

**MINUTES OF AN ORDINARY MEETING OF THE
ASSOCIATION OF NORTH-WESTERN CAR CLUBS
HELD AT THE HOLIDAY INN (formerly POST HOUSE), RUNCORN
ON TUESDAY 13th NOVEMBER 2001**

WELCOME

The Chairman, Bob Milloy, welcomed delegates to the meeting, also welcomed Colin Hilton, Chief Executive of the MSA.

ATTENDANCE

22 member clubs were represented by 29 delegates as follows:

Blackpool South Shore MC (Ian Price), Blackrod MC (Helen Fox, Martin Fox), Bolton-le-Moors CC (Guy Wickham), British Rally Marshals Club (Mike Farnworth, Derek Lawson), British Radio Car Association (Jim Spencer), Chester MC (Martin Pratt), Ecurie Royal Oak MC (Nick Bailey, Gaz Miller, Kay Skellern, Kevin Skellern), High Moor MC (Gary Heslop), Ilkley & DMC (Clive Baty), Kirkby Lonsdale MC (Bob Milloy, Katy Mashiter), Lancashire & Cheshire CC (Martin Nield), Lancashire & Cheshire Rover OC (Tim Curran, Colin Gaukroger), Liverpool MC (John Harden, Ron Hunt), Motor Sport NW (Richard Pearl, Dave Read), North Wales CC (Dave Thomas), Potteries & Newcastle MC (Sue Sanders-Peppitt), Quinton MC (Mike Cook), 2300 Club (Katy Mashiter), Wallasey MC (Richard Pearl, Bill Turner), Warrington & DMC (Ann McCormack, Dave Read), Westfield Sports CC (Richard Duddell), Wigan & DMC (Martin Fox).

Officials present were: Bob Milloy (Chairman), Kay Skellern (General Secretary), Dave Thomas (Championships Secretary), Martin Pratt (FLO/CTRL/0/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), Jack Romain (CTRL/0 North Wales), Tom Dooley (BRSCC), Eve Fisher (Bury AC), Steve Johnson (CSMA), Phil Dickens (Knutsford & DMC), Peter Riley (Longton & DMC) and Mike Yates (Slaithwaite MC).

MINUTES

Minutes of the previous meeting had been circulated and were accepted on a proposal by Martin Pratt and seconded by Ian Price.

MATTERS ARISING

Local scrutineers George Smith and Gary Miles have proposed seminars for newcomers. They have been assisted by potential new scrutineers at a number of events and have been invited to make a presentation to the Technical Advisory Committee of the MSA.

MSA MATTERS

The Chairman introduced Colin Hilton, recently appointed Chief Executive of the MSA, who outlined current issues affecting motor sport.

Foot & Mouth had been the first thing to hit him in his new role, and he thanked Ian Davis and Colin Wilson for their invaluable help in ensuring motor sport got through the problem. Motor sport was the first sport to cease activities. By May 2001 income was down 50% due to F&M, but was now picking up again. This will affect the Insurance cashback that clubs traditionally receive, the amount probably down to 19% instead of the usual 30% refund.

F&M highlighted the benefit of the website as this contained the latest info, the hit rate rocketing during the epidemic. The MSA stopped all non-essential activities to ease the financial burden, notably Channel 4's "Wheelbase" programme.

Risk Management was a big issue. The Police now advise on any incident, treating all as a Road Traffic Accident with full investigation. There would be a desktop study of all procedures, possible problems in the event of serious incidents being non-reports from Stewards and the acceptance of a "fine" for non-production of competition licence, which could be critical if the competitor concerned was involved in an incident.

John Symes was now in charge of Risk Management and would conduct a complete review of procedures. It was considered that these were generally good although a thorough review is required.

The Competitions Commission dealt with the merger of Motor Race Circuits and this was felt to be good for the customer, with an ongoing review over five years.

Introduction of the first step strategic plan included communications, development of the sport, technology (e-mail, etc.). 73% of licence holders were on e-mail.

Leisure activities include 'arrive and drive' karting and track days which many people consider to be competitive. These need review and encouragement. The MSA is talking to track day organisers and considering permit procedures through the MSA, to form links into the sporting side. Kart schools were also under consideration.

Technology can provide a perpetual licence, direct debit and medical declaration, to improve the retention of licence holders. Electronic transactions could check clubs and events to improve the issue of permits.

The msauk.org website had been re-vamped by a new company. A page per club was being included, and every competitor could have their own page for a small fee. A directory was being built into the website.

There was a new promoter for the British Rally Championship - First Motorsport. It had been difficult to bring event organisers into the same mindset as manufacturers. Although it had not been easy, all will be resolved.

International Motorsport (IMS) was a new company for commercial activities. The MSA remit is for the government of sport, IMS was to provide the money by dividend funding through the British Grand Prix, Network Q Rally, classic motorsport events and products. The new CEO of IMS is Andrew Coe who has come from the International Tennis Federation, with considerable experience in the promotion and financing of events.

The Network Q Rally deal with ISC (Dave Richards) will promote full event new technology.

The MSA has adopted the proposal from the FIA and European Olympic Commission on the principles of good governance, separating sport from finance. The constitution of the Motor Sports Council (MSC) was being rewritten, with a maximum time of 3x3 years on committee, everybody reviewed after three years. They were restructuring the way the Council meets, to be more democratic.

All new regulations with reasons for, and timing of, their implementation will go on the website.

British Grand Prix 2000 had problems with waterlogged areas, and the 2001 event was probationary. Two incidents had been reported, the MSA being reprimanded, although the incidents were not under MSA jurisdiction. A report was to be presented to the World Council of the FIA on 13 December 2001. Management of traffic was the biggest issue.

In Scotland a coal site, Dalcohandie in Lanarkshire, was earmarked for development. Over 1,000 acres were available for a Rallying Centre of Excellence. Possibility of forming a trust to operate, and a feasibility study was going ahead.

Cranfield University will be running a MSc course in Motorsport Engineering, with the MSA providing three scholarships in post-graduate engineering. The engineering bay in Motorsports House was not being used, so the equipment was being donated to Cranfield which will become the Scrutineering Centre of Excellence.

Not enough was being done for the British Championships. The co-ordinators meet but their requirements are not known. Thoughts include branding, media, information, support. Allan Dean-Lewis and Colin Wilson were heading a team to send out releases to 1,500 contacts. Development of the Inter-Association events was to be addressed.

The Rally Safety Study Group would look at major incident plans. 50 tabards are now issued to organising clubs. Safety leaflets are also available. "Go Rallying" video issued to all clubs. These items are financed by the Motorsport Safety Fund. There was concern over sufficient coverage for the mandatory rally schools - Tony Fall is in charge and now has assessed twelve schools, with the packs ready for issue.

The MSA is to sharpen up publication dates of items, now guaranteed three weeks after MSC meeting. *Motorsports Now!* and *Wheels* would be used to publicise. *Motorsports Now!* was being revamped to focus on club motorsport.

Questions were invited:

Dave Hind (Wigan & DMC) by e-mail had asked about the regulation of Exclusion for missing a control on Stage Rallies (see items in ANWCC *NeWs*). Although this is a matter for the MSA Rallies Committee Colin Hilton agreed with our view that the competitor is the customer and should be treated accordingly.

Also from Dave Hind was a question relating to the 3-minute requirement between Stage Arrival and Stage Start times. Again, this is an item for the Rallies Committee, and Sue Sanders-Peppitt (Rallies Committee member) agreed to ask the question at the next meeting.

Steve Johnson (CSMA) by e-mail asked why the Autotest item in *Motorsports Now!* had included a photograph of a competitor who was not contesting the British Championship, and had not used one of the many prints submitted by himself. CH stated that the publishers had printed the wrong photograph.

Steve also asked if it was MSA policy to include specialist committee members from around the country, as there was no North-West representation on the Autotest committee despite one of the strongest areas for that discipline. CH stated that specialist committees are made up of people nominated by Associations, their CV's being reviewed by a panel. New nominations are always welcome and will be judged on merit. Stuart Turner had made a comment that if "boring old so and so's" are nominated then the committee will comprise "boring old so and so's".

Keith Wain (ERO) asked by e-mail about the controversial ban on slick tyres. CH replied that the Rally Safety Study Group had felt slick tyres to be unsafe, their proposal to ban them was recommended and endorsed, then implemented. The procedure had been conducted democratically through the correct channels. The agreement with Dunlop did not include other manufacturers simply because Dunlop were the only manufacturer to comment. The Chairman stated that the publicity at the time of the proposals had not been as clear as it should have been. Since then communications have improved and all new regulations have to be publicised along with the reasons for implementation.

Keith had also commented that he was "concerned about the future of rallying in the UK under the current regime at Colnbrook, as they are not concerned with the grass roots of the sport". CH replied that this is totally untrue as the MSA has little to do with professionals except when it goes wrong. Most of the MSA's time is spent with club people, 80% of the time dealing with club level activities.

Clive Goldthorpe asked about corporate manslaughter (cf Railtrack). The club manual gives guidelines on the structure of clubs. Third Party cover for negligence is included in the MSA Insurance cover. There was concern if Police assess an incident, so it is essential that the "Blue Book" regulations are complied with. The MSA regularly has meetings with underwriters.

Martin Nield asked why the Rally GB is now so "localised". FIA regulations call for a 3-year turnaround for venues. Colin Wilson had recently sent out a Press Release answering the question. There was concern that club level competitors will no longer be able to enter the Network Q. Bill Turner said that marshals would be voting with their feet, and that many experienced club marshals are no longer willing to assist on the event.

Ian Price asked who would replace John Symes on environmental issues, given that John had increased responsibilities. CH replied that there are a number of assistants for John, who still retained the post covering environmental issues.

John Davies (Harlech & DMC) had asked by e-mail about the acceptance of licence applications at signing-on. Only on Stage Rallies were licences applications not to be accepted. It is mandatory that all newcomer drivers attend a school.

Martin Pratt asked when are the MSA going to publicise details of where the rally schools are located. CH stated that packs would be available from 1 December 2001.

Martin Fox asked if the schools would cater for both disciplines, tarmac and forest. It was stated that most already do so.

Sue Sanders-Peppitt stated that the intention of the school is to ensure that the driver has car control, and it was not a training course but assessment, awareness and standardization. Instructors were graded and hold a minimum of a National A Rally licence. There would be ongoing monitoring.

Ann McCormack asked if the licences would be categorised as Driver or Co-Driver respectively. It was stated that there would be a new licence category.

Gary Heslop asked if there would be any instruction to club officials regarding the different grades of licences. CH stated that regulations within the Year Book would be updated. It was important that officials know what they're doing. A yellow check list would be issued to event organisers for the Secretary, Entries Secretary and Signing-on Team.

COUNCIL NEWS

The MSC had been updated on the F&M outbreak.

Licensing - upgrading signatures were inconsistent reference the number of events to be completed, and this was being looked at.

Dave Richards had made a presentation to the MSC on the future of the sport. Tim Stevens of LARA had made a presentation on the changes in the law and guidelines reference Rights of Way.

Race Circuit noise regulations were discussed. Promotional events were regarded as entertainment and it was down to the circuit owners to manage noise. It was noted that on certain events different classes are regulated by difference noise levels. Ian Price questioned this inconsistency, it being noted that noise regulations were to prevent annoyance to people outside the venue, who would appreciate different classes being permitted different levels. Unacceptable noise is unacceptable noise, regardless of source.

The MSC constitution was being rewritten. Members are appointed by review committees. The Council was considered to be too large, with too many meetings, and this was under discussion.

MSA REGIONAL COMMITTEE

The last meeting had been held on 11 September 2001.

The question on Crash (Safety) Helmets had been referred back to the Technical Advisory Group. Regional Associations were not happy with the title being changed from Crash to Safety.

Harnesses - not happy with FIA homologated harnesses. These were now a recommendation from 2002. The mandatory requirement was cancelled.

Allan Dean-Lewis had highlighted the Club Development Fund, money being available for worthy projects.

Official seminars - details soon to be released for Winter 2002.

Specialist Committees - Off-Road Committee was picking up some rally ideas. Fire extinguishers were discussed. Chris Tomley was the new committee chairman.

Rally Safety plans were discussed.

Inter-Association events - Steve Smith had volunteered to co-ordinate and produced some ideas. There was no support for an Inter-Association championship. Separate events were to be promoted and supported.

Nicky Moffitt presented the Inter-Association Autotest trophy to Kath Barber of the Welsh Association. Starter packs were discussed.

Bill Troughear was re-elected Chairman, Nick Moffitt Vice-Chairman.

After the meeting Dave Richards gave his presentation on the future of the World Rally Championship, with Channel 4 TV coverage, timing gear and a 90-car rule (30 manufacture entries in ten teams of three, 30 "Super 1600" cars and 30 at the ASN discretion but usually consisting of national champions).

Tim Stevens of LARA presented the legislation proposed for 2025, and it was important that clubs get notes on roads used over the years. LARA is working with other organisations, such as the Trail Riders Association. The British Horse Society is very concerned over the Rights of Way regulations, urging members to register roads.

Stuart Turner suggested finance for lobbying. Forums were being arranged and it is important to get representation.

Promotion of grass roots motorsport was essential.

Questions were invited:

Bill Turner asked if the MSA employs a Parliamentary lobbyist. CH replied that they do not, but this was done through LARA along with the ACU and other bodies. Ian Davis of the MSA is a member of the Parliamentary Advisory Group.

Clive Goldthorpe asked what contact there is with the Minister of Sport. CH replied there was direct contact with Richard Kedmore MP.

MSA RALLIES COMMITTEE

Last meeting was in August 2001, the next in February 2002.

Sue Sanders-Peppitt invited contributions.

Information was being gathered on refuelling in service areas. A pro forma was available on the website for a Safety Plan. The "traffic lights" timing system regulation was being changed in the 2002 "Blue Book".

The Technical Advisory Group had kicked out the liding of helmets. Mike Harris had suggested dating of stickers (as had been done previously).

MSA AUTOTEST COMMITTEE

No information available.

MSA SPRINT & HILLCLIMB COMMITTEE

Electrical and alternative-power cars were being considered.

CORRESPONDENCE

Details of clubs and events with MSA forest allocations for 2002/2003.

Details of MSA seminars for club officials, local venues including Lancaster (23 February 2002) and Leeds (24 February 2002)

Details of Marshals Training Days. (See ANWCC *NeWs* 2001 No 4)

Notice that closing date for nominations for the Alexander Forbes MSA Club of the Year is 30 November 2001.

Notice of the Greater Sport Club & Coach Conference for coaches and club officials, how to promote fund raising plans for the future, etc., to be held at the Bolton Arena on 30 November 2001. Cost £25, contact Kath Pemberton on 0161 223 1002.

Notice of "An evening with Simon Taylor" being promoted by Chester MC at the Broughton Wings & Social Club, near Chester on Wednesday 13th February 2002.

Details of the Charity Track Day in aid of the Round Table Children's Wish, to be held at Three Sisters on 16 August 2002.

Details of Posters from TotalPoster of Cheltenham - www.totalposter.com or 01242 244248

Details of Corporate Merchandise available from i4c Publicity of Coventry, 02476 667440

BRT Spectator Tours information.

Statements from AA (Automobile Association) totalling £21.20 being commission on new memberships obtained through issue of leaflets earlier this year.

Letter from Allan Dean-Lewis thanking us for the presentation at the previous meeting.

REPORTS

GENERAL SECRETARY

The Day Planner for the Awards Presentation to be held in February 2002 had been received.

Nothing further to report other than covered elsewhere in these minutes.

TREASURER

There were still a few clubs unpaid for 2002, these would be followed up.

Refunds for the three clubs successful in the draw held at the last meeting had not yet been made. DVT admitted it was his fault and that the refunds would be made with invoices for event registrations for 2002.

CHAMPIONSHIPS SECRETARY

DVT report that the F&M problem had not caused as much sufferance as it could have done, with more than half the proposed events being run. The Trials and Hillclimb Championships had been

cancelled due to a lack of events but all other ANWCC Championships were held, albeit with a reduced number of events.

There were three changes suggested by competitors and proposed for the Championships 2002:

1. Change Class A on stage rallies to 1400cc maximum, from 1300cc. This would bring us into line with most other championships and was proposed by the Championship Secretary, seconded by ERO, and carried. (Effective for Championships 2002)
2. Change the class awards in the Sprint and Hillclimb Championships to include separate awards for cars up to 1600cc, and over 1600cc. After some discussion the split was suggested at 1700cc in line with many event classes. It is noted that the class split is for ANWCC championship awards only, not event classes. Proposed by the Championship Secretary, seconded by Westfield Sports, and carried. (Effective for Championships 2002)
3. Revise the scoring so that it was between ANWCC competitors only. After some discussion it was decided to leave this as it is. It is noted that some ANWCC championships already have this system of scoring, in whole or in part.

All aspects of the championships would be continually monitored and reviewed as necessary and demanded.

FORESTRY LIAISON OFFICER

Martin Pratt stated that the MSA had extended his area of responsibility.

Halton Borough Council has formed the Merseyside Local Access Forum and applications for membership were invited. Racecourses are excluded, whether used for horses or cars!

It is important that clubs get in touch with Councils reference Local Access Forums, and find out what progress is being made. Ask at Town Halls. Liaise with other bodies - walkers, bikers, etc. Horse-riders are looking for help from motorsport.

Definitive maps for the North-West and South-East are due out in 2002. There will be problems with "old" roads used for motorsport. (See item in ANWCC NeWs 2001 No 4)

AINTREE LIAISON OFFICER

After discussion the fee is now set at £2,500 +VAT instead of the proposed £4,000. There will be a full programme next year. After that Aintree Racecourse Company is looking to increase fees. Major historic events are planned for Aintree during 2003.

Three events have been held since the last ANWCC meeting, including a Jaguar event starting on the old Grand Prix grid, and filmed by Granada TV.

The situation would be continually monitored, but showed an improvement from the last meetings' report.

There were plans to resurrect the redevelopment of the whole circuit. Meeting on 1 November with Sefton Borough Council where a presentation to agree support for the feasibility stage. Ideas included new paddock, pits and club circuit. Technology for a test facility. Agreed plan for 12 events (historic, club and track days).

Canvassing has been ongoing for some years, with good contacts made. Circuit development needs technology park. There is a major problem with the lack of test facilities for local motor industry.

Time scale comprises five stages - initially to bid for funding by early 2002. Feasibility study will be ready by time of bid in late Spring 2002. Liaising with various authoritative funding bodies. There are big plans and exciting prospects!

OTHER VENUE LIAISON

Weeton has another event planned for December and everything seems well with the venue.

Swynnerton (near Stone, Staffordshire) will be used on 30 December 2001 for an event organised by Potteries & Newcastle MC. The venue has been used by Le Jog in the past and is not open to spectators.

PRESS OFFICER

We are continually seeking new advertisers for ANWCC NeWs.

TRAINING OFFICER

Derek Lawson of British Motor-Racing Marshals Club will attend future ANWCC meetings to deal with Training matters. Rally Training dates have been sent to clubs. Oulton Park Training Day is 26 January 2002 with Rescue Training the same weekend as the North-West Stages. See ANWCC NeWs for dates.

More emphasis to be made on club training evenings. MSA instructors are available - contact Mike Farnworth. Everyone is welcome to the sessions.

RALLY LIAISON OFFICER

Clubs to inform Martin Pratt of all events within his operational area.

ANY OTHER BUSINESS

Following the article in ANWCC NeWs 2001 No 3 regarding ideas for an alternative timing system on multi-use (single-venue) stage rallies to allow for competitors who miss a control, there had been a number of suggestions received, along with one lengthy e-mail supporting the regulation. The article had also brought a response from John Richardson, Chairman of the MSA Rallies Committee outlining the reasons for the regulation being implemented from 1 January 2000. Further ideas are requested and it is planned to prepare a presentation of a workable solution during 2002, hopefully for implementation in 2003. (See article in ANWCC NeWs 2001 No 4 and also discussion on www.rallyforum.com)

Reminder to club officials to nominate worthy persons for the ADL Scroll.

DATE AND PLACE OF NEXT MEETING

This concluded the business of the meeting at 2308 hours and delegates were thanked for their attendance.

The next meeting of the Association of North-Western Car Clubs will be held in the Holiday Inn (formerly Posthouse on Tuesday 12th February, following the AGM.

Future meetings are scheduled for 14th May, 13th August, 12th November 2002 and 11th February 2003 (including AGM)

AGENDA ...

... for the Ordinary Meeting of the Association of North-Western Car Clubs, which will be held at Holiday Inn Runcorn, on Tuesday 12th. February 2002, following the AGM which commences 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 CTRL
- 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

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

This form should be used for all nominations for ANWCC Officials and must be received by the Secretary before noon on Tuesday 5th February 2002.

We, being fully paid-up members of a member club of the Association, nominate the following person(s) for the ANWCC committee.

Post	Current holder	Nominee	Signature
Chairman	<i>Bob Milloy</i>		
Vice-Chairman	<i>Vacant</i>		
Gen Secretary	<i>Kay Skellern</i>		
Championship Sec	<i>Dave Thomas</i>		
Treasurer	<i>Eric Cowcill</i>		
Press Officer	<i>Katy Mashiter</i>		
Training Officer	<i>Mike Farnworth</i>		
Facilities Officer	<i>Martin Pratt</i>		
Aintree Liaison	<i>Mike Ashcroft</i>		

Note: Nominees must agree to being nominated!

Proposer - Name	Signature	Club
Seconder - Name	Signature	Club

Return completed forms to:

Kay Skellern, 17 Johnson Close, Henshall Hall, Congleton, Cheshire, CW12 3TQ.

Included in mailshot:

NeWs 2001 No. 4

Details of Awards Presentation

Rally of the Year voting form

Invoice for unpaid subs and event registration fees (to Treasurers, separate mail)

Copies of ANWCC Championship registration forms (to Comp Sec,