



**WAYFARER JULY 2023**

# WAYFARER

## The Magazine of THE GREEN BELT MOTOR CLUB

Incorporating Stort Valley Auto Club

JULY 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.

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 & Chris Deal on the Hughes Rally (A. Manston)

## **Club News**

Six months have gone past and over two months since our AGM. Our aging committee is going on for another year, with one exception, David Hughes, who won't continue as Membership Secretary past the end of the year. Thankfully we do have a replacement, Andy Wishart.

The AGM did take place in person at the Woodman, North Mymmes, with a meal before it. The AGM is reported elsewhere in this issue.

The Woodman will be the venue for the Club's BBQ and Concours on Wednesday 19<sup>th</sup> July, but you will have to be quick to order your ticket/meal with David Hughes. Maybe the Woodman should be our new base as we keep using it.

Our Sprint – the TAMS Packaging Summer North Weald Sprint is on this coming Sunday, 16<sup>th</sup> July (what a date to choose – as it's my Birthday). At the moment we have 8 members taking part and number marshalling and assisting, so fingers crossed for good weather.

You will see from the photo on the front cover and from Richard's report on the Hughes Rally that I've gone back to road rallying, but not at night – historic road rallying. Within 6 weeks we have done 3 event, one whilst I was away (travelling from Plymouth to Bury St Edmunds and back). Historic road rallying is certainly different from navigating on Stage Rallying. Maps rather than road books, difficult navigation rather than tulip diagrams, average speeds (as long as 12mph) rather than trying to as fast as possible on the stages etc. I will try to write a report from by side of the car.

With a few days to the Sprint there is still plenty of paperwork to prepare and a day at Goodwood Festival of Speed.

Looking forward to see you at the Sprint and the BBQ/Concours.

## **Club Diary**

16<sup>th</sup> July – TAMS Packaging Summer North Weald Sprint

19<sup>th</sup> July – BBQ & Concours (new venue)

20<sup>th</sup> August – Tewin Classic Car & Craft Show

3<sup>rd</sup> September – Capel Manor Classic and Vintage Car Show

17<sup>th</sup> September – North Weald Sprint

## NEWS

**BBQ/Concours – Wednesday 19<sup>th</sup> July 2023 – 19.00 (arrive from 18.30)**

**The Woodman, North Mymms AL9 7TT**

The club is arranging an evening barbecue and concours at The Woodman Inn on Wednesday 19th July so give your car a wash and polish and bring it along for the show (concours).

The barbecue will include a beef burger, burger bun, piece of chicken, sausage, jacket potato or chips, a mixed salad with coleslaw or fried onion. Vegetarian option could include a veggie burger + veggie sausage or, alternatively a grilled salmon fillet.

Price £20.

Or upgrade to 'deluxe' barbecue by replacing two of the above mentioned items with 5 oz beef steak and a lamb cutlet for an additional £5.

Food will be served at 7:00 pm to allow time for judging the concours before the light starts to fade (the evenings are drawing in!). Please aim to arrive by 6:30 or earlier for pre-dinner drinks from the bar.

Please email [membership@greenbeltmc.org.uk](mailto:membership@greenbeltmc.org.uk) or text David Hughes on 07976 294969 (or WhatsApp) no later than 12th July if you would like to join us (and we hope you will) for what is likely to be the club's social highlight of the year given that we were unable to get the annual dinner to fly. Make sure you mention whether you would like the standard barbecue or the upgrade or the vegetarian option so that we can advise the pub what food they need to order.

Please also advise any allergies that should be advised to the chef. Food for those with allergies will be prepared separately in the pub kitchen to avoid the risk of contamination.

We look forward to seeing you on the 19th.

**Tewin Classic Car & Craft Show**  
**Sunday 20th August 2023**  
**Upper Green, Tewin AL6 0LY**  
**12.00 - 17.00**

To exhibit your classic car you need to acquire an entry ticket, to guarantee a place, by completing an entry form the cost this year is £5.

If you wish to exhibit your car and join the rest of the GBMC members, I will be there with the Austin Healey, let me know and I will send you a form (07958 632082)

Richard Warne

**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.



**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.

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**Curly Mayes**

Former members of Orchard and South Herts will remember Curly Mayes, last seen with his restored Healey 3000 at our anniversary celebrations at North Weald. Sad to report that he passed away on the 5th of May after a long and courageous battle with illness.

Geoff Foot

## **SCRUTINEERING BAY JULY 2023**

It's been a while since I've written anything for the club's magazine, that was because I had the devastating news just before Christmas that I had been diagnosed with prostate cancer! At the end of January, after a potentially life threatening and life changing procedure, using robotic surgery, the prostate with cancer contained within it, was removed. It's going to be a long road to recovery for me but I'm pleased to say that I've been given the all clear and no further treatment is required, hopefully I will be back in the scrutineering bay soon (Ed – glad to hear you will be keeping us safe).

Meanwhile I have been keeping myself busy going through the 2023 MSUK Year Book (Blue Book) checking up on new rules and regulations, ready for the start of the 2023 motorsport season.

First thing to mention, during the Covid pandemic, because of lack of use and mainly for stage rallies, the MSUK had extended the expiry dates for most safety equipment, that extension has now expired.

For stage rallies, seat homologation is now as Blue Book, K.48.10.6, page 340, and depending on the motorsport disciplines requiring FIA homologated seat belts/harnesses, all belts to FIA standard 8853-98 and 8854-98, their expiry date is as per their FIA homologation label, but the FIA standard 8853-2016, which was extensively tested by the FIA, is the **ONLY** FIA standard for belts which has a "Not valid after" date + 5 years extension, see K.2.1.7, page 174.

And don't forget, for the belts to be FIA homologated, they must be of the same set, FIA standard and manufacturer and date of expiry, and the FIA foil hologram label **MUST** be on the left shoulder strap only.

A reminder, if you have 2inch shoulder straps you **MUST** wear an FHR (HANS device), for guidance it also has "For FHR use only" on the FIA homologation labels.

Following the coroner's inquest after the sad incident involving a driver succumbing to her fatal injuries at a race meeting last year at Snetterton, competitors are reminded that the seat belts/harnesses must be correctly installed as per manufacturer's instructions and the MSUK Blue Book, and to ensure that the straps are adjusted correctly and the buckle is positioned above the pelvis but below the abdomen, and not at the chest.

You are reminded that crash helmets to Snell standard SA2010 and SAH2010 expire at the end of December 2023, unless it is a dual standard crash helmet. What do I mean by that? Look inside the crash helmet, if it has two labels inside, it is possible that it's a dual standard helmet. If it has the orange Snell foil label along with a FIA label together with a FIA hologram label attached, and it's to the FIA standard 8860-2010, it remains valid beyond the Snell SA2010 and SAH2010 expiry date, therefore such a helmet remains acceptable for 2023 and beyond until such time as the FIA 8860-2010 standard is withdrawn.

But you must look and read the FIA label carefully to make sure it is one of the helmet standards listed in K.10.3.1, page 184, as the earlier FIA helmet standard label, before the hologram system was introduced, is very similar in appearance to the early FIA 8853-2010 standard label (for non-8858/8860 helmets compatible with FHRs), this is not a helmet standard and requires an accompanying valid helmet standard, such as a Snell label. Also, don't be confused if the label has FIA 8858-2002, it's smaller in size and is white in colour; this relates to the FHR tether anchorages and again must be combined with a valid helmet standard label.

Also, cameras mounted inside and on the outside of the crash helmets are strictly forbidden; unless it is one of the two helmets FIA homologated which are made by Bell with built in cameras. And they are prohibitively expensive!!! I've only seen two of these helmets, and that was at the FormulaE last year!

I've also seen cameras Velcroed to the underside of the eye opening or the inside of the visor, this is definitely not allowed! We caught a driver this year using this form of camera, it was connected to his mobile phone and he was giving a running commentary while racing! Needless to say he was reported to the CoC who disqualified him from the race!

I had an interesting question raised by a club member recently, he overheard a competitor talking about his plumbed-in fire extinguisher that had run out of homologation and needing replacing! That was incorrect; the competitor had read the FIA Technical list wrong.

We had a bulletin last year where it clarified the meaning of the Homologation End Date detailed in the last column of the FIA Technical Lists 16 and 52 for Homologated Fire Extinguisher systems. It is important to understand that this date represents only the final date on which the extinguisher systems may be manufactured (as noted in the annotation at the bottom of each page of the list). It does not mean that a fire extinguisher system of this homologation number can no longer be used after this date.

FIA homologated fire extinguisher systems can continue to be used beyond the "Homologation end date" for as long as the competitor maintains the manufacturer's service schedule and installed as per manufacturers instructions.

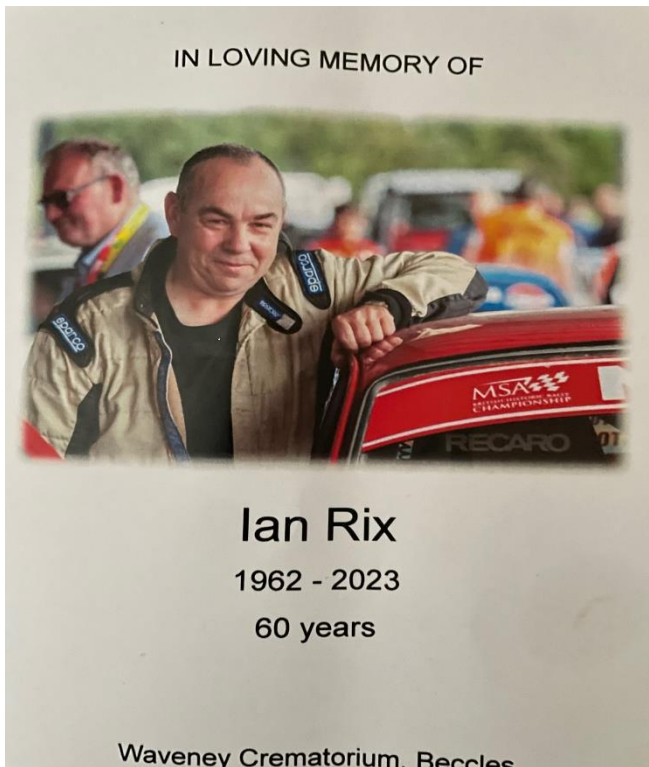
So, if you get a scrutineer mentioning your fire extinguisher needs replacing because its homologation date has expired, tell him/her to check their copy of the Scrutineers Bulletin, no 198, May 2022, for the correct reference.

Please, when mounting the fire extinguisher nozzles in the engine compartment, don't use plastic zipties to secure the nozzles; they will melt in a fire and will be useless when under pressure from the fire extinguishant! Use a metal bracket or steel lock wire instead. Also, please mount the bottle so that the service date label can be read, or take a picture of the label and keep it with your vehicle documents and show it at scrutineering, thanks.

Any further questions regarding scrutineering matters, please don't hesitate to contact me, my details are on the MSUK web site, officials contact page.

Loyd Gerken, MSUK National Scrutineer

## Ian Rix :- RIP



We heard the sad news earlier in the year that Ian was not well and after a very short illness passed away at the end of April.

Ian was very well known in East Anglia as a competitor in his mk1 Historic Escorts and for his engineering firm at Harleston south of Norwich.

Ian and his team manufactured most of the competition parts for mk1& Mk2 Escorts supplied to all of the uk motorsport retail outlets, a lot of the components designed by Ian himself, as he learnt his trade as a toolmaker.

On a personal note a lots of the parts on my Mk2 Escort came from Ian, having spent many a time travelling the 200 mile round trip to pick up parts, having got there a cup of coffee and reminiscing over the good times in rallying, that I will miss.

Clare, Ian's wife and son Arran will continue in running the business, and I am sure they will pick up the pieces where Ian let off.

On the 15<sup>th</sup> May myself & Chris Deal celebrated Ian's life at Waveney Crematorium Beccles and at Dunston Hall Norwich. There was that many people attending the crematorium it was impossible to count the numbers.



## Going Back in time:- Richard Warne

The Britvic Rally - 1985 was one of the good years in Stage Rallying. This popular Rally organised by Chelmsford Motor Club originated in the 70;s as a Road Rally then moved to a stage rally format in the 80,s I believe sitting in the left hand seat is Steve Field who navigated for me on numinous occasions, then moved from Hertford, and understand resides in the Thetford area.

I believe we didn't have any problem with the car, resulting in a class win for the 1300cc class. Supporting my motorsport activities during this time was an engineering firm in Enfield, Cranks & Bearing Ltd, no guessing what their day job was.



## Hughes Historic Rally 2023

A dry and sunny Whitsun weekend saw 45 crews, mostly Inter-Club Histories accompanied by a smaller Clubman class contingent, converge on Ashford in Kent for the 2023 Hughes Historic devised and run by Blackpalfrey Motor Club.

Richard Warne & Chris Deal entered for their first ever Historic Road Rally in their 1967 Austin Healy 3000 MK3, the last road rally that I competed on must have during 1982 after 11 years of night rallies. Daylight historic road rallies run with regularities and special tests, so besides working out the correct route you have to comply to various average speeds between time controls with time controls you know and intermediate controls you don't know all timed to the second.

Leigh Powley and Brian Goff in their Corolla turned up to defend last year's win and Stephen Owens and Nick Bloxham their previous second place. The Historics category was a fairly balanced field comprising eight Masters level crews, 12 Experts and a similar number of Novices.

On Friday evening mapping three of the four lengthy road regularities for the next day involved a very comprehensive compendium of plotting instruction types. This saved even the Masters navs from too much bar-propping that night and had many of the lesser mortals scratching heads and debating, for example, the sets theory of how hill gradient fractions might apply to OS conventional symbology.

The Conningbrook Hotel MTC was also the start of Regularity A. Like all the other three public road regs, this was lengthy (about an hour), but initially fairly straightforward navigationally. It took the crews south-eastwards from Ashford into the charming landscapes of the southern Kentish Downs.

But even by mid morning plenty of locals were up and about the lanes causing even the sharp end crews to clock in with sizeable time penalties especially at the second TP of Regularity A. The regularity eventually broke free of the hedges and tractors up onto the chalk escarpment above Folkestone, finishing high above the Eurotunnel terminal.

After coffee in a garden centre near Hawkinge the rally headed out on Reg B, straight into the rolling farmlands on both sides of the A2, along roads fringed with cow parsley. Actioning speed change points within the catch-up zones after timing points tested crews' clock management skills. Sound pre-event PR work along the route had encouraged a growing turnout of roadside deckchair-bound flag wavers. Unfortunately, a tiny minority of local people were less than one hundred per cent happy and the rally route was obstructed in at least two places, one scuppering access to a LWR triangle and, of course, its inevitable code board. The regularity finished up not far from Deal and there was then a transport section onwards to Manston airfield near Ramsgate.

The huge Manston site was again this year the venue for the eight special tests, which were all of the

cone forest variety rewarding nimble and tidy driving, provided that navigators could give their drivers fast enough directional hints and also indicate the right entry points to three-cone clusters. At least one cone was ritually sacrificed to the gods of speed, head on, allegedly by Ken Binstead.



**Leigh Powley and Brian Goff (Toyota Corolla) out to defend their 2022 first place. Photo by M&H Photography**

On the tests an HT lead sprung off Leigh Powley's Toyota – twice – pushing them down into fifth place at lunchtime. By that point Mike and Matthew Vokes were occupying first place, with more than a minute's cushion from Fildes/Tullie, then the Binsteads and Owens/Bloxham.

Manston was also the venue for a private land regularity (Regularity C). This employed a regularity route book with several pages of tulips but many crews soon discovered a better approach was just to follow the arrows and cones as they came into view, and floor it. That proved a successful tactic on the middle section up the huge Manston runway, but the perimeter sections were in parts something like a Serengeti grassland safari in which even the fastest crews couldn't get close to the ideal times. This section caught out us in the Healey with a left turn into the grassland where the tracks seemed to go then we saw the intermediate time control 5 metres to our right. The Healey was not too comfortable with the pot holes in the undulating tracks but for me was the best section of the event. As you may know the ground clearance of a Healey is only a couple of inches so the sump guard was in constant use. The grass was so long the front number plate details was getting slowly eroded with the constant bashing of the long grass. A decently long lunch break at Manston airfield with brown-bag sarnies and tasty snacks gave crews a chance to reflect, commiserate and regroup before the afternoon loop.

After the morning's airfield tests a second run was straight after lunch, the Austin Healey was not built for tight turns round cones some gates were very tight and times we were a bit on the slow

side, after the tests the circus decamped to the River Stour marshlands to start Regularity D.

The crews battled on gamely but despite the expenditure of jokers the order was still being shaken up continually by the exigencies of tractors and the rest. Not that traffic could only be blamed: more than a couple of crews had found that the off-route ford they gingerly went through was even deeper than the on-route one they were supposed to have taken.

The final Reg E started straight out of the afternoon coffee stop and followed a complex route around a clutch of pretty wooded hilltops in the southern Downs. The pacey time schedule, aggravated by frequent traffic delays, proved unforgiving of even momentary navigational inattentions. If the temptation to follow other rally cars was ever thought a good one, this was positively disproved as strings of middle-order crews found themselves on what became something like convoyed shopping trips.

It was just before the final regularity that SO's Porsche 911 decided to bend its knee, or in fact both knees due to a front suspension collapse.

At the finish back in Ashford this all left Roger Fildes / Iain Tullie to take first place in their Escort RS, bettering the Vokes in the final ranking by a single second, with Leigh Powley and Brian Goff still managing to chalk up third place despite their car issues mid-way round.

The Vokes had the consolation of having been top test pilots at Manston in their nimble Ginetta, with James Griffiths and James Howells in their Mini and Angus McQueen and Mike Cochrane in the BMW claiming the second and third rows in the tests table.

Best Expert crew were Peter Higton and Charlotte Ryall with a strong performance in their MGB, taking sixth place overall. And Barry and William Moore were top Novices in their Morris Mini 1275GT.

For everyone, a fine day out in the Kentish sunshine, topped off with chilled beverages of choice on tap at the Conningbrook for the early evening debrief and thanks for all the hard work by put in by David Hughes (no, relation!) and the whole team at Blackpalfrey Motor Club.

Richard Warne & Chris Deal in Their Austin Healey 3000 finished 3<sup>rd</sup> in the Novice class and also took the award for the best presented car on the event, can't be bad.

# **MINUTES OF THE 58th ANNUAL GENERAL MEETING GREEN BELT MOTOR CLUB**



**HELD 26<sup>th</sup> APRIL 2023, at The Woodman, North Mymms**

The meeting commenced at 20:40 with 14 members present.

Chairman, Malcolm Wise, welcomed all present to this AGM.

**1.** Apologies for absence were received from Geoff Jackson, Loyd Gerken, Marcus Foreman and Sarah White.

**2. The minutes of last AGM (6<sup>th</sup> April 2022)**

Proposed by Geoff Foot, seconded by Mel Camp, all agreed.

**3. Any matters arising from those minutes?**

None.

**4. Secretary's Report – Chris Deal.**

The secretary's report was read out and it is attached as appendix. The Chairman asked if there were any questions – there were none. The report was proposed by David Hughes, seconded by Robert Taylor, all agreed.

**5. Treasurer's Report – Ed Davies**

The Treasurer's report circulated a summary of the years accounts.

ED's report was read out and it is attached as an appendix.

The Chairman asked whether anyone had any question on the report, there was one from Geoff Foot, who, asked why Snetterton is shown as a investment? ED explained that the Club couldn't be sure the Club would be the money back if the event made a loss – so far the event has made a surplus.

The report was proposed by Richard Warne, seconded by Chris Deal, all agreed.

**6. Constitution update**

David Hughes highlighted the main changes, which we due to Motorsport UK policies and to delete the joining fee. There were a few more alterations needed. John Davie proposed that committee is empowered the finalise constitution, all agreed.

## **7. Question time**

David Hughes asked that the Club should consider reducing the membership fee, given the club of producing the magazine has all but gone. After a discussion it was to leave it as now.

David Hughes proposed that Malcolm Wise should be make a life honorary member, seconded Mel Camp

## **8. Election of Officers to the Club committee.**

David Hughes announced that he would not continue as Membership Sec after the next of the year. Richard Warne had approached Andrew Wishart to fill the position, he agreed.

There were no other 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'.

## **9. Announcement of election results**

All done as noted above. No further announcements necessary.

## **10. Ballot on any motions**

No motions had been received.

## **11. Re-appointment of the Club's accounts examiner (auditor) - Brian Thatcher**

Approved – Brian Thatcher to be asked to continue to exam the Club's accounts.

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

In April 2024.

That concluded the business of this 2023 Annual General Meeting.

The Chairman closed the meeting at 21:25 hrs 26<sup>th</sup> April 2023.

## **GREEN BELT MOTOR CLUB**

### **58<sup>th</sup> ANNUAL GENERAL MEETING 26<sup>th</sup> APRIL 2023**

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

This report covers the year 2022.

The minutes of last AGM covering 2021, held on 6<sup>th</sup> April 2022, were published in the June 2022 issue of Wayfarer.

Membership numbers continued to rise to 109 at the end of the year. David Hughes has been looking after the role of Membership Secretary for a number of years, but he has advised the committee that he won't continue in this role after the end of this year. So, it is time to step forward to help as the Club approaches its 60<sup>th</sup> anniversary.

The Committee continues to have meetings by zoom, good for our carbon footprint and our wallets with the rising cost of fuel or electricity for those having battery cars (EV). EVs are starting to be used in motorsport, but they continue to be an issue for organisers, in terms of class structure and safety. The age of the committee members, apart from Mel, is over 60 - good for experience, but nobody to pass it onto though.

The Club is part of Anglia Motor Sport Club (AMSC), is member of the following associations AEMC, ACSMC, ASWMC and WAMC in 2022. We used to be member of ASEMCA but when their championships merged with AEMC the committee decided not to rejoin. By being part of AMSC it opens a number of extra club level events, without having to join other clubs. Also, the Club can help other events, like Snetterton, something we couldn't do on our own. Being members of the associations allows us to invite more clubs/people to our events, plus it allows our members to take part without joining another club. The committee decided not to re-join ASWMC this year.

Motorsport UK has continued to run webinars on variety of subjects, the need is only an hour, saving time and money. Although they do still run all day workshops, I attended one in Nottingham on the subject of Event Stewards and Secretary of the Meeting. Two roles not licenced by the Motorsport UK up to know without any training.

The Club's magazine, Wayfarer, has been produced a few times last year – not as many times I wanted to do, there's only as much I can write about. What is needed is news from our members and better photos. I will try to keep members updated with news via newsletters/emails.

The Club did have an Annual Awards Dinner on Saturday 19<sup>th</sup> March at the Crews Hill Golf Club, with 26 members/guests attending.

The Clacton Stages returned after a couple years due to covid and again the Club was involved with Graham Frary as a stage commander, Richard Warne and John Davie assisting plus others marshalling etc.

The BBQ and Concours made a return on the 6<sup>th</sup> July at Old Owens with 19 members and guests attending. Seven cars were entered into the Concours, judged by Mel and Sarah White with the winners being John Davie, Hazel Hughes and Steve Tammadge.

The Club organised two Sprints at North Weald, the first was our TAMS Packaging Summer North Weald Sprint on 24<sup>th</sup> July, won by Dean Clayton out of 50 starters, with summer weather for once. Our Club President took Best GBMC award out of the 5 Club entries.

The Autocross was cancelled due to the lack of entries. We were unable to get the event in the ASWMC championship calendar and we couldn't tempt those who run their cars in Targa rallies, maybe the need for crash helmets etc. At this point we should thank Anthony Ashwell who continues to let us keep our equipment at his farm as well as using his fields/farm for events.

The second Sprint was planned for Sunday 11<sup>th</sup> September and I was away for this event, trying to keep a boat on the right on a French canal when we heard the news that the Queen had died. Nick Cook was to be the Sec of the Meeting and John Davie had the choice to run the event or postpone it, never an easy decision. In the end it was decided to postpone and at the end it was cancelled as Epping Forest DC couldn't give us a suitable date, hence for most the loss in the Club accounts on 2022, more from Ed shortly.

There was a visit to Studio 434 in Potters Bar in the Autumn arranged by David Hughes.

Club's website continues, but it needs a refresh, another job for the list.

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

Chris Deal

Secretary

Green Belt Motor Club

April 2023



## **GBMC AGM 2022 - Treasurer Report**

2022 was an eventful year where we endeavoured to run 2 Sprints and an Autocross while on the Social side we had an Annual Dinner & Prize Presentation, A BBQ and a Christmas Dinner.

Regrettably this is the first time in more years than I can remember that we did not end the year with a small surplus. So let me run through it:

For some years we have been supporting Anglia Motor Sport Club's promotion of a Stage Rally at Snetterton where we initially contribute £500 toward the event costs. After the event if AMSC show a surplus our initial investment is returned together with a share of that surplus. This year has seen a surplus to Green Belt of £400.

As most will be aware we hold the Track Licence for Sprints at North Weald. This cost us £695.00 and we share this charge across all sprints at North Weald. In 2022 we were to run 2 sprints and Sevenoaks DMC one.

In the event we decided to cancel our 2nd Sprint – you no doubt recall it was to be held the weekend following the death of Queen Elizabeth II and we considered it quite inappropriate to continue the event particularly as the country was in mourning. Initially the event was postponed but being unable to find an alternative date later in the year, the event was cancelled and all Entry Fees were returned. Although many expenses were not incurred, the share of the Sprint licence was.

Earlier in the year we had to cancel our Autocross due to insufficient entries. Again we refunded Entry Fees.

On the Expense end of the Profit & Loss report our Fees to Associations were £115. The insurance premium for the Club's Trailer was £244.

We have to pay MotorsportUK for usage of their Safety & Medical frequency on our radios. *(This £65 expense at £5 per radio is in my opinion an outrage!)*. For example we pay £75 to Ofcom once every five years for a radio licence to use almost any number of radios we own and have access to a number of frequencies. This equates to just £15 pa for all our radios.

So at the end of the year we showed a loss of a little over £450. However all should not be considered doom and gloom – the Club has a healthy bank balance of around £14k at the end of 2022 so I look forward with confidence to 2023.

*Ed Davies (Treasurer)*

**GREEN BELT MOTOR CLUB**  
**Profit & Loss (2022)**  
 January through December 2022

Jan - Dec 22

Income			
<b>INCOME</b>			
Contributions Income		12.00	
Membership Fees		967.00	Return of initial investment + share of Event surplus
<b>Motor Sport</b>			
Autocross	850.00		
North Weald Sprint	4,693.00		
North Weald Sprint #2	3,883.00		Track Licence income from GBMC Sprints 1 & 2
Snetterton	900.00		
Track Licence	463.34		Track Licence income from 7Oaks MC
Motor Sport - Other	251.67		
<b>Total Motor Sport</b>		<b>11,041.01</b>	
<b>Social Events</b>			
Annual Dinner	894.00		
BBQ	294.50		
Christmas Dinner	619.00		
<b>Total Social Events</b>		<b>1,807.50</b>	
<b>Total INCOME</b>		<b>13,827.51</b>	
<b>Total Income</b>		<b>13,827.51</b>	
<b>Gross Profit</b>			<b>13,827.51</b>
<b>Expense</b>			
<b>EXPENDITURE</b>			
<b>Administration</b>			
Dues and Subscriptions	115.00		Fees to Associations
Insurance	244.30		Club Trailer
MSA Club Registration	84.00		
Other	45.53		
Radio Licences	65.00		Fee paid to MSUK for radios owned by GBMC and using the MSUK Safety & Medical frequency
<b>Total Administration</b>		<b>553.83</b>	
<b>Equipment Purchase</b>			
Miscellaneous	90.00		
<b>Motor Sport</b>			
Autocross	795.00		
North Weald Sprint	4,552.16		Initial payment to support AMSC stage rally
North Weald Sprint #2	4,339.67		
Snetterton Stages	500.00		
Track Licence	695.00		
Motor Sport - Other	340.79		Track Licence fee payable to MSUK for North Weald sprint course
<b>Total Motor Sport</b>		<b>11,222.62</b>	
<b>Postage</b>			
General Postage	46.45		
<b>Total Postage</b>		<b>46.45</b>	
<b>Social Events</b>			
Annual Dinner	908.00		
BBQ	277.50		
Christmas Dinner	702.20		
<b>Total Social Events</b>		<b>1,887.70</b>	
<b>Total EXPENDITURE</b>		<b>14,280.40</b>	
<b>Total Expense</b>		<b>14,280.40</b>	
<b>Profit for the Year</b>		<b>-452.89</b>	

## **GREEN BELT MOTOR CLUB**

part of the Anglia Motor Sport Club Ltd  
Members of the ACSMC, AEMC and WAMC  
Motorsport UK Recognised Club

### **Committee Members 2023/24**

President – Richard Warne

Vice Presidents – Dan Chalk and Geoff Jackson

#### **Chairman**

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#### **Social Media co-ordinator**

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### **ARTICLES FOR PUBLICATION**

Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.  
Please continue to send in your stories and reports to [wayfarer@greenbeltmc.org.uk](mailto:wayfarer@greenbeltmc.org.uk)

The copy date for the next issue is **10<sup>th</sup> August 2023**.

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