



MINUTES OF THE GENERAL MEETING OF THE ASSOCIATION OF NORTH-WESTERN CAR CLUBS, HELD AT TOFT CRICKET CLUB, KNUTSFORD ON MONDAY 13th AUGUST 2012

ATTENDANCE

116 (Rod Pierce), 2300 (Mark Wilkinson), Accrington (Graham Maxwell), Aintree (Mike Ashcroft), BADLRC (Matt Thompson), BRCA (Jim Spencer), BRMC (Derek Machin), BRSCC (Mike Harris & Tom Dooley), C&A (Jim Jones), Chester (Richard Jones), Clitheroe (Maurice Ellison), Clwyd Vale (Brian Howatson), CSMA (Graham Maxwell), ERO (Chris & Jordan Cornes), Fylde (Sandie Taylor, Darren Fox), GPMC (Steve Kenyon & Terry May), Kirkby Lonsdale (Katy Mashiter & Bob Milloy), Knutsford (Mike Vokes), L&CCC (Martin Nield), Lancaster (Maurice Ellison), Lindholme (Karen Spencer), Liverpool (John Harden), Longton (Mike Ashcroft), MG (David Rainsbury & Paul Goodman), Morecambe (Katy Mashiter), MS(NW) (Dave Read, Martin Nield, Chris & Jordan Cornes & Mark Wilkinson), North Wales (Dave Thomas), PAN (Eric Cowcill), Slaithwaite (Karen Spencer), Stockport 061 (Bob Milloy & Mark Wilkinson), Team Duck (Karen Spencer), Wallasey (Mike Harris & Bill Turner) Warrington (Dave Read), Under 17 (Graham Maxwell)

Officials present were Allan Dean-Lewis (President), Bob Milloy (Chairman), Mark Wilkinson (General Secretary), Eric Cowcill (Treasurer), Dave Thomas (Championship Coordinator), Katy Mashiter (Press), Derek Machin (Training).

Apologies were received from Nigel Bayley & Keith Wain (ERO), Hilary Moore (Manx Auto), Sue Sanders (PAN), Phil Jobson (Spadeadam), Steve Johnson (Accrington, Under 17), Ron Hunt (Liverpool), Emyr Hall (Bala), Paul Maxwell (?), Martyn Taylor (KLMC), Teresa Wood (Epynt)

WELCOME & MINUTES

The Chairman, Bob Milloy, welcomed Mr Allan Dean-Lewis (MSA Director of Training and Education and ANWCC President) and delegates to the meeting.

The minutes of the May 2012 General Meeting were accepted as a true record, proposed by Maurice Ellison and seconded by Mike Harris.

MATTERS ARISING

- Bob Milloy asked for an update on Woodford. Paul Goodman replied that we may have been able to use as a temporary venue, until the fatality a short while ago, which was a tragic happening.
- We are now Associate Members of LARA.
- Ian Harwood Quiz – all clubs are invited to attend with a team of 4 – please email Tony King at tony_king@msn.com if you wish to attend.
- Mike Harris has donated a full set of paperwork for Network Q RAC Rally 1997 – Dave Thomas to put on eBay and proceeds to go to Marshals Fund.
- Under 17 MC - Arrive & Drive competition – was won by a 14 year old, he had been kart racing but never sat in a car before, he thoroughly enjoyed it.
- Mike Ashcroft commented on Ormskirk Motorfest – 300 cars/bikes participating, with 4 F1 cars. <http://www.ormskirkmotorfest.com/>
£150 marshals prize draw and entry to the prize draw.

MSA REPORTS

Allan Dean-Lewis

- MSA attend 24 association meetings a year.
- Good to see that volunteers were mentioned last night at Olympic Ceremony. Prince Michael of Kent mentioned the volunteers when at MSA House a few months ago.
- Marshal of the Year and Club of the Year – closing date is 01/10/12.
- Club Development and Rescue Development Funds – 61 applications, 50% up – max amount is £5,000, but can give larger amounts – has awarded £20,000.
- Training Fund – if running club training, let MSA know and we can help you, please let either ADL or Jennifer Carty know - jennifer.carty@msauk.org
- Training Sessions for Radio Controller & Probationary – Oct 12 to end of year.
- Officials Seminars – style of presentation will be changing and going to be adding Scrutineers to it.
- Women in Motorsport – seminar held in Paris recently where Tracy-Louise Muir and our Jan Baddeley attended. 1 in 17 licence holders are women.
- Rally Authorisation Department are going on to Ordnance Survey software, so can do digital tracing. This will give perfect routing and timing; can drive a car down the route, as uses Google StreetView.

- Social Media Guidelines have been updated on MSA website.
http://www.msauk.org/uploadedfiles/press/MSA_Social_Media_Guidelines.pdf
- CRB – 7 difficult cases in recent months, 2 have had their appointments terminated. MSA can only deal with cases where the information is in the public domain, so please let us know if you find press releases.
- Paul Goodman commented that he ran 11 races at Oulton Park on Saturday, watched British Championship on TV and the driving standards were appalling – can anything be done, as not portraying the sport well.

AUTOTEST

- Met in July – noted growth in Autosolos/PCAs.
- Hazel Johnson went down to give presentation re Under 17 Motor Club.

RALLIES

- No report.

COUNCIL

- Commandant for use of Military land has changed and a few venues have been struck off their list (Epynt, Caerwent & Swynnerton)
A survey has been compiled on expenditure/straw poll on what motorsport puts in to local economy.
- Go Motorsport now in house and RDOs are working with clubs and taking risk management/road safety in to schools.
- Lifting of seats, belts and HANs is still going ahead. John Symes is doing research on seats and testing.
- Age limits is still controversial and medical for young people.
- Autotest – proposed rule that hoods can be down or hard tops fitted, recommended January 2013
- Defined what Historic Motorsport is.
- Briefing of drivers – familiarity isn't enough, have to have briefing on circuit configuration for that day.
- Rallies – new box junction layout, no entry signs and taping. Confirmation of yellow flags from January 2013.
- Vacuum mattresses – mandatory for rescue units from 2014, recommended from 2013
- Competition licence – has to have passport style photo of current likeness.

REGIONAL

- Met in May, next meeting 15/08
- No list of Doctors/Paramedics – due to Data Protection Act, can't publicise as some don't want their details public, but if you ask MSA they will email it.

REPORTS

GENERAL SECRETARY

- MSA Forestry Commission Allocations for Haye Park Time Trial & Woodpecker Stages
- Confirmation of Nomination for 2013 Rallies Specialist Committee – Dave Read

MINUTES RECEIVED FROM OTHER REGIONAL ASSOCIATIONS

- ANCC AGM 16th April

EVENT INVITATIONS

- Lincoln Green Stages at Blyton on 8 September 2012
- Countdown 2012 starting at Brampton Town Centre on 8/9 September 2012
- Flying Scotsman passing through our area on 19/20 April 2013, over-night in Macclesfield on 19 April

NEW MEMBER CLUBS

- Spadeadam Motor Club - <http://spadeadammotorclub.co.uk>
Bob commented that they are varied with stage and road rallies
- Rallying with Group B Preservation Trust - <http://www.rallyingwithgroupb.net>
- Gemini Communications - <http://www.geminicomunications.org.uk> All Accepted
- Karen Spencer commented that Buccaneer Motor Sports Club (<http://www.bmsc.org.uk>) would like to join – accepted upon receipt of monies

TREASURER

- Nothing to report

CHAMPIONSHIP CO-ORDINATOR

- 100 events so far
- 267 competitors registered so far, compared to final of 287 last year
- Small loss of income from less championship contenders on events.
- Forms for 2013 registration/dates are on website and have been emailed out.
- Dates for 2013 are now on calendar page
- PLEASE ENSURE THAT YOU USE ANWCC FORMS FOR OFFICIALS/DATES – NOT OTHER ASSOCIATIONS!
- Marshals Draw:
 - May (54 claims) – Ian Winterburn
 - June (36 claims) – Adam Parret-Swift
 - July (63 claims) – Alison Boyle

PRESS OFFICER

- No report

TRAINING OFFICER

- 2013 dates – Stockport 26 January
- York 27 January
- Bob Milloy suggested changing the name to "Awareness Day" as opposed to Training.
- Go Motorsport Roadshow:
 - 25 September at Stockport (High Lane Conservative Club)
 - 7 November at Chester (BAE Systems)

GO MOTORSPORT!

- No report.

MSA FLO

- No report.

MSA RLO

- No report.

ANY OTHER BUSINESS

- A discussion ensued over Derek Machin's paper (Appendix 1), Bob Milloy thanked Derek for drawing this to our attention and will watch through Rallies Committee and Road Rally Working Group.
- Mike Vokes informed the room that he has been asked by colleagues within Knutsford DMC to raise the issue of seeding / grouping on Autosolo events. Knutsford know that these events rely on competitors to also act as marshals and thus there is a division into groups. It seems many events do this on a 'sequential' system with a mix of competitors from each class in a given group. Knutsford believes that on recent event(s) changing weather conditions led to this giving an advantage / disadvantage to some competitors in each class who had a favourable group to run in. Mike believes that in Knutsford Autosolos they run each class in a group to try and avoid this happening and wanted to canvass opinion from other clubs / ANWCC as to the reasons why or how they chose to seeding / group the entry on their events. In particular whether it was possible to identify serious championship competitors and include them in the same group to level the field.
Graham Maxwell responded that this is the only sensible way without seeding an event, and a car could be used by more than 2 people.
Steve Johnson to take to Autotest Committee for best practice.

NEXT GENERAL MEETING

Monday 12 November 2012

Toft Cricket Club, Booths Hall, Chelford Road, Knutsford, Cheshire, WA16 8QP. (www.toftcc.co.uk)

Please note amended postcode

AGENDA

Minutes of Previous Meeting

Matters Arising

MSA Reports

Autotest

Rallies

Council

Regional

Reports

General Secretary

Association Minutes Received

Events – Association Invitations

New Member Clubs

Treasurer

Championship Coordinator

Press Officer

Training Officer

Go Motorsport

MSA Forestry Liaison Officer

MSA Route Liaison Officer

Any Other Business

Mark Wilkinson, ANWCC Secretary, 74 Haslington Road, Ashway Park, Manchester, M22 5HU
0161 437 6425 / 07879 657580 / anwcc@stockport061.co.uk

APPENDIX 1:

MSA Definition

<http://www.msauk.org/site/cms/contentviewarticle.asp?article=774>

“There are several different forms of road-rallying, such as Runs with no timing, to Economy Runs, Historic Rallies for classic cars, and more competitive night events, where the emphasis is on good navigation and time-keeping.

The co-driver usually plays an important role in the final results. Lots of well-known rally co-drivers cut their teeth in Britain’s road-rally scene and went on to stardom in the World Rally Championship

There are national championships for Historics, and there is also a championship for Endurance Road-Rally Cars, which are limited to 1400cc petrol engines, or 2-litres non-turbo diesels, with virtually standard engines and gearboxes. Some events go off-road, with timed sections in woods, forests or airfields.

Most local motor-clubs run what is known as a “12 Car” event which is ideal for starting out in any kind of rallying – this is limited to 12 cars, and is usually recognised as the best place to start competing. Just about any car can take part in a 12-car rally. More competitive events restrict engines to four-cylinders, or, no turbos, and all events prohibit sponsorship advertising.

You do not need special equipment to take part in road events, but often a map, magnifying glass, map light, and a sump-shield comes in useful on the more competitive events.

Minimum Requirements

- Any standard road car.
- 2 crew members with valid club membership cards.
- Ordnance Survey maps.
- The driver must be at least 17 years old and must hold a valid RTA Driving Licence.
- The navigator must be at least 12 years old.

Dilemma

There are obviously some issues within the *competitive night events* part of the current Road Rally/Navigational Rally part of the sport being encountered in some parts of the Country, that appear to be well discussed in some circles/Regional Associations and highlighted by a recent Ian Mills article within Motorsport News.

Solutions – General

Given the MSA’s minimum requirements stance of any standard road car and the general trend by Rallies Committee over the last 5years to move towards more tightly controlled standards, e.g. the infamous K.37, as well generally as a more environmentally friendly sport that is more socially responsible, then this would seem like a good place to start.

Whilst Rallies Committee have already undertaken some deliberations and several recommendations (Action Points) have already been announced for consultation by their forthcoming October meeting (see MSA website), the general thrust of these is around Regulations relating to the Competitor/Competition Vehicle – please refer <http://msauk.org/uploadedfiles/regulations/RalliesMay2012.pdf>

Whilst these are being debated there doesn’t appear to have been any published discussion around the management of the discipline, i.e. **Organisers/event management**, which encompasses

- A thorough review of the current Route Liaison Officer (RLO) system needs to be undertaken in respect of current ‘workloads’
- A review of the current Driving Standards Observers system needs to be undertaken so as to ensure sufficient trained Observers are available for events
- The potential use of speed measuring and noise measuring equipment on events
- A review of the guidance and support provided to Technical Officials, e.g. scrutineers, during the transition from one set of regulations to another
- Specific research into and management of known spectator ‘hot spots’ on routes needs to be undertaken
- The length of routes and numbers of competitors needs to be considered
- Whether refuel halts be allowed
- The location of controls, especially near residential properties, may need better guidelines

With this in mind, I’d like our August ANWCC meeting to consider and endorse the following proposals for Rallies Committee consideration.

So as to help delegates, particularly for those Clubs not involved with this side of the sport and those who may not have a Blue Book readily available at our meeting, I’ve

- Shown the existing Blue Book regulation
- Highlighted in red any wording to be deleted
- Highlighted in green all new wording
- Offered the rationale behind the proposal

Proposals

- ⇒ R 2.1.2 Reasonable precautions must be taken in the selection of route, time of day, control of spectators and any other relevant factors to avoid inconvenience to the general public. To be amended, R 2.1.2 Reasonable precautions must be taken in the selection of route, time of day, control of spectators and any other relevant factors to avoid inconvenience to the general public **and in the location of Controls to minimise nuisance to residents.**
Rationale – as a socially responsible part of the wider community, good relations and consideration for local residents should be a factor in event planning so as to minimise complaints, a point already referenced in R 2.4.1
- ⇒ R 2.1.4 Effective public relations work must be carried out (3.1). To be supplemented to read R 2.1.4 Effective public relations work must be carried out (3.1) **and records retained for 18 months, with these records being made available to the relevant Route Liaison Officers (RLOs).**
Rationale – to ensure that when records are available year to year as an aid to future planning and reference should PR issues reveal objections or complaints be received regarding an event for that location on the route, in addition to R 3.1.8 c) where specific problems must be passed to RLOs.
- ⇒ R 2.1.8 bullet 2, i.e. Request the CAO to suspend authorisation, or in the MSA to suspend the Permit, until the route or the effectiveness of the PR work in his area has been confirmed. This to be reworded thus, until the route or the effectiveness of the PR work in **his their** area has been confirmed.
Rationale – whilst the majority of CAO's are male, this might not always be the case and this brings the Blue Book inline with it's aim to remove gender specific references elsewhere within the Blue Book
- ⇒ R 2.6.2 Stewards or upgrading Observers should be supplied with a complete marked map of the route before the date of the event, and must also be supplied with a set of all instructions and route cards, etc. that are issued to Competitors and Officials as soon as they are available. To be amended to R 2.6.2 Stewards or upgrading Observers **and relevant RLO (s)** should be supplied.....
Rationale – so that they have a final agreed route of the event for their records which they can cross reference with PR reports and any materials under R 2.1.4 and R 3.1.8 b)
- ⇒ R 3.1.8 Where an Organiser is intending to publish a guide to the route or specific locations for spectators to see the event..... b) The information issued contains warnings of locations that spectators must avoid (blackspots, sensitive areas, etc).
This to be changed to b) The information issued contains warnings of locations that spectators must avoid (blackspots, sensitive areas, etc) **which will be published on the Regional Associations championship website for that round and organisers website, or in the case of non-championship events just on the organisers website.**
Rationale – to ensure that this information is more readily available to spectators as well as other Organisers who may be planning routes through those sections, as well as being accessible to other interested parties, e.g. Police, National Farmers Union, or other National bodies.
- ⇒ R 3.1.8 Where an Organiser is intending to publish a guide to the route or specific locations for spectators to see the event.....
Then a new section is proposed R 3.1.8 Where an Organiser is intending to publish a guide to the route or specific locations for spectators to see the event..... e) **In identified spectator locations, i.e. where on previous occasions where more than 20 spectators have been noted as being in attendance at that location on the route, then Organisers shall provide a litter bag or bin so as to try and ensure that the area is left in the condition after the event as it was before the event.**
Rationale – being socially responsible and to maintain good relations & consideration with local residents and Local Authorities, then Organisers are obliged to tidy up after themselves.
- ⇒ New regulation R 3.1.9 **Special consideration should be given to properties identified during the PR exercise displaying a For Sale or To Let signage, or known to be holiday accommodation.**
Rationale – In respect of these properties, consideration should be given to a PR letter being sent to the identified property agent or landlord as per R 3.1.7 may be applicable for that property on the date of the event.
- ⇒ R 8.3 Driving Standards Observers will adjudicate on: be changed to read R 8.3 Driving Standards Observers **will adjudicate on: roles and responsibilities are set out under G 11**
Rationale – For sake of clarity and ease of reference it is proposed that these roles and responsibilities are set out in the same place within the Blue Book, *and for ease of reference in this document are now dealt with immediately below*
- ⇒ G 11.1 Driving Standards Observers can be appointed by Organisers, the MSA or (with MSA approval) a Regional Association for all events wholly or partly held on the Public Highway - **Unchanged**
- ⇒ New regulation G 11.1.1 **Any MSA-licensed Rally Clerk of Course is automatically considered an MSA-approved Driving Standards Observer**
Rationale – bringing this inline with G 11.3.1 in respect of Race Observers and also widening the 'catchment pool' for DSOs.
- ⇒ Existing G 11.1.1 (**new G 11.1.2**) Their function is to monitor driving standards, including noise and speed levels, and report driving likely to bring the sport into disrepute To be changed to read G 11.1.1 Their function is to monitor driving standards, **including such as noise excessive vehicle sound including exhaust, induction, and transmission sources (observed during the event), and excessive speed levels, and report driving in a manner likely to bring the sport into disrepute, and compliance with special restrictions, e.g. Quiet Zones.**
Additionally delete the existing ~~R 8.3.1 Excessive vehicle sound including exhaust, induction, and transmission sources (observed during the event), R 8.3.2 excessive speed, R 8.3.3 Driving in a manner likely to bring motors sport into disrepute, and R 8.3.4 Compliance with special restrictions, e.g. Quiet Zones.~~
Rationale – amalgamating the existing G 11.1.1 wording and R 8.3.1, R 8.3.2, R 8.3.3, and R 8.3.4 wording into a single rule in a single place.
- ⇒ Existing G 11.1.2 (**new G 11.1.3**) Driving Standards Observers are empowered to inform Competitors that they will be penalised in accordance with the Regulations, which can include withdrawal from the event. To be changed to read G 11.1.2 Driving Standards Observers are empowered to inform Competitors that they will be penalised in accordance with the Regulations, which can include **withdrawal exclusion** from the event.
Rationale – the current use of *withdrawal* could be interpreted as this is a voluntary option for the competitor, however this change better reflects to possible sanction from reading of the existing G 11.1.3 and G 11.2
- ⇒ Existing G 11.1.3 (**new G 11.1.4**) No protests or appeals can be made against their decisions - **Unchanged**

- ⇒ G 11.2 Driving Standards Observers must provide a full written report, to the Clerk of the Course as soon as possible before publication of provisional results - Unchanged
- ⇒ G 11.2.2 The names of any Observers should either be given in the Final Instructions or posted on an Official Notice Board at signing-on not less than 30 minutes before the first car is due to start (R 2.8.2) - Unchanged
- ⇒ G 11.2.3 The SRs for the event should state that Driving Standards Observers are being appointed - Unchanged
- ⇒ New regulation G 11.2.4 The SRs for the event should state whether the use of cameras or similar equipment, provided by the Organisers, so to facilitate a suitably trained Driving Standards Observers determination as to speed under G 11.1.1 will be occurring on the event.
Rationale – with the now significantly lower cost for the commercial hire of suitably certified speed measuring equipment then this option should be considered and covered within the Blue Book so as to provide factual evidence within a Driving Standards Observers report under G 11.2
- ⇒ New regulation G 11.2.5 Checks operated by Driving Standards Observers need not be staffed for the whole of the period during which Competitors may be passing and may operate on a random basis.
Rationale – allows for DSOs to be moved during the event by Organisers (also see revision to R 8.5 later)
- ⇒ New regulation G 11.2.6 Driving Standards Observers must be appointed to monitor for all Quiet Zones (R 9.3.1)
Rationale – referencing the use of a DSO within this section of the Blue Book with other DSO rules as well as referencing rule R
- ⇒ R 8.4 Any competitor driving at an excessive speed, recklessly or in a manner likely to bring motor sport into disrepute, or convicted of any driving offence committed during an event, may be excluded. To be changed to R 8.4 Any competitor driving at an excessive speed, recklessly or in a manner likely to bring motor sport into disrepute, cautioned by the Police, issued by the Police with a Fixed Penalty Notice, Police/VOSA vehicle Defect Notice, or convicted of any driving offence committed during an event, may be excluded.
Rationale – to better reflect current roads policing by both VOSA and Police
- ⇒ R 8.5 Checks operated by Judges or DSOs need not be manned for the whole of the period during which Competitors may report and may operate on a random basis. To be amended to R 8.5 Checks operated by Judges ~~or DSOs~~ need not be ~~manned~~ staffed for the whole of the period during which Competitors may report and may operate on a random basis.
Rationale – see the separate expanded DSO section proposed under rule G and also this brings the Blue Book inline with it's aim to remove gender specific references
- ⇒ R 9.3.1 Quiet Zones. Any Quiet Zone in a standard or regularity Section must be monitored by a Driving Standards Observer, to be suffixed thus R 9.3.1 must be monitored by a Driving Standards Observer (G 11.2.6)
Rationale – cross referencing the Blue Book to the relevant Driving Standards Observer rules under G
- ⇒ R 9.3.2 The end of a Quiet Zone should be indicated by an end of QZ Board. To be changed to R 9.3.2 The start of a Quiet Zone should be indicated by a start of QZ board and the end of a Quiet Zone should be indicated by an end of QZ Board.
Rationale – Whilst R 9.1 mentions that competitors will be issued with route information before their due start time as to the locations of Quiet Zones, there is no actual mention elsewhere within rule R 9 as to where these are located 'on the ground' so that it's currently possible that competitors only know they are in a Quiet Zone when they actually spot the end of QZ board, which is potentially too late and obviously negates the work with local residents in designating Quiet Zones for the event.
- ⇒ New regulation R 9.3.3 All start of QZ and end of QZ boards shall be of a standard size, layout and typeface (Drawing 29 section).
Rationale – just like all Special Stage signage is a minimum of 76cm x 51cm (see R 29.2.1 for Danger Spots), then all QZ signage should be of a standard size and listed in the Blue Book as a *Drawing Number* so as to be standard across the UK
- ⇒ R 10.2.5 Organisers may erect signs warning of natural hazards. To be amended to R 10.2.5 Organisers may erect signs, of a standard size, layout and typeface, warning of natural hazards (Drawing 29 section).
Rationale – just like all Special Stage signage is a minimum of 76cm x 51cm (see R 29.2.1 for Danger Spots), then all QZ signage should be of a standard size and listed in the Blue Book as a *Drawing Number* so as to be standard across the UK
- ⇒ New regulation R 16.1.8 Regional Association championship road rallies shall have a maximum allowable entry of 60 competitors, whilst any non-Regional Association championship events shall only be for one of the 4 classified abilities of competitors and these events shall be limited to a maximum allowable entry of 25 competitors
Rationale – so as to limit the number of competitors and help foster good relations & consideration with local residents
- ⇒ New regulation R 16.1.10 there shall be no refuelling halts allowed for events less than 150 miles in length and for those events planned with a route longer than 150 miles, then refuelling is not allowed before 100 miles of the route is covered
Rationale – with a move to a more standard production vehicle with standard fuel tanks fitted and the separate published discussions of Rallies Committee around Competitors/Competition vehicles