

**MINUTES OF AN ORDINARY MEETING OF THE  
ASSOCIATION OF NORTH-WESTERN CAR CLUBS  
HELD AT FORTE POST HOUSE, RUNCORN  
ON TUESDAY 13th FEBRUARY 2001**

**WELCOME**

The Chairman, Bob Milloy, welcomed delegates to the meeting, which followed the AGM.

**ATTENDANCE**

23 member clubs were represented by 25 delegates as follows: Blackpool South Shore MSC (Ian Price), Blackrod MC (Martin Fox, Steve Moore), Bolton-le-Moors CC (Guy Wickham), British Racing & Sports CC (Tom Dooley), British Radio Car Association (Jim Spencer), Bury AC (Eve Fisher), Chester MC (Martin Pratt), Ecurie Royal Oak MC (Kay Skellern, Kevin Skellern), Civil Service Motoring Association (Steve Johnson), High Moor MC (Gary Heslop), Ilkley & DMC (Clive Baty), Kirkby Lonsdale MC (Bob Milloy, Katy Mashiter), Knutsford & DMC (Steve Wright), Lancashire & Cheshire CC (Martin Nield), Liverpool MC (John Harden, Ron Hunt), Longton & DMC (Peter Riley), North Wales CC (Dave Thomas), Potteries & Newcastle MC (Sue Sanders-Peppitt), Quinton MC (Mike Cook), 2300 Club (Katy Mashiter), Wallasey MC (Richard Pearl), Welsh Border CC (Jackie Thomas), Wigan & DMC (Martin Fox).

Officials present were: Bob Milloy (Chairman), Kay Skellern (General Secretary), Eric Cowcill (Treasurer), Dave Thomas (Championships Secretary), Martin Pratt (FLO/CTRLO/Facilities Officer), Katy Mashiter (Press Officer) & Mike Farnworth (Training Officer).

**APOLOGIES**

Apologies for absence were recorded from Allan Dean-Lewis (President), Mike Ashcroft (Aintree Liaison Officer), Jim Jones (Caernarvonshire & Anglesey MC), Nick Bailey (Ecurie Royal Oak MC), David Bailey (Lancashire & Cheshire CC).

**MINUTES**

Amendments to the previous minutes were noted as follows ... Mike Farnworth should have been listed under Apologies and not under Attendance, reference to High Moor & 061 MC should have read High Peak & 061 MC, reference to championship points being allocated for officiating on events had not been detailed under Championship Secretary's report.

Taking these amendments into account the minutes of the previous meeting had been circulated and were accepted on a proposal by Martin Nield (Lancashire & Cheshire CC) and seconded by Martin Fox (Blackrod MC).

**MATTERS ARISING**

The "Slick Tyre" war had been further amended in MSA Club News 2001/1 with the dates being incorrect! The use of moulded tyres would be monitored, and the Chairman stated that he would like to think that the MSA will monitor the situation.

Ann Parker's report, presented to the MSA, had not answered the question on media representation, which was the point raised by ANWCC during her visit. ACSMC (Central Southern) had issued a guidance on Motor Sport Awareness Days. ANCC (Northern)'s issue on communications had been covered by Ann, with a suggestion that Regional Committees be disbanded!

Other matters arising from the last meeting are covered elsewhere in these minutes.

**MSA MATTERS**

**MSA REGIONAL COMMITTEE**

Next Regional Committee meeting scheduled for 21 March.

**MSA RALLIES COMMITTEE**

Next Rallies Committee meeting scheduled for next week.

**MSA AUTOTEST COMMITTEE**

No representation on this committee, and no information received.

## **MSA SPRINT & HILLCLIMB COMMITTEE**

Next Sprint & Hillclimb Committee meeting scheduled for March.

### **COUNCIL NEWS**

Eric Cowcill reported that all Race Championships have to have eligibility scrutineers. Official seminars pitched at organisers were well worthwhile, with separate items for Stewards, Scrutineers and Timekeepers.

The MIA survey, presented to the MSC, provided no real surprises, showing that the average age of competitors was over 40, and they spend about £7,500 on seven events per annum.

The Council is to try and increase entry level to encourage new blood with, for example, a Formula School Race Championship. Women make up 51% of the nation, but less than 5% of competitors, and there are ideas for separate championships for women.

There is conflict between the British Rally Championship and the Formula Rally supporters.

### **CORRESPONDENCE**

The MSA have issued new Competition Signing-On forms, and interim versions can be obtained from the website. A new form, with revised wording, will shortly be available to all organisers. The signing-on sheets which include an indemnity must no longer be used, and it is important that the header is included on every sheet. To comply with regulations a copy of the MSA Year Book (Blue Book) must be made available at all signing-on points. It is noted with regret that the Officials signing-on sheet does not include a request for officials to declare their club.

Invitation received for the Malcolm Wilson Rally, scheduled for 2 March 2000 using the Cumbrian forests. The event is a qualifying round of the R-E-D ANWCC Forest Rally Championship.

Information received on services available from Business Information Systems, specialists in IT development, database design and programming. Contact BIS (York) Ltd at Unit 1, The Maltings, 7 Castlegate, Malton, North Yorkshire, YO17 7DP. (01653 698678)

Application received from Manchester Historic Vehicle Club to join the Association. The club is the old Manchester Vintage Car Club who were previously members of ANWCC, who had reformed and opened up their membership to owners and enthusiasts of cars up to 1973. The application was proposed by Dave Thomas and seconded by Eric Cowcill and accepted subject to payment of the fee, which was stated to be in the post. (Received the following day).

60 & Worcestershire MC have notified a change of Club Secretary - Alma Warburton, Walscot, Barton Road, Welford-on-Avon, Stratford-upon-Avon, CV37 8EY.

We had been notified that Milestone MC have ceased to exist, following a drop in membership. The club has paid its ANWCC subscription for 2001, but is no longer affiliated to the MSA.

Notification received of the new Forest Enterprises charges applicable from 1 April 2001, these being £389 per stage mile for first usage, £287 for second usage. (The fee for 2000 was £378 and £279 respectively)

Supply of wallplanners from motorsportsnet.com received for distribution.

It was noted, with regret, that Glenys Parker, wife of British Sprint Championship Co-Ordinator Paul Parker, had recently died.

### **REPORTS**

#### **GENERAL SECRETARY**

Nothing to report other than noted elsewhere in these minutes.

#### **TREASURER**

Having presented the Annual Report at the AGM earlier, there was nothing else to report.

Clubs who had still not paid their subscription for 2001, and therefore struck off the membership list, were Barcud MC and TR Register.

The MSA Year Book 2001 had omitted a number of clubs from the list of ANWCC member clubs. This had been taken up with the MSA who stated that the clubs concerned had either not yet registered with them, or were registered after the cut-off date.

### **CHAMPIONSHIPS SECRETARY**

The Awards Presentation 2000 had been held the previous weekend with 245 people present. Guest of honour had been Martin Meadows, BTRDA Gold Star Champion, and the evening had been a success with no bad comments received.

Dave reported that registrations for 2001 were coming in well, 233 to date and on the same level as for 2000. It was noticeable that Road Rally registrations were well up, whilst Stage Rally registrations were down, and suspected the "slick tyre" regulations may be a factor. Enquiries about Sprints were well up, and there are rumours that stage rally drivers could be intending tackling sprints in order to use up their stock of tyres!

Dave was pleased to announce a new sponsor for the Forest Rally Championship, last year's winner Pete Littler agreeing to support the series through his newly acquired company, R-E-D (Rally Engineering Developments) of Widnes.

Kevin Skellern (ERO) questioned the reasoning for dropping the Rally Challenges and it was stated that it was due to a poor take-up in registrations. The thinking behind the challenges was to involve the non-ANWCC competitors at the venues, giving them a free championship but also trying to encourage them to register for the full ANWCC Championships. The response over the four years of the challenges had been poor, with only a few non-ANWCC competitors registering. The support from the challenge sponsors would be directed into some additional awards based on the main championship.

The Year Book was at the printers but would be issued very soon to all registered contenders, club officials, and championship event contacts.

The ANWCC NeWs in A4 format had been received well, but costs may necessitate a reversal to A5 format. This does depend on advertising revenue. Items for ANWCC NeWs would be welcomed.

Simon Cottrell, Road Rally Championship competitor from ERO, was going to include the ANWCC Road Rally Championship details and charts on his website.

Following problems with car classification on the Stage Rally Championship 2000, Chris Mansley has been appointed as Eligibility Scrutineer for the ANWCC Stage Rallies.

The ANWCC Hillclimb Championship may be combined with a planned Scammonden Hillclimb Championship due to the two series using identical events, and the clubs running Scammonden looking for a Championship Secretary.-

Results to date were available for inspection and clubs were thanked for their support. Clubs were also asked to ensure that the Championship Secretary is kept up-to-date with regard to date changes.

### **FORESTRY LIAISON OFFICER**

Martin Pratt outlined a paper written by David Kersey, of the Motorsport Facilities Unit, on the "Countryside and Rights of Way Act 2000" and this is appended to these minutes. Martin stated that it is essential that club officials write to local authorities to ask what they are doing about advisory groups and representation. Be pro-active! (*Notes from LARA appended to these minutes*)

To ensure that organisers are fully covered by the MSA Insurance it is essential that all persons involved in preparation days for events should sign-on. It was questioned what is the situation if access was required to the stages prior to applying for the permit and clarification would be sought from the MSA. Similarly, what about Service crews who could be working on Forest Enterprise land, should they also sign-on? Sue Sanders-Peppitt is to raise these points at the next MSA Rallies Committee meeting.

Gary Heslop stated that most Home Insurance policies would cover Public Liability, but not all personnel involved would be policy-holders.

### **AINTREE LIAISON OFFICER**

John Harden of Liverpool MC has met the Aintree Racecourse Company management reference safety issues at the circuit - resulting in a list of does and don'ts. On a different agenda are proposals

to reduce the number of days at the venue. Currently the circuit is used for 12 days a year, which is being changed to 6 weekends and an increase in hire charges. ARC appear to have a 5-year plan to get rid of motorsport from the venue. The planned calendar for 2001 was secure, but reductions could be implemented for 2002. The 75% grant from the Sports Council a few years ago to repair the track could no longer be used as a lever. Historical Monument status for the venue (once the home of the British Grand Prix) has been declined, the council not being interested.

It was suggested that the MFU be involved, in listing the venue as a classic site, and to try for support from influential people, e.g. Geoff Duke. Martin Pratt offered to speak to David Kersey of the MFU.

### **OTHER VENUE LIAISON**

We are pleased to announce a new venue for motorsport. Tristan Dodd of PEC Tyres has secured the use of Caernarvon Airport where he is currently running test days. Stockport MC officials and Championship Secretary have visited the venue and envisage excellent prospects. The first event is planned for 7/8 July and it is hoped that there will be two or three rallies there in 2001. All enquiries must be directed through Tristan Dodd at PEC.

Weeton Camp was to be used on the North-West Stages the following weekend. Demolition of the large hangers was scheduled for the following week. There has been a change of Commandant but it is hoped that rallying will continue at the venue.

Anglesey Race Circuit had a full programme for 2001, and again the calendar was being shuffled around, some rallies not being able to secure their anniversary date despite early booking. This is regrettable as the championships can not be stabilised. Clubs using the venue are asked to ensure that they book early and in writing.

### **PRESS OFFICER**

Katy Mashiter reported that she had secured some interest from prospective advertisers to the ANWCC NeWs and these would be followed up.

### **TRAINING OFFICER**

Mike Farnworth reported that his involvement will change due to becoming a National Co-Ordinator. The North-West requires more people (not just Mike and Sue Sanders-Peppitt). Mike thanked the clubs and individuals who assisted in the successful running of the Training Day at Oulton Park and stated that it was good to see a cross-section of clubs represented.

At the Training Day Sue Sanders-Peppitt had instigated a Stage Commanders Best Practice Club which she intended continuing in meetings for all Stage Commanders. Officials were invited to share experiences and adopt a Best Practice approach.

A Sprint Training Day was scheduled for Aintree, probably in May.

The budget system for Training was very complex!

Mike stated that he would be handing over much of his involvement to Phil Hosker, who will be attending the ANWCC meetings and submit articles for *ANWCC NeWs*. Mike will continue links with ANWCC and any enquiries about club training sessions should be submitted to him.

### **RALLY LIAISON OFFICER**

Martin reported that he was happy, with more information now being received, including information on off-road events.

### **ANY OTHER BUSINESS**

Jim Spencer (BRCA) reported on the absence of club motorsport at the recent Autosport Show at the NEC. Jim stated that the BRCA stand gains a lot of interest, and could the ANWCC apply pressure on the MSA for more representation as there was no club rallying or small time circuit racing represented. Cost was considered to be the major factor, and were there any ways of recouping this? Could the MSA not give the Club of the Year a good spread, possibly extending this to the top club from each Association? It was felt that the Autosport show was getting away from club sport.

It was estimated that 75,000 people attended the Autosport show stand of the MSA and questioned as to what promotion were the MSA doing for club motorsport for those people.

From the above comments, and the points raised with Ann Parker last year, the possibility of holding our own show could be considered. Lancashire & Cheshire CC held a successful show at the Trafford Centre, whilst local shows, such as Wood Vale, could be used for regional motorsport.

Barry Guess of the Central Southern Association (ACSMC) has produced some ideas and guidelines on the subject.

Delegates were asked to take the idea back to their clubs and submit ideas for the next meeting.

Steve Moore (Blackrod) questioned the MSA rules on finishers on multi-use events. It was stated that the ANWCC, along with some club delegates, had been corresponding with the MSA last year but the ruling is unchanged - miss a control and you're out. The MSA suggestion of a retirement class could be used but competitors in this class would not be eligible for championship points. (See also item in ANWCC NeWs reference Telford AC's Winter Rally).

The MSA Club of the Year awards include Hagley & District Light Car Club in third place overall, and top ANWCC member club.

#### **DATE AND PLACE OF NEXT MEETING**

This concluded the business of the meeting at 2251 hours and delegates were thanked for their attendance.

The next meeting of the Association of North-Western Car Clubs will be held in the Runcorn Posthouse on Tuesday 8th. May 2001, immediately following the Annual General Meeting.

Other meetings in 2001 are scheduled for 7th. August and 13th. November.

#### **AGENDA ...**

... for the Ordinary Meeting of the Association of North-Western Car Clubs, which will be held at Forte Posthouse Runcorn, on Tuesday 8th. May 2001, commencing at 2000 hours.

- Apologies for absence
- Minutes of the last Ordinary Meeting
- Matters arising
- MSA matters
- Correspondence
- Reports
  - General Secretary
  - Treasurer
  - Championships Secretary
  - Forestry / Facilities Liaison Officer
  - Aintree Liaison Officer
  - Other Venue Liaison
  - Press Officer
  - Training Officer
  - MSA CTRL0
  - Any other business
  - Date and place of next meeting

p.p. Kay Skellern  
General Secretary - Association of North-Western Car Clubs  
17 Johnson Close, Henshall Hall, Congleton, Cheshire, CW12 3TQ

#### **NOTE ...**

**... with almost all our Motor Sport events on hold it is essential that clubs contact the Championship Secretary regarding any plans for new dates. At the moment we do not know when we can resume normal service, and we will try and get all postponed events back into the Championship calendar. Some clubs have already booked new dates, see details in ANWCC NeWs. The Association will endeavour to support all clubs with regard to Championship status.**

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## MEMORANDUM

To: All MFU Regional Officers  
Secretaries, Regional Motorsport Federations (i.e. Wales, North West, and Eastern)  
From: David Kersey, Motorsports Development Officer  
Date: February 2, 2001  
Re: **The Implications of the Countryside and Rights of Way Act: interim Guidance Note.**

At the time of writing the LARA Steering Committee has requested that Tim Stevens, the LARA Motor Recreation Development Officer produce a Guidance Note for clubs on all matters relating to the likely impact of the above Act. This will cover the possible impacts, with regard to:

- Rights of Way
- Facilities
- Right to Roam and Access Land

As many of you will be aware by now the above Act came into force on 1<sup>st</sup> February 2001. However, many of the sections that might be relevant to the future of our sport will be delayed whilst further Government announcements and, in some cases, new rules are put into place.

This period, and no one is very sure how long it will last, gives everyone involved in our sport time to lobby the "powers that be" in the meantime to ensure that they are aware of our concerns. The processes of lobbying will be both difficult and time-consuming. But if we don't make the required investment in our sports future we will not have a sport to enjoy.

This is where all LARA's MFU Regional Officers, and the existing and dormant Motorsport Regional Federations, can all play a vital part in ensuring that the Act's potential impact upon our sport is kept to the very minimum. Now is the time to start contacting your colleagues in the sport and forming small working parties that, with the support and guidance of LARA and its officers, will lobby within your region.

The motorsports enthusiasts that you will need to recruit are those who have some experience of dealing with local government departments and agencies. If any of you, or your colleagues, are local councillors or serve on Countryside Access Forums, for example, then you should start recruiting them now so that we can appraise them of what's ahead as soon as possible.

Interestingly, the Act requires that Local Access Forums are to be set up by "the appointing authority in accordance with the regulations" and will be funded by Access Authorities. Presumably to ensure that all countryside user groups can continue to exercise their traditional rights without fear or favour. Try and find out who is organising the Access Forum in your area, where it will meet, and apply to get on it. Evidently, such Forums will welcome anyone with experience of access and rights of way matters but it may be best not to over-emphasise your motorsports background at the outset!

In addition, if you have developed relationships with other sporting/countryside user bodies now is the time to strengthen them and form alliances with them. Then, in conjunction with them, lobby for reasonable access for all; establish true rights over routes; managed access agreement; and work with government departments and agencies.

"Easier said than done", I hear you cry. But the Act is going to impact upon our sport, even if at present we can't quite be sure how it will do so. Talk to your local contacts and create a small working party/task force and formulate a strategy.

LARA, either through its HQ or through this department, will contact you again as soon as the next Guidance Note has been finalised. If, in the meantime, you wish to discuss any aspect of this matter in further detail please do not hesitate to contact me.

Yours sincerely,

DAVID KERSEY  
Motorsports Development Officer

c.c. LARA Steering Committee and Officers.

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Some notes on the "Countryside and Rights of Way Act 2000", 6 February 2001, from the office of the Motorsport Facilities Unit.

The following information comes from the notes of a meeting of the Land Access & Recreation Association Steering Committee on the 30th January 2001 to make an initial review of the implications of the above act for Motorsport and Recreation. A more comprehensive set of guidance notes will be available in due course; in the meantime please be aware of the following points:

1. The Act came into force on 1/2/2001.
2. The only part of the Act which carries immediate implications for Motorsport and Recreation is that which introduces the offence of driving/riding a mechanically propelled vehicle (in place of Motor Vehicle) on any land without lawful authority. The definition of Motor Vehicle was complex and apparently excluded some vehicles which were not intended for use on the public highway, such as motocross motorcycles or special trials cars or buggies etc.. Such loopholes have now been plugged and may assist in stemming the nuisance use of open land by users which bring disrepute to legitimate sporting and recreational users. Consequently any individuals or groups who have previously used land for "practice" without the necessary lawful authority/permission should review their position with immediate effect.
3. The introduction of other aspects of the Act which will eventually impact on Motorsport and recreation will be delayed, subject to the consultation over and introduction of new rules (Statutory Instruments) which will introduce more detail to the general provisions of the Act.
4. At present we have not been given any time scale over the introduction of these Statutory Instruments. These are likely to be introduced through a gradual process over the next five years at least.
5. LARA member organisations will be liaising with the DETR and Countryside Agency to try and ensure that the interests of Motorsport and Recreation are safeguarded as far as is possible. This will be a difficult and time consuming exercise which should take place at local, regional and national level.
6. Local and regional action should be based on centrally co-ordinated direction in order to maintain uniformity.
7. One of the key features of the Act is the statutory requirement for local highway authorities and National Park Authorities to create Local Access Forums (LAF's) which will be responsible for the improvement of public access to that area for the purposes of open-air recreation and enjoyment of the area, and as to such other matters as may be subscribed. The size and shape of the LAFs is yet to be defined (by Statutory Instrument), but it is almost certain that not all access interests will be able to be individually represented on the forums. There are on average around 50 organisations which claim to have an interest in local access issues; but it is likely that there will be only 15 or 20 seats on each LAF. Consequently some interest groups will be expected to have their input through others. Motorsport and Recreation interests MUST be:-
  - I. Involved in defining areas covered by each LAF. They may not always be the same as a Local Authority District or County area. Where there is a National Park it may be the Park area, or part of it associated with a Local Authority area. This is not known yet and all interested parties should be involved in defining the area.
  - II. Prepared to accept that all motoring/motorcycling interests may have to be represented by only one person on each LAF. Although there will be no specific requirement for a LAF to include any members with a specific Motorsport knowledge or experience. There is a much greater chance of Motorsport being represented if each area/region can identify someone who has deep Motorsport and Recreation knowledge and also deep knowledge of other countryside access issues to which motor sport can relate.
  - III. Prepared to form its own local/regional forum through which input to LAFs can be directed in order that unity and commonality of purpose and direction is maintained.
8. Additionally, local highway authorities, in association with LAFs must prepare and publish Rights of Way Improvement Plans.
9. Motorsport and recreation interests should identify where it is possible to create alliances with other countryside users (cyclists, horse riders, walkers, mountaineers, canoeists etc.) and land managers (National Trust, Forestry Commission, National Park Authorities, Ministry of Defence, National Farmers Union, Country Landowners and Business Association etc.) and arrange meetings with them all on a regular (annual/half yearly) basis in order that they know that Motorsport and recreation has a human and understanding face and a wish to jointly resolve issues and maintain and manage facilities.

The Countryside and Rights of Way Act 2000 is not something for us to fear, but at a time when access to the countryside is being formalised and made more structured it is an opportunity for the position of Motorsport and recreation to be similarly formalised and better structured, and consequently better secured. But this will not be done without considerable input from the sport and recreation organisations at all levels. Motorsport and Recreation interests will only be secured and sustained if they are actively involved in these initiatives from the start.

More details will follow in due course when they are available and worked out. In particular there will be guidance for Clubs, event organisers, officials and participants. However, in the meantime no time should be lost in creating the foundation of local and regional structures, on the lines detailed above, through which the detailed interests of Motorsport and recreation may be safeguarded and developed into the future.

*David Kersey - Motorsport Development Officer. MFU*

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## **THE COUNTRYSIDE AND RIGHTS OF WAY ACT 2000 GUIDANCE NOTE**

### **1. INTRODUCTION:**

This Guidance Note is intended to provide clubs/organisers of motorsport events with an overview of the above Act and how it might impinge upon their events in the future.

It is not intended to provide a detailed resume of the Act. The Act is available now from the Stationery Office, priced at £15.55 (ISBN 0-10-543700-X).

### **2. THE RIGHT TO ROAM:**

The Act gives walkers a new "right to roam" over "Access Land" - mountain, moor, heath, down and common - but there will be a few months (perhaps more) before the new rules bite in earnest. Clubs intending to use, or continuing their use, of any existing Access Land, or land nearby, (including Forestry) need to be aware of the following changes:

- The landowner must apply in good time to exclude the public for any event where the new Right to Roam might create problems. If possible, get permission for the club's marshals to act as agents for the landowner, so that proper control of anyone wandering into an event can be achieved.
- Due to separate new rules for nature conservation on all motorsport event sites, clubs will need to check whether the event will take place in part, or all, of a SSSI (Site of Special Scientific Interest). If so, the advice of English Nature should be sought and heeded. LARA can assist in the process of negotiating with English Nature the continued use of a traditional venue/route, but you need to act **now**.
- In order to ensure that they benefit from the new rules for access, and to be considered in any local changes, clubs must ensure that they are represented on every Local Access Forum (LAF). There is to be one, or more, such Forum in every county and National Park. Clubs should contact LARA, their local MFU Regional Officer, or Motorsports Regional Federation, with proposals for the volunteers available to be their representative(s). Such people will need a good grasp of all local motoring activities, not just one aspect of our sport. Therefore, if a car club (for example) nominates a volunteer, he/she will need help from motorcycle groups in speaking for all our needs. Where there is a Regional Motor Sport Forum this will be the best resource for such volunteers. If no so Forum exists, now would be a good time to set one up.

### **3 TRAINING:**

LARA intends to run a number of seminars for clubs and officials to help them understand the new rules and overcome the ramifications of the Act. These will include:

- Explanation of the new rights and duties arising from the Act.
- Advice for marshals regarding ways of coping with other countryside users who appear at an event.
- Advice about the powers of Wardens on Access land.
- Details of the new complexities arising from the changes in Rights of Way Law.

Look out for details on the Spring 2001 LARA Workshops which will specifically cover the Act. At the time of writing these were slated to take place in Cardiff and Derby on April 1<sup>st</sup> and 28<sup>th</sup> respectively.

***If you require any further specific advice about this matter please contact either the MFU or LARA's HQ (Tel: 01630 657627) or, alternatively, the proposed LARA web site which will be up and running soon at [www.laragb.org](http://www.laragb.org) - Information will also appear on the ACU's web site.***

DAVID KERSEY - Motorsports Development Officer.