

**MINUTES OF AN ORDINARY MEETING OF THE  
ASSOCIATION OF NORTH-WESTERN CAR CLUBS  
HELD AT FORTE POST HOUSE, RUNCORN  
ON TUESDAY 14th AUGUST 2001**

## **WELCOME**

The Chairman, Bob Milloy, welcomed delegates to the meeting, also welcomed Allan Dean-Lewis MBE, then presented him with the Presidents Chain of Office.

## **ATTENDANCE**

18 member clubs were represented by 23 delegates as follows:

Blackpool South Shore MC (Ian Price), Blackrod MC (Helen Fox, Martin Fox, Steve Moore), Bolton-le-Moors CC (Guy Wickham), British Motor-Racing & Rally Marshals Club (Mike Farnworth), British Radio Car Association (Jim Spencer), Chester MC (Martin Pratt), Ecurie Royal Oak MC (Kay Skellern, Kevin Skellern), Garstang & Preston MC (Steve Kenyon), Ilkley & DMC (Clive Baty), Kirkby Lonsdale MC (Bob Milloy, Katy Mashiter), Knutsford & DMC (Phil Dickens), Lancashire & Cheshire Rover OC (Tim Curran, Colin Gaukroger), Liverpool MC (John Harden, Ron Hunt), North Wales CC (Dave Thomas), Telford AC (Tim Hobbs), Three Shires MC (Pete Hollinshead), 2300 Club (Katy Mashiter), Warrington & DMC (Dave Read), Wigan & DMC (Martin Fox).

Officials present were: Allan Dean-Lewis MBE (President), 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 Eric Cowcill (Treasurer), Graham Bray & Eve Fisher (Bury AC), Steve Johnson (CSMA), Nick Bailey & Gary Miller (ERO), Sue Sanders-Peppitt (P&N and Rallies Committee rep), Mike Cook (Quinton).

## **MINUTES**

Minutes of the previous meeting had been circulated and were accepted on a proposal by Katy Mashiter (Kirkby Lonsdale MC) and seconded by Martin Fox (Blackrod).

## **MATTERS ARISING**

Following Jim Spencer's (BRCA) question regarding the lack of club motor sport representation at the Autosport International Show the MSA Regional Committee meeting had registered the matter but there had been no opportunity to raise the issue.

Clarification of the Multi-Use Rally rule amendment - the number of times a stage can be used is not 4 times, but is four uses of a road in the same direction.

The proposed lifting of Safety (Crash) helmets has been referred back to the Technical Advisory Group by the MSC, the Snell 10-year standard applies to all American-manufactured helmets. The requirement for seat belts to be FIA rated is to go through the next Council meeting, to be recommended from 1 January 2002 and mandatory from 1 January 2005. The ruling has been approved but not ratified.

The issue on Morgan roll cages has now been sorted.

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

## **MSA MATTERS**

The Chairman introduced Allan Dean-Lewis MBE, Training & Development Executive who outlined various items from the MSA:

Foot & Mouth had had a huge impact on the sport, with loss of income to the MSA in terms of permits and insurance premiums. Colin Hilton was seeking feedback from clubs, but the message is to try and weather the storm, and also to encourage clubs to think of crisis planning, by such methods as increasing subs to bank for the future. The MSA has had to cut back on non-essentials, but the Club Development Fund is ongoing with 2/3rds of the money having been used up. A meeting of the British Rally Championship organisers was planned for 16 August to discuss 2002, the organisers of the rounds working together. Concern over the high cost of the MSA stand at the forthcoming NEC Autosport International Show, being handled by Derek Tye of Corporate Services. Questions are being raised over motorsport recruitment potential. An announcement about the Network Q Rally GB by David Richards of ISC Promotions was expected at the next Regional Association meeting for presentation to associations and member clubs. John Horton had established authority for 12 BARS schools across the country to handle the new applications for Stage Rally Drivers licences for 2002. Explanatory

packs would be on sale from 1 December 2001, and the advice is for clubs to advise their members who wish to start rallying to take out licences in 2001 to avoid having to go through the school procedure (and its anticipated cost of about £125) after 1 January 2002. The next Regional Meeting would be given a presentation on the Countryside Act and Rights of Ways issues, with legislation due to come into force in 2026, it is not just off-road, but all clubs need to co-ordinate efforts now. All local authorities will be putting in registration of highways and documentary evidence of usage of "whites", etc. is essential - keep records and marked maps, road books, and suchlike to prove that roads/tracks have been used for motors. A 3-year plan for internal restructuring of the MSA is also under way.

Martin Fox (Blackrod) stated that it was difficult for potential new scrutineers and Noise Officials to get involved and asked for a relaxation of rules on training days. Ian Price (Blackpool South Shore) stated that there was a shortage of Environmental Scrutineers, whilst Steve Moore (Blackrod) highlighted inconsistencies. A letter had also been received from Gary Miles, Scrutineer from Colwyn Bay, stating that he and George Smith were planning local training sessions for scrutineers to try and overcome inconsistencies being found between events. The plans were being held in liaison with the MSA and, in response, ADL stated that a new round of training sessions is being planned. Officials Seminars for 2002 were being planned for Lancaster and Leeds in the North-West area. The Leeds seminar would include scrutineering and any club scrutineer is welcome to attend.

Dave Read (Warrington) questioned the planned revised licence applications for Stage Rally Drivers for 2002. In answer to the question as to whether or not co-drivers were required to attend Rally Schools the answer is No. Stage Rally Drivers would require different licences to Road Rally Drivers, and questions were raised regarding the eligibility of licences covering other disciplines. The "Go Rallying" video is now available (price £6) and includes the syllabus for the Rally Driving course requirements. Ian Price questioned the standard of instructors, ADL stated that standards had been set down. It is not the intention to have anyone fail the test, but it is intended that all attendees are aware of the requirements at events. Tim Curran (L&C Rovers) asked if the requirement also applied to Hill Rally competitors, the answer being No.

## **COUNCIL NEWS**

Last meeting was held 7 June 2001.

"Motor Sports Now!" was to become more club focused. Rule changes were proposed on helmets, kart, speed, judicial and record attempts. Historic rally car dates and classes were under review. Rule changes approved but not yet ratified included current requirements for paramedics, certification to be simplified and not required to be employed by a National Health Trust, change planned for 2002. Paramedics could be licenced with Council of Professional Medics (CPSM). Kart timing and the resolving of ties was discussed. Seat belts discussed. Steve Chapman, Chairman of the Kart Committee has devised a points system and endorsements for rule transgressors and this was being reviewed for racing. All are advised to check the website [www.msauk.org](http://www.msauk.org) (now updated).

## **MSA REGIONAL COMMITTEE**

Ian Davis highlighted the Countryside & Rights of Way Act, a workshop being set up after the next meeting on 11 September 2001, following a presentation. It was stated that Steve Smith was the co-ordinator, and not the organiser, of the Inter-Association events. Steve Smith was seeking views on running an Inter-Association Championship, possibly with MSA funding. North Devon MC (MSA Club of the Year) presented their workshop and business plan, encouraging youngsters with the First Drive! competition gaining about 20 to 30 participants weekly. Chairman of the Junior section sat on the main committee and juniors were taking on major tasks. The club had a long term plan to work with youngsters.

Martin Pratt (Chester) asked if the club is involved with the Local Education Authority - the answer Yes. He stated that Chester had tried the same thing but met a brick wall, and found that local youth clubs were more responsive.

## **MSA RALLIES COMMITTEE**

Our representative was not present at the meeting, and no report had been submitted.

There is still concern over the problem of competitors failing to complete a stage, or missing a stage, on multi-use stage rallies. The Rallies Committee Chairman had been emphatic in stating that missing a control on such events is exclusion, and the "Blue Book" states that all stage rallies must use Target Timing, which does not allow for missing a timed control. It has also been stated that no sport allows competitors to finish without having completed the course, but this currently happens in, for example, road rallying and other motor sport disciplines. Many events are still showing competitors who miss part or complete stages as finishers, having debited their score with a stage maximum time, and this is leading to confusion amongst organisers and competitors as well as possibly invalidating insurance.

The Committee appears opposed to changing the ruling that any competitor missing a control is excluded from the event. However, a possible solution is to devise a system which would enable crews to miss a control (due to, for example, a mechanical problem) yet still be eligible to finish the event. This Association is keen to look after its customers (the competitors) and to encourage them in the sport, it being felt that newcomers who experience minor problems may easily

disappear from the sport. It is not the Association's intention to give championship points to non-finishers, it is the intention to permit everyone to finish the event. Clubs and competitors are asked to come up with ideas that are practical and fair, so that a proposal can be put to the MSA Rallies Committee for implementation in 2003.

#### **MSA AUTOTEST COMMITTEE**

No representation on this committee, and no information received.

#### **MSA SPRINT & HILLCLIMB COMMITTEE**

Our representative was not present at the meeting, and no report had been submitted.

#### **CORRESPONDENCE**

Press Release from MSA reference Novice Special Stage Rally Driver Schools, and Rally Licence Upgrades eased due to F&M problems.

Details of promotional items, bags, coasters, paperweights, etc. from Stewart Norman Associations. (01908 613440)

MSA letter re bids for Grant Aid and funding for training days. Passed to Mike Farnworth.

Dates for the Philips Tour of Mull Rally for the next 10 years!

Forest Application forms for 2002/2003, to be submitted by 3 August 2001.

Free internet services offered by motorsportlife.com

Registration form from MSA for 2002, completed and returned with list of ANWCC member clubs.

Promotional leaflet of glassware from PWB Engraving. (01495 753697)

Details of a Charity Track Day at Three Sisters on 6 September 2001, raising money for the Round Table Children's Wish.

Letter from Knutsford & DMC advising that their Plains Rally had been cancelled due to some opposition from the agricultural community in mid-Wales. The organisers thanked clubs who had offered to assist with the event, which was planned for 22 September, and looked forward to continued support in 2002.

#### **REPORTS**

##### **GENERAL SECRETARY**

Nothing to report other than covered elsewhere in these minutes.

##### **TREASURER**

The Treasurer was currently in Hungary with the Formula 1 series, but reported that subscriptions for 2002 were being received. A list of clubs still to pay was available, these being Austin-Healey\*, BRMC, C&A\*, Chester\*, Clwb Modur Cymru\*, Dovey Valley\*, ERO, Epynt\*, Fell Side, Hagley\*, High Moor, High Peak\*, HRCR, Huddersfield, Kidderminster\*, Knowldale, Ludlow\*, MCMRC\*, Morecambe\*, 118, Port Talbot\*, Quinton\*, RSSOC\*, Rhyl, Severn Valley, 60 & Worcs\*, Three Shires, TSOC, Vauxhall, Warrington\*, WBCC\*, Westfield\* and W&SSCC\*. (\* indicates subscription fee has since been received).

A draw was held for three clubs, who had paid their subs, to be refunded for having submitted fees and club details by the prescribed date. Vauxhall, Epynt, WBCC and MCMRC were drawn out but excluded due to not having paid, whilst Motor Sport NW, Liverpool and BRSCC had complied and would have their subscription refunded.

Many clubs had paid event registration fees for the Championships 2001 but had been forced to cancel their event due to the Foot & Mouth outbreak. On a proposal by the Chairman, seconded by the Championship Secretary it was agreed that fees in respect of events cancelled due to F&M would be credited back to clubs when invoices sent for the Championship 2002 events. The total amount (approximately £650) was to be shown as a deficit against the 2001 accounts.

##### **CHAMPIONSHIPS SECRETARY**

The effects of F&M were continuing but it seemed that our championships were not as seriously affected as many areas. The PEC Stage Rally Championship would end with about 18 events, whilst the RED Forest series was about to restart with the Astra Stages and looked likely to have six events run. Road Rallying had four events before F&M and it was hoped that a few more would be held now that the rules were relaxed. There was very little interest in the Historic Championship although five events looked likely to happen. Autotest had been the first to restart during the F&M and we should get about 14 events, whilst Sprints would also end with a similar number of rounds. It looked as though there would be no Trials or Hillclimbs held so these championships would have to be cancelled.

The competitor level had risen slightly during F&M and was now on 318, this is down on the 370 of last year but, under the circumstances, is not worrying. Latest championship results were available for inspection.

Forms for registering events into the Championships 2002 had been sent out earlier and a number returned. A provisional calendar was circulated and it would appear that the Championships would take a similar format to the current one. Ideas for changes were welcomed, the final championship being published at the next meeting.

Two teams had been entered for the Inter-Association Autotest organised on behalf of the Welsh Association by Knutsford & DMC. The overall winners were the Welsh Association, with ANWCC second. In the B team section, ANWCC B team finished second to the Northern Association.

The Inter-Association PCT was planned to run on 2 September in the Midlands, and a team would be entered.

The Inter-Association Road Rally is being held in mid-November, organised by the Central Southern Association. As holders of the title we would like to defend our title and suitable rally crews are being sought.

### **FORESTRY LIAISON OFFICER**

The Astra Stages was planned to run the following weekend and was the first forest event in the area since the F&M outbreak. Several innovative ideas were being tried out on the event.

Dave Thomas highlighted that local councils are now seeking to charge for the closure of forest roads where they co-incided with footpaths. Martin Pratt stated that this was matter for the MSA and the limitations of mapping, as well as the correct regulations, should be inspected. There is no provision to close Public Footpaths. The issue has arisen due to the F&M outbreak highlighting the banning of access to the countryside. There is inconsistency between Councils and the Cambrian Rally information would be passed to the MSA.

### **AINTREE LIAISON OFFICER**

Mike Ashcroft reported on a meeting held 26 June with Charles Barnett, Aintree Racecourse Manager. Aintree were proposing a reduction in dates for motor sport, due to loss of revenue on the golf course. Motor-cycle and car clubs had agreed joint weekends. A letter to Liverpool MC and the Motor-Cycle clubs, dated 29 June, claimed that golf is not profitable as a result of motor sport, and the fee for motor sport was to rise from £1,500 +VAT to £4,000 +VAT. Unfortunately, the Motor-Cycle clubs have agreed to this increase without consulting Liverpool MC. It was estimated that the motor-cycle organisations can take in £20,000 per meeting with 300 competitors. Liverpool MC have offered to pay £2,300 +VAT, counteracted by Aintree asking for £2,500+VAT for the current year and rising to £4,000 afterwards, with a reduction in the number of dates. A loss of £5,000p.a. by the Golf Course was claimed, but with no substantiation of accounts submitted. A suggestion to run 10 events with an increase of £500 per event (to counteract the £5,000 claimed loss) was submitted and dialogue is continuing.

Clawback from the Sports Council was suggested, as the SC had paid for the repairs to the track some years ago. It was stated that the SC would only act if Aintree management stopped motorsport, which they have not yet done. It was also asked if LARA could help. At the moment Aintree management are just making life difficult for event organisers.

It was stated that two-day events may give rise to injunctions for operation on Sundays.

Jaguar were using Aintree as part of their Centenary celebrations on 4 September.

### **OTHER VENUE LIAISON**

Weeton - everything seems to be OK at Weeton, with Blackpool South Shore MC running in September. Demolition work had now been completed. Any club wishing to use the venue must not contact the venue direct, but talk to Mark Hothersall of Blackpool South Shore MC.

Caernarfon Airport - Martin Pratt reported that the venue operation was progressing through the Planning Authorities. The Stockport event had been highly-successful but had highlighted problems, as expected with a new venue. North Wales CC, jointly with Rhyl & DMC, were planning an event in October. Martin also stated that Noise North-West had been contracted to carry out all Noise Testing at events in Caernarfon Airparc.

Martin also added that clubs must note, and adhere to, the conditions of hire.

### **PRESS OFFICER**

Katy Mashiter reported that she had secured advertisements from Larton Auto Developments and Competition Car Insurance for inclusion in *NeWs*, and anyone interested in advertising should contact her for more details.

### **TRAINING OFFICER**

Mike Farnworth reported that the planned Rally Training Day is scheduled for 26 January 2002 in Oulton Park. He is also looking for another venue on which to hold Rally Training with practical tasks. Mike is co-ordinating the activities. Out of date helmets are required for marshals training. Mike reported a good response to the item in ANWCC *NeWs*, having

received two volunteers to organise. A meeting was being held on 1 September with a team of five people. Mike has a deal for hire Fire Extinguishers at a favourable rate, and offers training sessions for clubs.

#### **RALLY LIAISON OFFICER**

Martin Pratt reported that he is now being notified of all events in his area, with no problems being recorded.

#### **ANY OTHER BUSINESS**

Dave Thomas reported that a cheque in payment for tickets at the Awards Evening had been returned refer to drawer and despite letters to the signatory nothing had been paid. The General Secretary volunteered to send a suitable letter. (Note, new cheque was received shortly after the meeting, and has cleared the bank).

Steve Moore (Blackrod) asked about "cut slicks". Allan Dean-Lewis outlined the reasons for the extension of the Dunlop agreement. Ian Price (Blackpool South Shore) questioned the use of intermediate tyres being cut to full wet patterns, if the tread extends it could contravene Construction & Use regulations, and the advice was to refer to Tony Newsum at MSA.

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

This concluded the business of the meeting at 1046 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 (soon to be renamed the Holiday Inn) on Tuesday 13th November.

Future meetings are scheduled for 12th. February (including AGM), 14th May, 13th August and 12th November 2002.

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

... for the Ordinary Meeting of the Association of North-Western Car Clubs, which will be held at Forte Posthouse Runcorn, on Tuesday 13th. November 2001, commencing at 2000 hours.

- Apologies for absence
- Minutes of the last Ordinary Meeting
- Matters arising
- MSA matters
  - including Colin Hilton, Chief Executive, MSA
- 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

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#### **NOTES ...**

... questions for Colin Hilton, Chief Executive of the MSA, are invited and should be sent to the General Secretary by 1 November 2001 to enable any research to be carried out.

... Many clubs have submitted their dates for 2002 and it is essential that clubs who have not done so contact the Championship Secretary by 1 November 2001. It is intended to publish the ANWCC Championship Calendar 2002 at the November meeting.

... enclosed with these minutes will be details of the annual ADL Scroll award. Clubs are asked to consider their hard-working members for nomination.

Included in mailshot:

NeWs 2001 No. 3

ADL Scroll details

Provisional calendar 2002

List of clubs not returned info 2002

Invoices events 2002

Subscription Invoice 2002 (to Club Treasurers)