



MINUTES OF THE GENERAL MEETING OF THE ASSOCIATION OF NORTH-WESTERN CAR CLUBS HELD AT THE HOLIDAY INN, RUNCORN, ON TUESDAY 8 NOVEMBER 2005

WELCOME

The Chairman, Bob Milloy, welcomed delegates to the meeting and particularly welcomed the Association President Allan Dean-Lewis who was also representing the MSA as External Affairs Executive.

ATTENDANCE

20 member clubs were represented by 28 delegates as follows:

Blackpool South Shore MC (Paul Megretton), British Radio Car Assn (Jim Spencer), Bury AC (Richard Murtha, Horace Saville), Chester MC (Martin Pratt), CSMA (Eve Fisher, Steve Johnson, Ian Royle), Ecurie Royal Oak MC (Kevin Skellern, Nigel Bayley), Formula 1000 Rally Club (Dave Thomas, Steve Johnson, Clive Baty), Garstang & Preston MC (Steve Kenyon, Terry May), Glossop & DMC (John Buckley), High Moor MC (Gary Heslop), HRCR (Stan Appleton), Ilkley & DMC (Stan Appleton, Clive Baty), Kirkby Lonsdale MC (Bob Milloy), Lancs & Cheshire CC (Martin Nield), Liverpool MC (Ron Hunt, John Harden), Motorsport NW (Martin Nield), North Wales Car Club (Dave Thomas, Colin Jones), Potteries & Newcastle MC (Sue Sanders-Peppitt), Quinton MC (Paul Maxwell), Wigan & DMC (Martin Fox, Guy Wickham, Helen Fox).

Officials present were : Allan Dean-Lewis (President), Bob Milloy (Chairman), Ron Hunt (Vice-Chairman), Eric Cowcill (Treasurer), John Harden (joint Aintree Liaison Officer), Dave Thomas (Championship Secretary), Stan Appleton (General Secretary).

APOLOGIES

Apologies for absence were recorded from Gordon Pirie (CTRLO Cheshire & Merseyside), Mike Farnworth (Training Officer), Katy Mashiter (Press Officer), Mike Ashcroft (joint Aintree Liaison Officer), Tom Dooley (BRSCC), Mark Wilkinson (Stockport MC, Motorsport NW), Barry Green (Rhyl & DMC), David Bailey (Lancs & Cheshire MC).

MINUTES

The minutes of the last meeting were agreed as a true record on a proposal by Steve Johnson (CSMA) seconded by John Harden (Liverpool MC).

MATTERS ARISING

Helmet Straps – Stockport MC had received no reply from MSA to their letter about securing helmet straps. It was hoped it would be covered in MSA scrutineers' seminars. Allan Dean-Lewis agreed to speak to John Symes at MSA.

Stage rally restarts – It was agreed that Dave Thomas' proposal to review K31a would be better taken via Rallies Committee and he would speak to Sue Sanders-Peppitt accordingly.

MSA MATTERS

OVERVIEW

Allan Dean-Lewis gave an update on a number of issues :

1. 340 clubs had been represented in the recent round of MSA club workshops. Club officials workshops were planned for January/February.
2. MSA was heavily involved in responding to the NERC (Natural Environment & Rural Communities) Bill which could restrict motorised use of RUPPs (Roads Used for Public Paths) and BOATs (Byway Open to All Traffic).
3. Rally route authorisation delays could be due to the need for a specific signatory to complete the documentation. Clubs should ring Simon Fowler for reassurance that approval had been given.
4. A formal statement on Child Protection was to be issued in January.
5. Nominations were overdue for Club of the Year and Marshal of the Year.

6. The Volunteers in Motorsport, led by Sue Sanders-Peppitt, had government funding and had attracted 7300 rally marshals and 2400 race marshals. A listing of marshals by postcode is available for clubs.
7. A number of clubs are approaching big anniversaries which could help promotion. ANWCC has its 50th anniversary in 2007.
8. Following recent confusion, a flow-chart is to be published in Motorsports Now! to explain the process for regulation changes. The September edition had been overfull with regulation change and mixed approved and 'not yet ready' proposals. The 'not yet ready' proposals, even if agreed, could not be implemented until 2007 but that doesn't mean those proposals *will* happen in 2007. Some of the problems about the reviewing of K37 and to a lesser extent K22 and sound testing arose from practical diary sequencing issues for Rallies Committee, Regional Committee and the Regional Associations. To overcome some of this it was important that individual clubs made their own input into consultation directly to MSA as well as via Regional Associations. The specific issue of K37 is going back to the February meeting of Rallies Committee who (bearing in mind comments to date) will formulate an updated proposal. That new proposal will then be published for further comments. Individual comments are always more effective than petitions or a stock letter. MSA fully accepts the misunderstanding and will seek to clarify the process as well as look at the specific technical issues. Martin Pratt (Chester MC) asked for very clear marking of proposals that were 'up for discussion' whilst Steve Johnson (CSMA) asked that the logical reasoning behind proposals would prove helpful. There were many myths and misunderstandings based on hearsay, fuelled by unaccountable website forums which weren't considered representative.

COUNCIL

Eric Cowcill reported that he had been unable to attend the last meeting of Council however he was able to confirm that implementation from 1.1.06 had been agreed for :

- Off-rovers needing licences for both driver and co-driver;
- Recovery units could be commercial if licensed units were unavailable;
- GPS was barred from all rallies unless specified. Beware radar detectors that are based on GPS tracking;
- Autosolo – the drawing in F5.4.2 had been confirmed;
- Under 14's would compete in Nat B junior championships;
- Clerks of Course can reprimand in qualifying as well as in competition;
- Technical regs for inboard fuel lines were to be tightened;
- Doping rules mean that a maximum alcohol limit of 0.1% was imposed;
- Emailing of event paperwork.

Approval had *not* been given to withdraw the discretion for the Environmental Scrutineer to use a sound test closer than 8 metres.

Consideration was being given to unifying rules on 'dangerous, reckless, careless' driving etc.

A discussion on encouraging grass roots sport identified the lack of young people and suggested radically simplifying the Blue Book and easing event entry requirements to allow more 'arrive and drive' events. A slimline Blue Book was being trialled for karting.

MSA REGIONAL COMMITTEE

Bob Milloy reported on the meeting of 23 August where Bill Troughear was retiring as chairman; he would be succeeded by Nicky Moffatt (ANICC) and deputy John Arnold (AWMMC).

The Club Development Fund had reached a landmark of having spent £2m on projects.

ANECC reported issues with the Safety Advisory Committee in their patch. This was one of several local initiatives which impacted motorsport. Sue Sanders-Peppitt reported a similar SAC in South Wales and Steve Johnson raised the Lancashire 'Quiet Lanes' project. Normal good practice should cause no problems with any of these projects but there was extra bureaucracy.

A paper is to be issued on 'dealing with major incidents.'

An investigation is looking at the failure of an FIA-approved belt on an off-road event.

MSA SPEED COMMITTEE

No report.

MSA RALLIES COMMITTEE

Sue Sanders-Peppitt began her report by confirming that she hadn't been at the critical meeting that had been preparing proposals on K37. The proposals were not sufficiently developed at that time to be published for wider

consultation; however there had been a leak of the early thoughts and it was felt that now they were in the public domain then those early thoughts had to be the basis for the first round of consultation. There were more questions than answers such as 'what is a motor-bike engine' or 'what is active suspension'. One of the points behind the review was to enable events to comply with current regulations, so that for example bogeys weren't being beaten (taking average speeds beyond insurable limits) which was about stage design as much as about fast cars. Scrutineers would be given an impossible job to understand the permissible modifications to a wide range of cars. If 24 out of 27 Metro 6R4's are built to tarmac spec, why were they being pushed to Nat A forest events ?

The issue of powerful cars on single venue events was also a question of stage design, to avoid powerful cars catching slower cars where laps split and merged. It was not just about 'Group B' cars, 6R4's or Darrians as there were other very quick cars out there too. Rallies Committee were having a fundamental review of just what *is* a rally car and recognised the need to phase any changes over a lengthy period, particularly (as Bob Milloy pointed out) individuals and dealers had cars in stock and some livings were earned from the cars under scrutiny.

Comments needed to be made to Ian Davis at MSA by mid-January as views would be passed on to the Stage Rallies Technical Group to discuss in late-January and then on to the February meeting of Rallies Committee.

CORRESPONDENCE AND SECRETARY'S REPORT

MSA Seminars for club officials were to be held at Birmingham (29 January), Brighthouse (25 February), Llandrindod Wells (26 February) and are intended for unlicensed club and event officials.

Forest allocations for 2006 had been received. In the ANWCC area this also included the Roger Albert Clark's use of Gisburn on 18 November, and the Circuit of Wales' use of Clocaenog, Penmachno and Coed-y-Brenin on 13 October.

The Concordat between Forestry Commission and MSA included a revised set of forestry charges, higher for stage rallies but reduced for endurance and road rallies.

The Endurance Rally Association had advised us of their plan to run the 2006 Lombard revival rally in the north and asked for clubs' help in finding suitable venues. They had been told that whilst some venues such as Warcop were publicly available others would be closely guarded by the clubs who regularly used them and who would not want to jeopardise their local position.

Copies of submissions on K37 had been received from Wigan & DMC and from Bryan Hull (club unknown).

A West Midland club recently had to negotiate with BT after being fined for putting up rally PR notices on telegraph poles. Royal Mail act similarly.

TREASURER

Funds are healthy. A modest increase has been made in Holiday Inn room charges.

CHAMPIONSHIP SECRETARY

402 registrations had been received of whom 50% were new names including a number of 'born again' competitors. Awards presentation will be on 11 February at the Holiday Inn, Runcorn.

The 2006 calendar runs to 15 pages and includes the previously discussed change to the sprint and hillclimb championships.

Clubs were warned of the need to avoid any possible conflict of interest between Eligibility Scrutineers and competitors.

Future calendars would be affected by the knock-on from the WRC moving to an August to May season.

FORESTRY LIAISON REPORT

No report.

AINTREE LIAISON OFFICER

John Harden had not had his year end meeting with Aintree yet and had been unable to agree 2006 dates but clubs were still ploughing ahead. There was a balance to be struck between stirring up the pot about planning issues and retaining some measure of cooperation from Aintree. A motor-bike meeting had been abandoned due to flooding caused by spoil-dumping. The golf course is to be extended to 18 holes which will have an impact on Club circuit.

OTHER VENUE LIAISON

Demolition is continuing at Weeton which could enable another 1-2 miles to become available. The announcement of the closure of DERA (Defence Evaluation & Research Agency) could release some venues from among their sites. Clubs need to pursue any connections they might have with flying clubs.

PRESS REPORT

No formal report but much of the content of recent MSA club seminars had dealt with the building of good press relations. Dave Thomas (NWCC) commented about the massive coverage of an accident on the Cambrian Rally from a normally disinterested press. Spectators are keen to see their mobile phone pictures in print and would contact the papers in such incidents.

TRAINING OFFICER

No report. Training days are arranged for Myerscough on 28 January and Askham Bryan on 29 January.

RALLY LIAISON OFFICERS

Gordon Pirie had reported that following a recent incident the area around Swettenham ford was considered a sensitive area. This is defined as OS squares 118/7868, 7968, 8068 and 8167.

ANY OTHER BUSINESS

Sue Sanders-Peppitt asked for some new blood to be appointed to MSA Rallies Committee.

Stan Appleton recognised that although emotions had been raised by recent issues the Association totally condemned the sending of personally abusive emails to individual members of Rallies Committee.

It was noted that entries for some rallies and for autotests were down while others were coming in later. All BTRDA rally entries were down.

DATE AND PLACE OF NEXT MEETING

The next ordinary meeting will be at the Holiday Inn, Runcorn, on Tuesday 14 February 2006, commencing after the Annual General Meeting which will itself commence at 2000hrs prompt.

The meeting closed at 22.15 hours. Delegates and guests were thanked for their attendance.

AGENDA

For the Ordinary Meeting of the Association of North Western Car Clubs, to be held at Holiday Inn, Runcorn, on Tuesday 14 February 2006 following the Annual General Meeting.

Apologies for absence

Minutes of last meeting (November 2005)

Matters arising

MSA reports

Correspondence

Reports

General Secretary

Treasurer

Championships Coordinator

Forestry/Facilities Liaison Officer

Aintree Liaison Officer

Other Venue Liaison

Press Officer

Training Officer

MSA CTRL

Any other business

Date and place of next meeting

Stan Appleton
General Secretary – Assn of North Western Car Clubs
Daleview
Pateley Bridge
North Yorkshire
HG3 5DN
stan@hrcr.co.uk
01423-712436