



MINUTES OF THE GENERAL MEETING OF THE ASSOCIATION OF NORTH-WESTERN CAR CLUBS HELD AT THE HOLIDAY INN, RUNCORN, ON TUESDAY 9 AUGUST 2005

WELCOME

The chairman, Bob Milloy, welcomed delegates to the meeting, with a particular welcome to Colin Hilton, Chief Executive MSA, and to Andrew Kellitt, Event Coordinator Wales Rally GB.

ATTENDANCE

20 member clubs were represented by 26 delegates as follows:

Blackpool South Shore MC (Lee Carter, John Stone, Paul Megretton), British Radio Car Assn (Jim Spencer), Bury AC (Richard Murtha), Chester MC (Martin Pratt), CSMA (Eve Fisher, Steve Johnson), Formula 1000 Rally Club (Dave Thomas, Steve Johnson), Garstang & Preston MC (Steve Kenyon), Glossop & DMC (John Buckley, Paul Cooper), HRCR (Stan Appleton), Ilkley & DMC (Stan Appleton), Kirkby Lonsdale MC (Bob Milloy), Knutsford & DMC (Steve Skepper), Lancs and Ches CC (Martin Nield, David Bailey), Liverpool MC (John Harden), Longton & DMC (Mike Ashcroft, Peter Riley), Motorsport NW (Mark Wilkinson, Martin Nield), North Wales Car Club (Dave Thomas), Potteries & Newcastle MC (Sue Sanders-Peppitt), Stockport MC (Mark Wilkinson, Steph Wilkinson), Telford AC (Tim Hobbs), Wigan & DMC (Guy Wickham).

Officials present were : Bob Milloy (Chairman), Eric Cowcill (Treasurer), Mike Ashcroft and John Harden (joint Aintree Liaison Officers), Dave Thomas (Championship Secretary), Stan Appleton (General Secretary).

APOLOGIES

Apologies for absence were recorded from Allan Dean-Lewis (President), Gordon Pirie (CTRL0 Cheshire & Merseyside), Mike Farnworth (Training Officer), Katy Mashiter (Press Officer), Martin and Helen Fox (Wigan & DMC), Ron Hunt (Vice Chairman / Liverpool MC), Richard Pearl (Motorsport NW), Tom Dooley (BRSCC), Nigel Bayley (Ecurie Royal Oak), Henry Kitching (Ilkley & DMC).

NOTICE

Notice of the meeting had been distributed by email notification and published on the website, with a few printed copies to clubs or delegates without website access.

MINUTES

The minutes of the last meeting were agreed as a true record on a proposal by Mark Wilkinson (Stockport MC) seconded by Eric Cowcill.

MATTERS ARISING

BTRDA PCT meeting – Stan Appleton reported that there was to be no change in the class structure for BTRDA PCT's.

Helmet Straps – Stockport MC had now written to MSA reinforcing their concerns about the need for enforcement of fully secured helmets, enclosing a useful extract from the Irish 'blue book'.

MSA MATTERS

OVERVIEW

Colin Hilton gave delegates an outline of his current range of issues as Chief Executive.

1. The Government 'competitiveness' panel sees motorsport as an industry as well as a sport and is supporting funds for colleges and for volunteer training. A contract has been signed with DTI to draw funding of £150k per year.
2. Talent development, since rallying in particular has no current British icons. A contract has been let to 'Inside Line', Robert Reid appointed as performance director and Edinburgh University will take on performance development, for a three year pilot to bring a professional approach to identifying and coaching talent. If successful the approach may be used in other motorsport disciplines.
3. British Grand Prix. Silverstone has signed a five year deal with Bernie Ecclestone and in turn MSA has a similar contract with Silverstone.
4. DEFRA. Bill Troghear's work with LARA was successful in suspending DEFRA's intention to bar motorsport on land where the Single Payment regime was in place. Although DEFRA changed position before the planned court hearing, the litigation rests with the High Court and is ready for activation if the issue recurs. EU representatives will visit GB later this year to inspect the application of their directive but no problems are expected.
5. Rally Ireland. Although the Irish WRC bid is generally supported by MSA it is conditional upon it not replacing MSA's own WRC round. The Irish proposal is for a cross-border event and has funding from both North and South.
6. National Rally Championships have been tendered with ongoing negotiations about BRC.
7. The judicial structure has been changed to avoid escalation to the Stewards of the MSA. Parents of young karters now sign on. Doping regulations are being reviewed since FIA requirements differ from those of the Sports Council; there is a 'therapeutic exemption' for prescribed medication.
8. Russell Brookes has been looking at a range of problems in rallying, starting with costs. He has been negotiating with Forestry Commission for lower costs for a sub-1600 2WD pilot; an announcement is expected in September.
9. Rally GB is refocusing to enhance its appeal to the committed motorsport enthusiast.
10. A weekly email update is available for the MSA National Championships.
11. Club seminars are being relaunched by Allan Dean-Lewis and Stuart Turner.
12. Changes to risk management proposed by a consultants' review are being implemented. Audit trails will be improved. There is nothing major expected for clubs

though some tightening of process is expected for competitors unable to produce licences at events.

13. Department of Transport is fundamentally reviewing the route authorisation process. They can't simply change the name of the authority from 'RAC' to 'MSA'.
14. The impact of Child Protection is still being developed with protocols for clubs etc.

In discussion Colin Hilton confirmed that there is no bar to non-UK nationals becoming club members, and thus doing Clubmans permit events. There is still an issue about licences for competitors from outside UK or Ireland.

MSA would no longer be bringing trackdays under its umbrella now that trackdays could get their own third party liability insurance cover. 'Arrive and drive' endurance karting would however be coming to MSA.

COUNCIL

Eric Cowcill reported on the June meeting of MSA Council.

A 10 point plan had been agreed safeguarding the 'integrity of sport'. This was about corruption and betting since greater freedom on betting was being granted.

Regional reports had shown a concern that few young people were prepared to take on positions of responsibility in clubs.

Events which have junior competitors should check that their local hospital is able to cope with them should they be injured, following a case where a young competitor had been sent elsewhere as the first hospital had no paediatric staff.

Council ratified the proposal that from 1.1.06 there must be a recovery/rescue presence at stage starts, though that could be a commercial unit if a licensed unit wasn't available. It also ratified the penalty of 'exclusion and report to MSA' for pace note and illegal service offences. It ratified proposals to clarify lighting rules for road rallies.

A training and licensing programme will be introduced for radio controllers.

Clubs planning to run their own stage rally championships are required to notify MSA of their intention by 30 September 2005 (forms from Ian Davis). Following the Mike Broad review and setting up of a 'ladder' of championships MSA is keen that it isn't circumvented.

MSA REGIONAL COMMITTEE

Bob Milloy reported that Russell Brookes was actively looking for events that would be prepared to pilot his 'Formula 1600 2WD' initiative.

Funds were still available in the Club Development Fund. It had been recently used to support LARA in the DEFRA dispute.

'Wheels' newsletter is likely to become available to clubs only electronically. The MSA Club Bulletin would remain available in paper form. A paper has been issued on best practice for service areas. Three copies of the Red Book for officials would be sent to each club.

The 2005 Inter-Association Stage Rally is to be the Dukeries. There is a proposal for the 2006 event to be the Tour of Mull; most associations could nominate a team from amongst

their Mull regulars. The 2006 Inter-Association Autotest falls to Ireland but they won't necessarily run it themselves.

The need for long-distance rallies to notify relevant regional associations was reinforced.

Next meeting of the Regional Committee is to be on 24 August.

MSA RALLIES COMMITTEE

Sue Sanders-Peppitt clarified the discussion held at Rallies Committee on 27 April about sound testing. Sue was unsure why the discretion was being removed for Environmental Scrutineers to use a different test to the 8 metre one. However it was clear that the June meeting of MSA Council had *approved*, not *ratified*, the proposal. That meant that it had only been approved to go ahead for consultation via Motorsports Now!

Colin Hilton felt that much of the concern felt about the apparent lack of consultation about sound testing, about road rally technical regulations, and about the use of Metro 6R4's etc, was due to a misunderstanding of the proper consultation process. Any proposal from a specialist committee had to be considered by Regional Committee and *approved* by Council before it could go into Motorsports Now! as part of the wider consultation process. Subsequently any comments from that consultation process would be considered, and the matter referred back to the specialist committee if necessary, before Council would *ratify* the rule change. In any case there was a 'stability clause' which ensured that any restrictive technical change must be given 12 months notice unless introduced clearly for safety reasons. Specifically he felt that the proposal to insist on an 8 metre sound test had not been considered by the MSA Technical Committee; they had serious misgivings about its deliverability when the subject was last aired. Colin admitted that perhaps the language used could be improved to make the consultation process clearer.

Environmental Scrutineers Pete Sowray and Simon Marks had both been asked by John Richardson (Chair of Rallies Committee) to conduct back to back tests on events they were to attend, at 0.5m, 2m and 8m, so that comparative data could be obtained.

The meeting gave Bob Milloy clear authority to oppose this proposal at Regional Committee.

Sue reported on the meeting of 20 July which she had personally been unable to attend.

The Stage Rally Technical Working Group had been considering a range of issues about safety, one-off vehicles, novices in powerful cars and the risk and liability of non-Type Approved cars on road sections. Recommendations had not yet been made by the full Rallies Committee, nor been to Council for *approval* prior to any wider consultation. Any proposals currently had only the status of the Working Group.

Lee Carter (Blackpool South Shore MC) read from a copy of a document from John Richardson, the Chair of the Working Group and of the Rallies Committee, outlining the proposals which, if enacted, would restrict certain vehicles from competing on certain events. The proposals would be subject to Council ratification. Lee alerted delegates to the potential impact on their events and their competitor members if this was eventually introduced and received a large measure of support. It was agreed that multi-use events offered a well-controlled environment for any 'risky' car due to the proximity of marshals and safety equipment. Delegates also pointed out that the hill-climb community had

controlled access to high-powered cars by licensing competitors with appropriate experience rather than blanket bans. While this issue was unresolved the market had collapsed in Metro 6R4's, Darrians, etc and a number of businesses were in jeopardy.

Colin Hilton reminded delegates that the constitutional process would not allow consultation on this proposed change to be completed to allow introduction before 1.1.2007, even if approved. There was also the 12 month stability rule on technical regulations.

Bob Milloy would discuss this at Regional Committee on 24 August.

MSA SPEED COMMITTEE

No report.

MSA TIMING COMMITTEE

Eric Cowcill reported that while there had been no meeting there was concern that senior timekeepers were retiring but no new blood was replacing them. Few want to take on responsibility for a whole meeting or they will only work on high-profile meetings. Although equipment costs could be an issue, a similar situation also befell scrutineers.

WALES RALLY GB

Bob Milloy welcomed Andrew Kellitt, the Event Coordinator who gave a presentation.

Andrew conceded that Rally GB had lost contact with motor clubs and with its traditional people and was looking at how to reconnect with them. The WRC limit of 90 cars had eliminated clubmen but had been the result of a flawed vision of TV influence, with hopes of 30 manufacturers' cars, 30 juniors, and 30 local crews. The 2005 event would have 120 cars and entry fees for privateers had been frozen with reductions for classes N1 and A5, while awards for Club Teams had returned. The event had once been open only to FIA-fuel users but non-priority cars can now use pump fuel.

For spectators and marshals, the ticketing system is now simpler and cheaper allowing movement between stages. The Millenium Stadium section has been introduced and is available to marshals. Marshals have more newsletters, better tabards and better incentives such as passes to the service park and the Millenium Stadium.

A WRC event needs:

- A maximum of 350 km of stages,
- 3 days plus 1.5 days recce,
- One service area, with a midday return,
- Last stage finish by winner by 1700hrs, for media deadlines,
- City accommodation,
- Funding eg Wales Development Agency

Other nations have greater flexibility because they are able to close public roads but in Britain these requirements can only be met in South Wales or Kielder. Countries like Finland and Sweden have never had a history of their event being based in varying locations. Our experience results from the need to travel round in order to get sufficient forestry for the traditional five-day event.

Delegates felt that the format and commerciality of Rally GB had alienated those that it depended on and it was having to build a fresh base of competitors, marshals and spectators. For the clubman its mantle had shifted towards the Roger Albert Clark and the Revival events. Nevertheless Andrew's openness had been appreciated and it was hoped that relations could be rebuilt.

CORRESPONDENCE

The Roger Albert Clark Rally organisers had notified their intention of being in Gisburn and Lake District forests on Sunday 20 November.

The Lombard Revival Rally would be coming through Derbyshire and Cheshire on 25 November on its way to an overnight halt at Chester. Next day it goes via Shropshire and Staffordshire into Mid-Wales before returning on 27 November into North Wales.

The Inter-Association Road Rally would be Oxford MC's Bullnose Rally on 10/11 September, run on behalf of AWMMC. Any interested competitors to Dave Thomas.

A membership application has been received from Druidale MC(Isle of Man) and was accepted.

REPORTS

GENERAL SECRETARY

For security reasons, delegates postal addresses would no longer appear on the ANWCC website.

TREASURER

The Myerscough College training day has been paid.

Subscriptions are due and should be paid promptly to ensure an entry in the Blue Book. Previous years subs are due from 2300 Club, Imp Club, Dyfi Valley, and Keighley MC's.

FORESTRY LIAISON OFFICER

No report.

AINTREE LIAISON OFFICER

John Harden advised that five event dates were in the calendar. A potential golf course was likely and there was a lot of waste dumping from the construction of the new stand leading to a loss of sighting through corners. Up to 30,000 tonnes of waste was raising the level of the infield which could impact the circuit drainage.

Mike Ashcroft explained the impact of this building work on the historic grand prix circuit. Steps were being taken to get the track 'listed' by DCMS / English Heritage. The building work had begun without consultation with interested parties and a complaint was being made to the Ombudsman. The charitable status was also being considered; is dumping compatible, is motorsport compatible, where do clubs' fees go? A lot of big legal questions have been asked and we are now waiting for answers.

OTHER VENUE LIAISON

Weeton – no change.

Llanbedr – the former RAF base south of Harlech has now been decommissioned and could be available for motorsport.

CHAMPIONSHIPS REPORT

401 registrations have been received.

Forms for 2006 events have been issued and dates are going on the website as soon as forms are returned.

Stage rally competitors are asking for points to be awarded on a class basis.

There are only three hillclimbs in the championship and either the hillclimb championship should merge with the sprint championship or more hillclimbs need to be found and invitations sought.

65% of competitors have email or web access so postage can be saved.

A draw was made from marshals' points claims, prizes going to Rob Hopewell, Mick Conboy and Mark Wilkinson.

TRAINING OFFICER

No report. It was confirmed that there is no truth in a rumour that all National A events must only have registered marshals.

RALLY LIAISON OFFICERS

No reports

ANY OTHER BUSINESS

Peter Riley referred to Formula Student run at Bruntingthorpe. Although he is a design judge, the event is run commercially and now has no links with clubs. There could thus be an MSA insurance problem.

Martin Pratt asked that Environmental Scrutineers are given similar authority as Safety Scrutineers so that their views aren't easily overruled by Clerks of Course. He referred to a race meeting where silencers were removed after sound-testing with the knowledge of the CoC.

Dave Thomas asked that the K31a rule about restarting after missing a stage needed rethinking now that WRC events permitted restarts. Bob Milloy would raise at Regional Committee on 24 August.

DATE AND PLACE OF NEXT MEETING

The next meeting will be at the Holiday Inn, Runcorn, on Tuesday 8 November 2005, commencing at 2000hrs prompt. It will be attended by Allan Dean-Lewis from MSA, President of ANWCC.

The meeting closed at 22.20 hours. Delegates and guests were thanked for their attendance.

AGENDA

For the Ordinary Meeting of the Association of North Western Car Clubs, which will be held at Holiday Inn, Runcorn, on Tuesday 8 November 2005, at 2000hrs.

Apologies for absence

Minutes of last meeting (August 2005)

Matters arising

MSA (questions requiring any research by Allan Dean-Lewis should be addressed in writing to the General Secretary at least 7 days prior to the meeting)

Correspondence

Reports

General Secretary

Treasurer

Championships Coordinator

Forestry/Facilities Liaison Officer

Aintree Liaison Officer

Other Venue Liaison

Press Officer

Training Officer

MSA CTRLLO

Any other business

Date and place of next meeting

Stan Appleton

General Secretary – Association of North Western Car Clubs
Daleview, Pateley Bridge, North Yorkshire, HG3 5DN