

**MINUTES OF AN ORDINARY MEETING OF THE
ASSOCIATION OF NORTH-WESTERN CAR CLUBS
HELD AT FORTE POST HOUSE, RUNCORN
ON TUESDAY 8th MAY 2001**

WELCOME

The Chairman, Bob Milloy, welcomed delegates to the meeting.

ATTENDANCE

23 member clubs were represented by 28 delegates as follows: Blackrod MC (Martin Fox, Steve Moore), Bolton-le-Moors CC (Guy Wickham), British Motor-Racing & Rally Marshals Club (Mike Farnworth & Tim Berisford), British Racing & Sports CC (Tom Dooley), British Radio Car Association (Jim Spencer), Bury AC (Graham Bray, Eve Fisher), Chester MC (Martin Pratt), Ecurie Royal Oak MC (Gary Miller, 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 (Phil Dickens), Lancashire & Cheshire CC (David Bailey, Martin Nield), Liverpool MC (Ron Hunt), Longton & DMC (Peter Riley), North Wales CC (Dave Thomas), Potteries & Newcastle MC (Sue Sanders-Peppitt), Three Shires MC (Pete Hollinshead), 2300 Club (Katy Mashiter), Warrington & DMC (Ann McCormack), Wigan & DMC (Martin Fox).

Officials present were: Bob Milloy (Chairman), Kay Skellern (General Secretary), Dave Thomas (Championships Secretary), Martin Pratt (FLO/CTRL/Facilities Officer), Mike Ashcroft (Aintree Liaison Officer), Katy Mashiter (Press Officer) & Mike Farnworth (Training Officer).

APOLOGIES

Apologies for absence were recorded from Allan Dean-Lewis (President), Jim Spencer (British Radio Car Association), Val Angless (Hagley & DLCC), Keith Clements (Jowett CC), Jan & Derek Lord (Knowldale CC), John Harden (Liverpool MC), Mike Cook (Quinton MC), Mike Yates (Slaithwaite MC), Stuart Heveran (Vauxhall MG), Richie Pearl (Wallasey MC), Kevin Ikin (Whitchurch MC).

MINUTES

Note that the minutes of the previous meeting incorrectly showed the date as 13 February 2000, this should have read 13 February 2001.

Minutes of the previous meeting had been circulated and taking the amendment into account were accepted on a proposal by Katy Mashiter (Kirkby Lonsdale MC) and seconded by Steve Johnson (CSMA).

MATTERS ARISING

Sue Sanders-Peppitt, delegate to the Rallies Committee, stated that Tony Newsum of the MSA had confirmed that PR crews would be covered under Rally Insurance, claims being considered even if the person involved had not yet signed-on for the event. With regards to motor insurance the car owners policy should cover use for such purposes. If there is a proven direct link between a claim and the event then insurance cover may be effective. Service crews on private land would not be covered, being under the responsibility of the crew who had hired the personnel. The Speed Committee is seeking similar clarification re officials signing-on.

In response to Jim Spencer's (BRCA) question regarding the lack of club motor sport representation at the Autosport International Show it was stated that the next MSA Regional Committee meeting would be discussing the issue.

The incomplete application for membership from Manchester Historic Vehicle Club approved pending payment of the subscription. The appropriate cheque was received the day after the meeting.

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

MSA MATTERS

COUNCIL NEWS

The MSC had approved various new regulations which were awaiting ratification.

The MSC were doing all they could with regards to the Foot & Mouth epidemic. Motor sport needs to be seen to be doing the right thing, to ensure a good image.

Bob Rae had been awarded the Prince Michael Award of Merit for his services to motor sport, in particular he had been responsible for the book "*A Pocket Guide to Marshalling*".

Various new speed records had been verified.

MSA REGIONAL COMMITTEE

The last meeting had been held on 21st March 2001.

Points raised by Allan Dean-Lewis, Training Executive of the MSA, and the working group relating to the Training & Development Report by Ann Wood (née Ann Parker) included a statement that there would be no change to the regional structure of the MSA.

It was suggested that specialist MSA committees send a delegated person to regional association meetings, this did not find favour with all.

Media coverage was to be improved, and the use of www.msauk.org was being encouraged. "*Wheels*" would now be sent to all MSA affiliated clubs (previously was sent only to those who requested it).

Working Group to be set up to formulate best practices and a think tank, this would be undertaken from the next regional committee meeting.

There were problems nationwide with the appointment of sports-specific development officers, with this being more problematic in motor sport.

The Association of British Kart Clubs (ABkC) would now be attending the MSA Regional Committee meetings as an association in their own right.

The appointment of five trustees to the Motor Sport Trust to monitor IMS finances was agreed, headed by Bill Troughear.

Steve Smith of Association of Northern Car Clubs (ANCC) had been appointed to co-ordinate all the Inter-Association events.

Territorial issues relating to clubs operating outside "their" area were raised by Association of North-East Midlands Motor Clubs (ANEMMC), and the MSA would be issuing a directive relating to this.

At the suggestion of the ANCC clubsport events, especially Trials and Autotests, may permit entries from a maximum of six additional clubs. This has been approved by Council.

New regulations passed will now be detailed in the Motor Sports Council committee minutes and in '*Motorsports Now!*' along with the reasons for the change. It is now a requirement that a proposing committee gives full reasons by way of an explanation to competitors and officials.

The MSA believes that communications are being improved - if not, tell them!

MSA RALLIES COMMITTEE

Sue Sanders-Peppitt reported on the last meeting, held in February 2001.

The Committee have agreed a ban on pace and route notes for events on temporary venues.

There has been clarification between multi-use rallies and multi-stage rallies, and the number of times a particular road can be used on multi-use events is to increase from two to four, with effect from 1 January 2002. This modifies regulations K23 and K26.

Vandalism of stage rally furniture appears to be in decline, but Police still keen to know of any instances.

The Rally Timing seminar for National B Clerks-of-the-Course had been well attended and the sessions will continue in the future.

Safety - there has been a lot of debate over the past eight years with the British Association of Rally Schools (BARS), with presentations going nowhere. Tony Fall has now been appointed to lead a group, which includes Sue Sanders-Peppitt and Howard Wilcock (BTRDA Championship Co-Ordinator) to establish a licence qualification system that is available, cheap and consistent. Most BARS members were receptive to this suggestion and a presentation with particular reference to consistency and quality was scheduled for the following week.

Seminars were ongoing on the training of Radio Controllers.

Debate on the use of mousse in tyres.

Tony Newsum had received a number of Rally Safety Plans, all of which were good but with differences. There are no plans to standardise, although there would possibly be the issue of a check list for event organisers. This would be printed separate to the MSA Operations Manual.

Concerns over the condition of forest roads had been raised by the MSA with Forest Enterprise (FE). Work in the forests is now carried out by outside contractors, with few FE personnel involved. It was stated that the contractors quality should be to FE standard, and if clubs notice that standards are slipping then we should report the facts.

Next meeting of the Rallies Committee scheduled for 17 May 2001.

MSA AUTOTEST COMMITTEE

No representation on this committee, and no information received.

Steve Johnson noted that specialist committee members are nominated by Associations, and any suitable volunteer may be nominated.

MSA SPRINT & HILLCLIMB COMMITTEE

Meeting scheduled for March.

Peter Riley raised a problem of specialist committees, in that competitors do not know who is on them. Specialists should liaise with clubs and attend Association meetings.

It was suggested that the names of address of MSA Committees from within the area should be included in Association Year Books.

Steve Johnson noted that the Autotest committee had suggested the need for Association Liaison Officers some 12 years ago.

CORRESPONDENCE

Application for membership from the Three Shires Motor Club, who were represented at the meeting by their Chairman. The newly-formed club had members in various racing circles, and were also a thriving social club filling a local need.

Application to the MSA was to be made once acceptance to the ANWCC was granted, this is due to the MSA requirements for new applicants to be members of an Association. Three Shires Motor Club was accepted for provisional membership of the ANWCC on a proposal by Clive Baty, seconded by Peter Riley.

The updated list of registered Rescue and Recovery Units had been received from the MSA.

Invitation to Wallasey MC's Promenade Stages on 21 July had been received and accepted, the event being an ANWCC Championship qualifier.

Telford Netbytes were offering Web Site Design, contact 01952 403181 for details.

Business Information Systems were offering IT solutions and copying, contact 01653 698678 for details.

Skidmart.com were offering specialist vehicles and enthusiasts advertising, contact 02392 788773 for details.

Outline information received reference AA Breakdown scheme for Motor Clubs.

Early notice for next ANWCC meetings, with the MSA being represented by Allan Dean-Lewis MBE in August and Colin Hilton in November.

Phoenix Rescue - looking to raise £5,000 sponsorship money to supply defibrillators to all rescue units. The organisation is looking for all types of motoring memorabilia for auction in June at Buxton.

E-mail publicity about the Northern Motorsports Ball to be held in York on 22 June to raise money in aid of Tees Rally Rescue.

The Posthouse Hotel had written to advise of change of company name to Posthouse Hotels Ltd with effect from 30 March 2001.

REPORTS

GENERAL SECRETARY

The Secretary confirmed that the Posthouse had been booked for meetings in 2002 and 2003, with the 2001 Awards Presentation booked for 9 February 2002.

Other items are noted elsewhere in these minutes.

TREASURER

The Treasurer was absent and no report had been received. There were no outstanding club subscriptions at this time, two clubs who had failed to pay their 2001 subscription having now been struck off.

CHAMPIONSHIPS SECRETARY

Foot & Mouth was having a serious affect on the Championships, with only a few Stage Rallies and Sprints being held since the outbreak. It was believed that there should be sufficient events to warrant the championships by the end of the year.

Championship registrations had almost reached 300 when the F&M problem arose, this is down on the 370 for 2000 but not a major cause for concern.

To ensure financial viability and reduce printing costs the *NeWs* had reverted to an A5 format, and a number of advertisements had been obtained to help finance the publication.

The awards for the year would be of a similar quantity to previous years despite the drop in the number of events and registrations so it was important that tight control on finances was kept.

The up-to-date championship tables were available for inspection.

Forms for club and event registration 2002 would be sent to clubs with these minutes.

FORESTRY LIAISON OFFICER

Martin Pratt reported that Cannock Chase was now included in his area, although there were no events planned for that forest.

AINTREE LIAISON OFFICER

Mike Ashcroft reported that there had been a Users Meeting on 3 May, attended by Charles Barnett of Aintree Circuit, Mike Fitzjohn and representatives of Liverpool MC and the Motor-Cyclists.

The provisional list of dates for 2002 was awaiting full approval.

The Racecourse Company was proposing a reduction in the number of motor sport events, suggesting that motor-cycle and sprints be held on the same weekend, this to possibly include a Friday. The ARC want the golf course to be open more weekends. Clubs agreed to consider the running of two different disciplines on the same weekend as an experiment, with Liverpool MC and the Motor-Cycling Club to arrange a meeting to discuss.

The hire fee was proposed to be increased to £7,000.

The recent Sprint had gone well, although there was a lot of debris from the earlier Grand National. There were the usual problems with the venue, no gas in the pavilion and a new gate had appeared at the top of the paddock road. The pot holes have got bigger, and the pit road had not been repaired.

Jaguar are planning an event in September to commemorate the 100th birthday of William Lyons.

Mike Ashcroft complained that he not received any details of the Liverpool MC Stage Rally planned for 2 June.

OTHER VENUE LIAISON

Weeton - Morecambe CC had approached the new Commanding Officer directly and had apparently come to an agreement to run an event at the venue, at less money than previous organisers due to the new CO not being aware of the previous CO's Charity Fund. Discussion had ensued between the ANWCC Chairman and Mark Hothersall of Blackpool (South Shore) MSC who had agreed to co-ordinate the use of the venue. The problem of lack of liaison was to be referred by Mark to the ANCC as the venue is in their designated area, whilst the problems that arose should be sorted between Blackpool SSMSC and Morecambe CC. It was stated that it was important that liaison of venues be carried out through the correct channels so as to avoid conflict and possible cost variations as clubs negotiate against each other.

Caernarfon Airport - Martin Pratt had visited this new venue that day, and reported that the venue-owners were looking for a variety of events. A Sprint may be possible at the venue, whilst drag racers are also considering using the runway. Karting was another possibility, as well as motor-cycling. The intention was to have one weekend per month for motor sport, dates to be arranged through Tristan Dodd at PEC Tyres. Cost of hiring the venue had not been discussed.

PRESS OFFICER

Katy Mashiter reported that she had secured some advertisements for *NeWs*, and anyone interested in advertising should contact her for more details.

TRAINING OFFICER

Mike Farnworth reported that Phil Hosker was unable to take time out of a heavy workload to attend the meetings, and Tim Berrisford had been appointed as Liaison Officer, to attend with or without Mike. Tim has been tasked to liaise with clubs, and to provide copy for *NeWs*.

Mike was to attend the first Steering Group meeting scheduled for 23 May. Dates for Oulton Park training days in 2002 were being arranged, whilst Sprint Training days at Aintree were not yet finalised.

Mike was desperate for assistance with the Rally training days, there was a good organising committee needing volunteers, and four meetings were planned to put the programme together.

The Training Days will be promoted heavily around clubs, and it is hoped to beat the figure of 210 attendees at the last Rally Training day.

Any clubs with ideas for Training requirements, or for a club training night, are asked to contact Mike Farnworth (contact details in the ANWCC Year Book).

The Chairman asked for all clubs to support the Training sessions.

RALLY LIAISON OFFICER

Martin Pratt reported that clubs were good at letting him know of events they were organising, but not so good at informing the MSA! This comment applied to non-affiliated clubs.

Wigan & DMC had relinquished the use of Three Sisters for the May event, a Kart meeting having changed from the previous weekend, and bought out Wigan club's booking. It was stated that the hire cost for Three Sisters was related to the income from the gate and café.

ANY OTHER BUSINESS

Mike Farnworth informed the meeting that BBC TV *Top Gear* had been present at Oulton Park on 9 May filming an item on Race Marshal Training. Transmission of the item, featuring Mike, was scheduled for 31 May. The item should promote club sport, and there would also be a hot line for people to contact.

Steve Moore asked if the MSA cut-off date for "slick" tyres would be extended from 1 July 2001 due to the F&M problem. Nothing had been heard from the MSA at this time. Sue Sanders-Peppitt reported that at the last meeting delegates had been informed that Dunlop were the only manufacturer prepared to warranty tyres used for rallying.

A visit was planned to RED at Widnes later in the month, notice having been given to members in the last *NeWs*.

The MSA Technical Advisory panel has proposed that Crash Helmets should now be referred to as Safety Helmets, as this is the preferred title within the industry. Helmets that appeared to be more than 10 years old would no longer be acceptable, as these would not comply with the standards laid down by Snell. Snell publish a new standard every 5 years. The FIA accepts the current and previous standard, so the cut off date for helmets will be 10 years. Under the present system it is possible to use a 20-year-old helmet with current BS marking. It was originally intended that 2001 would be the last year for Type A helmets but this is no longer applicable. The new 10-year rule would be implemented from 1 January 2002, subject to approval by the MSC

It was advised that harnesses should be currently homologated. From 1 January 2003 it is proposed that, subject to approval by the MSC, this becomes mandatory with a maximum life of three years. Reason for this is that harnesses can deteriorate due to solvents, acids, fraying and deterioration of metalwork. There have been nine failures recorded, only one of which was an FIA approved harness. Some current harnesses are made up from several different original harnesses. It should be noted that new harnesses should be fitted when new seats are fitted.

It was claimed that the recent ruling on roll cage requirements has destroyed Morgan 2-litre racing. Martin Pratt commented that the regulations on safety do not appear to have been properly thought out. The Historic Race Committee are fighting against the rules.

Minutes of the February meeting had been sent out to club delegates by e-mail where the address had been advised on the club registration forms. This method had been requested by several delegates and saved the Association 14p on each one (68 in February), due to postage being 19p instead of 33p for *NeWs*, in addition to printing costs of 8p per set. A large number had "bounced" due to either the address being incorrect or the user having moved ISP's. These minutes will be sent by e-mail. Club delegates who have not received them by e-mail, but wish to do so, are asked to send an e-mail to anwcc@bigfoot.com to ensure that we have the correct details.

DATE AND PLACE OF NEXT MEETING

This concluded the business of the meeting at 1013 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 14th. August 2001. (Note that the date of 7 August shown in the ANWCC Year Book is incorrect).

Future meetings in 2001 are scheduled for 13th. November 2001 and 12th. February 2002 (including AGM).

AGENDA ...

... for the Ordinary Meeting of the Association of North-Western Car Clubs, which will be held at Forte Posthouse Runcorn, on Tuesday 14th. August 2001, commencing at 2000 hours.

Apologies for absence
Minutes of the last Ordinary Meeting

Matters arising
MSA matters
 including Allan Dean-Lewis MBE, Training & Development Executive
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
e-mail to anwcc@bigfoot.com

NOTES ...

... questions for Allan Dean-Lewis MBE, Training & Development Executive of the MSA, are invited and should be sent to the General Secretary by 1 August 2001 to enable any research to be carried out.

... it is essential that clubs contact the Championship Secretary regarding any plans for new dates for postponed events. Normal service is resuming slowly and we are having to tread carefully, but we will try and get all postponed events back into the Championship calendar. Details of the revised calendar are in ANWCC NeWs and on championship charts displayed at events.

... enclosed with these minutes are the forms to register your club and its' events for 2002. Please ensure that these are completed and returned to the Championship Secretary by 13 August 2001, a provisional championship calendar will be issued at the meeting on 14 August.

Included in mailshot:

NeWs 2001 No. 2

AA Membership application form

Club & Championship registration forms 2002

Subscription Invoice 2002 (to Club Treasurers)

MSA Sprint Leaders Championship 2002 proposals (to Sprint competitors only)

Wigan & DMC Stage Rally information (to Stage Rally competitors only)