki Lauda, a rivalry that we didn't see that hot summer, the same summer that Barry Sheen, a similar character to Hunt, won the 500cc Motor Cycle championship, championships that we saw little of on television, though I do remember the Fuji Finale being on live. The narrative is well known and the film uses a lot of race footage so that as a documentary telling the story of Lauda's nearly fatal accident at The Nurburgring and his miraculous recovery only to lose the title in the last round to Hunt. As a documentary it works but somehow the performances are not convincing, the rivalry between the two protagonists is exaggerated and the inaccuracies too many to make this a good feature film.

The last two films I have chosen are based around Nascar, a great subject because there is close racing, huge crowds and even huger characters. The first is ' Days of Thunder' , the 1990 Tom Cruise film, very much a follow up to ' Top Gun', the action is great using cars of the time but the storyline weak , the central rivalry somewhat stereotyped. On the other hand 'Talledega Nights', so called because the Talledega Nascar races are run under lights, starring Will Ferrel, Sacha Baron Cohen and the ubiquitous John C. Reilly combines great action with real humour as a gay French grand prix driver arrives in Nascar to the detriment of Will Ferrel's character who loses then regains everything, for what it is worth I loved this film when I first saw it.

My view, as the late Barry Norman, who I was lucky enough to meet, in Darlington Arts Centre, ' and why not'. My choices, feel free to disagree with me.

Chris Payne



## **How far that little candle throws his beams...**

... So shines a good deed in a weary world. A rather apposite quote in this trying year which I link to the fitment of LED lights to historic vehicles. The following entry in the MOT manual for cars and passenger vehicles updated in January of this year raised a few eyebrows:

4.1.4 Headlamps - Compliance with requirements - Changed sentence from 'Existing halogen headlamp units should not be converted to be used with HID bulbs. If such a conversion has been done, you must fail the headlamp.' to 'Existing halogen headlamp units should not be converted to be used with high intensity discharge (HID) or light emitting diode (LED) bulbs. If such a conversion has been done, you must fail the headlamp.'

However in an amendment issued by DVSA on 19th March and coming into effect from 22nd March these rules are changing so that not all motorcycles and vehicles will fail the MOT test if their halogen headlamp units have been so converted.

### **Class 1 and 2 motorcycles**

Class 1 and 2 motorcycles must not be failed for the defect 'Light source and lamp not compatible'.

Headlamps must comply with all other requirements of the test and headlamp aim.

The motorcycle inspection manual will be updated shortly, and the ability to select the defect within the MOT testing service will be removed.

### **Class 3,4,5 and 7 vehicles**

For class 3,4,5 and 7 vehicles, the defect 'Light source and lamp not compatible' only applies to vehicles first used on or after 1 April 1986.

Should a vehicle be presented for an MOT test with conversions before 1 April 1986 they must not be failed with immediate effect.

Vehicles presented with converted halogen headlamp units first used on or after 1 April 1986 will continue to be failed.

Headlamps must comply with all other requirements of the test and headlamp aim.

The cars and passenger vehicles inspection manual will be updated shortly.

For reasons I briefly summarise below, the vehicles which will mainly be caught by any offending conversions will be those post 1986, the oldest of which are only on the cusp of becoming historic vehicles. Thus the majority of historic vehicles are not affected by this change to the MoT requirements.

The regulatory position on the use of LED light sources in historic vehicles has been covered so extensively and comprehensively before in this journal that rather than repeat that guidance verbatim here, I invite you to read an article in Newsletter

number 5 of 2017 available in the Federation archives. In basic terms, for vehicles registered before the 1st of April 1986, there is no requirement for type approved headlamps as set out in the Road Vehicle Lighting Regulations 1989 (RVLR 1989) in Schedule 4 paragraph 5. However those Regulations require that where an approved lamp is required, an approved light source must be used. The date applicable depends on the lamp function. Based on a letter from the Dft in 2017, the article goes on to summarise the dates when lamp approval became mandatory for certain motor vehicle lamps.

For many older vehicles there is no specific prohibition in RVLR 1989 about the use of LED sources. However it should be noted from the article mentioned above that those Regulations also include a requirement that lamps (and specifically headlamps) should not cause undue dazzle or discomfort to other persons using the road.

“With particular reference to headlamps, a light source of a different type and in consequence of different physical size and shape is very unlikely to work correctly with the optical design of the lamp and the risk of causing undue dazzle or discomfort becomes a very real one”

In addition, given the fact that LEDs are greatly more energy efficient than their tungsten or halogen predecessors, the fact that the Regulations quote minimum wattages for certain lamps creates a barrier to their use across the board. LEDs are of too low a wattage to comply with the regulations even though the actual light output may be entirely adequate.

So whilst any change to government motor vehicle manuals can cause a frisson of concern, I think the change mentioned above will be of limited application to most historic vehicle owners. That said even those no longer taking their vehicle for a test, should ensure that any conversions to LED headlamps do not dazzle other road users which could fall foul of a roadside check. A more remote but still plausible issue could be the insurance implications of a modification which is alleged to have contributed to a road accident.

From the Federation of British Historic Vehicle Clubs Newsletter

## Motoring Taxation - Information on Capital Gains Tax

This article is written with individuals in mind, although many sections are similar for businesses, however different rules apply on the provision, use and disposal of vehicles that are owned by a business.

From the first day we own a vehicle we spend a life-time contributing to the coffers of Government and other organisations.

- Import Duty – for vehicles purchased outside of the United Kingdom and brought into the country.
- Value Added Tax – on the purchase of all new vehicles and some second-hand ones as well as on fuel and the majority of other expenditure related to your vehicle.
- Vehicle Excise Duty – road fund licence.
- Vehicle First Registration Fee – on new vehicles.
- Hydrocarbon Duty – tax on the fuel you put in your vehicle.
- Congestion Charges and Clean Air Zone Charges – to be able to use certain vehicles in some towns and cities.
- Road Tolls – to be able to drive on some roads or cross bridges.
- Parking Fees – to be able to leave your vehicle in some locations..
- MOT Tests – ensuring your vehicle is roadworthy.

There is one tax that the majority of vehicles escape; capital gains tax - as they are deemed to have a useful economic life of less than 50 years, even though many over 100 years old are still driveable. Equally there is no tax relief for any capital losses on the disposal of such assets.

As always there are exceptions (taxi cabs, racing cars, single seater sports cars, vans, lorries and other commercial vehicles, motorcycles, scooters or motorcycle/sidecar combinations) although, if they are regarded as chattels or plant & machinery they too will be exempt but under different rules.

A motor car, defined in legislation such that it can include vehicles which are not cars within the usual day-to-day meaning of the word car, means any mechanically propelled road vehicle except:

- a goods vehicle (a vehicle of a construction primarily suited for the conveyance of goods or burden of any description), for example, a lorry – estate cars and off-road recreational vehicles count as cars.
- a motorcycle.
- an invalid carriage.
- a vehicle of a type not commonly used as a private vehicle and unsuitable to be so used, for example, a single seat racing car.

Research on Google will show you many different ages for a classic/historic vehicle. For the above taxation purposes the following ages matter:

40 years – the age at which most vehicles are exempt from payment of Vehicle Excise Duty and then may be able to be exempt from the requirement to have an MOT test. HMRC has a whole list of VED exempt vehicles available - [www.gov.uk/historic-vehicles/vehicles-exempt-from-vehicle-tax](http://www.gov.uk/historic-vehicles/vehicles-exempt-from-vehicle-tax) and eligibility for MOT exemption - [www.gov.uk/government/publications/historic-classic-vehicles-mot-exemption-criteria/historic-classic-vehicles-mot-exemption-criteria](http://www.gov.uk/government/publications/historic-classic-vehicles-mot-exemption-criteria/historic-classic-vehicles-mot-exemption-criteria)

30 years – the age at which a vehicle is automatically eligible for import duty relief and a reduced rate of VAT.

A younger vehicle may benefit from the relief from duty and the reduced VAT rate if it is considered to be of historical interest, however it would have to be extremely rare, a limited edition, in original mint condition, owned by a famous person, used in a film, winner of a race, or perhaps the first vehicle to use certain technological improvements such as brakes, lights or doors etc.

Some publications also refer to a vehicle achieving classic/historic vehicle status at 15 years of age. This is an arbitrary age solely for the purposes of fiscal policy to enable HM Revenue & Customs to increase the tax take. The legislation was brought in during 2003 to increase the tax on benefits in kind, so under s147 ITEPA 2003 a classic car is one where at the end of the year of assessment the age of the vehicle is 15 years or more and the market value is £15,000 or more, such value being greater than the manufacturer's list price. If the £15,000 had kept pace with inflation it would be £23,800 today.

However, no matter what the age or value to each of us our classic/historic vehicle has a special place in our lives.

Taxation details are correct, only at the time this article was written, which was pre the 2021 Budget.

From the Federation of British Historic Vehicle Clubs Newsletter

# Gavin Pink

## Training courses @ the paint shop

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The courses will be a one-day basecoat and clearcoat application course with no more than 4 people at a time. They will be practical based with a hands-on approach. This will allow all participants to spend their time hands on with the guidance of Gavin and his team.

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