



MINUTES OF THE GENERAL MEETING OF THE ASSOCIATION OF NORTH-WESTERN CAR CLUBS, HELD AT TOFT CRICKET CLUB, KNUTSFORD ON MONDAY 10TH MAY 2010

ATTENDANCE

19 member clubs were represented by 16 delegates as follows: Accrington MSC (Steve Johnson), Aintree CC (Mike Ashcroft & Colin Brady), Bolton-le-Moors CC (Steve Cawley), British Radio Car Association (Jim Spencer), British Rally Marshals Club (Derek Machin), British Racing & Sports CC (Mike Harris), CSMA Club (Steve Johnson), Clwyd Vale MC (Brian Howatson), Formula 1000 Rally Club (Steve Johnson), Kirkby Lonsdale MC (Bob Milloy), Liverpool MC (Ron Hunt), Longton & DMC (Mike Ashcroft), MGCC North-West (Paul Goodman), North Wales CC (Dave Thomas), Potteries & Newcastle MC (Eric Cowcill), Quinton MC (Paul Maxwell), Stockport 061 MC (Bob Milloy), Wallasey MC (Mike Harris), Wormhough 4x4 Club (Shaun Hulin)

Officials present were Bob Milloy (Chairman), Ron Hunt (Vice Chairman), Eric Cowcill (Treasurer), Dave Thomas (Championships Coordinator), Derek Machin (Training).

Apologies were received from Mark Wilkinson (General Secretary, Stockport 061 MC & Motor Sport NW), Katy Mashiter (Press Officer & Cumbrian Rover OC), John Harden (Aintree Liaison & Liverpool MC), Eve Fisher (CSMA Club & Bury AC), Becky Hinton (Cannock & DCC), Nigel Bayley (Ecurie Royal Oak MC), Terry May (Garstang & Preston MC), Steve Kenyon (Garstang & Preston MC), Graham Raeburn (Knutsford & DMC), Martin Nield (Lancashire & Cheshire CC and Motor Sport NW), Sue Sanders (Potteries & Newcastle MC), Karen Spencer (Slaitthwaite MC & Lindholme MSC), Bill Turner (Wallasey MC), Kerryl Carter (West Cumbria MC)

WELCOME

The Chairman, Bob Milloy, welcomed delegates to the meeting.

MINUTES

The minutes of the February 2010 General Meeting were accepted as a true record, proposed by Derek Machin and seconded by Eric Cowcill.

MATTERS ARISING

- Cholmondeley – Jim Spencer stated that he had e-mailed all last years attendees (clubs and individuals) and the ANWCC stand was half full already. Steve Johnson is organising a Production Car Autotest which would be set out similar to a stage, and regulations were being finalised for publication on the ANWCC, CPOP and Formula 1000 websites. It would be of Clubsport status, 6 clubs, two events one each of the two days – 1000cc cars only to represent grass roots motor sport (four F1000 cars already promised). There would be two classes for drivers – those with and those without a RTA licence, and two classes for “hot laps”, being a passenger over two laps. Drivers would be required to join one of the co-promoting clubs. Driver entry fee is £25 to include club membership and cover cost of loaned cars, passenger entry fees are £10 for a lap, £15 for two. The co-promoting clubs are F1000, Accrington, CSMA, Knutsford, L&C and Liverpool. The daily organisation would require teams of six from four clubs. Drivers laps would be timed with a top-ten run off at the end of the day for the five fastest. There would be a donation of £1 per lap to Help for Heroes. Overall prize has been donated by rallyschool.co.uk, other prizes being negotiated. There would be advert in the next issue of Go Motorsport as well as on the websites. Eric Cowcill said he would mention the event at MSA Council meeting, Bob Milloy to do so at Regional. It was noted that the main event would be attended by various MSA committee members and they would be “invited” to take part in our event. Jim Spencer stated that the static display would comprise L&C, ANWCC and Liverpool clubs. There is also a Cholmondeley “taster” event being staged in Liverpool on May 25th.
- Bob Milloy stated, with pride, that the Runcorn seminar had been the best attended of all the MSA seminars.
- Northern classes for sprints – Paul Goodman questioned the rules regarding List 1a and 1b tyres, asking if there was to be such a list next year. Eric to take the question to Council. Major manufacturers are no longer making List 1b tyres. MSA have recently issued a statement stating that List 1b tyres are permissible and this is seen by some as a retrograde move.
- It was noted that the Go Motorsport site no longer included a calendar of events and Bob Milloy noted a minute from a presentation by Ben Taylor stating that this was to avoid duplication of the information as several clubs had complained about the work required to publish the information. Dave Thomas stated that he had recently tried to upload information about North Wales CC and had failed, correspondence to Go Motorsport had given a different reason to that minuted at Regional committee but it was hoped that the situation would be resolved and that the initiative would include relevant and up-to-date information to attract people to the sport.
- Bob stated that nothing further had been done about the “Dragons Den” suggestion but intends to have this as a project for 2011. Kirkby Lonsdale MC support a Junior stage rally driver (Aron McClure) in this manner.
- New club applications held over from last meeting:
 - Wormhough 4x4 Club – their representative Shaun Hulin was present and gave an overview of the club and it's activities. Having been in existence for about six years, the committee decided to become affiliated to the MSA for

safety, insurance and aspirational reasons. In addition they wished to join ANWCC for two-way technical advice and support. The club has between 30 and 40 members who compete in two classes – modified and standard (which includes juniors). The events are Cross Country Vehicle Trials and take place near Macclesfield, Leek and Congleton – with six events, and three events elsewhere. The club has it's own website. Application was approved and Wormhough 4x4 welcomed to our Association.

- The application for SD34 was held over as no representative was present. The reason for their wishing to join had stemmed from a comment by the MSA that to overcome championship fees they should submit their applications through an Association. Dave Thomas stated that he had applied for a Sprint & Hillclimb Championship permit on behalf of SD34 and this had been granted (in the name of SD34 Group), although an invoice was expected. Our constitution did not prevent the Group from joining us.

MSA REPORTS

AUTOTEST

- Steve Johnson had attended the last meeting but there was little to report, much discussion have been given to timing, and a statement that times cannot be recorded to 1/100th of a second when using hand-held watches. Complaints had been received from the Sprint & Hillclimb organisers who have to install sophisticated timing equipment to report to that accuracy! Electric vehicles are being tried at some events. Mike Harris asked about the Time Attack discipline which had recently been seen at Oulton Park, and it was stated that this should be referred to the Sprint Committee. It was also noted that there is a “Drifting” event planned at the Vauxhall Factory, Ellesmere Port for the weekend of July 24/25.

RALLIES

- Derek Machin asked about training, and for Allan Dean-Lewis to investigate, of radio operators who are getting registration as marshals, questioning if they are operating the Medical Safety system should they not be licenced?

COUNCIL

- Eric had been unable to attend the last meeting, but reported:
 - Review of the regulation timescales for date changes is being planned – instead of publishing on Motorsports Now! They would be published on the website for consultation and comment – then passed at the next meeting.
 - Windfarms in Wales – certain rally roads are becoming unavailable due to the work being carried out. This situation may be temporary and would be monitored with the Forestry Commission.
 - New regulations being introduced for refuelling at races – no open systems, fireproof overalls to be worn by personnel.
 - Windscreen adverts are to be more clearly defined – due to the severe rake on some screens the maximum vertical height of any advertising can obscure most of the vision.
 - Tonneau covers regulations are to change, especially if rigid.
 - Snell SA2000 helmet use is being extended to 2014, also AFR rating.
 - Gloves must be worn in Sprints and Hillclimbs, and must be fire retardant (all classes).

REGIONAL

- Bob reported on recent discussions:
 - The new MSA News had recently been published, this will slowly replace e-Wheels.
 - Mike Sones is replacing Stuart Turner on the Club Development Fund panel.
 - Lifetime achievement awards were announced, having been nominated by Associations.
 - Ben Taylor gave a presentation on Go Motorsport.
 - Regional Development Officers – ANWCC unique in having two (Steve Johnson and Alistair Dodd) with Steve also the co-ordinator. Steve stated that ANWCC and ANCC are far ahead of the game in having motor sport participants as RDO's.
 - Event grading is being reviewed – small working group is discussion, much of this is based on FIA requirements with debate going on about National and Restricted classifications. Regional had been suggested as a grade but does not suit racing and karting and is not in line with the FIA. There are financial implications with regards to licencing - various elements to the scheme are pulling in difference directions, and will be discussed at Regional. There is a common view, however, that it does need simplifying.
 - Inter-Association events have been declared as follows:
 - Car trial – Ross & District MSC event on June 27 (regulations available, it is hoped ANWCC can raise a team)
 - Sprint – East Ayrshire CC event on August 1 (Kames circuit?)
 - Stage Rally – probably the Dukeries MC Premier Rally on October 23
 - Road Rally – navigational event in Northern Ireland on November 20
 - Autotest – not yet declared, trying to find suitable event.
 - Autocross – no information
 - RTV Trial – trying to resurrect.
 - Economy Run / Trial – new suggestion for an Inter-Association event being investigated.
 - It had been suggested that minutes of all MSA committee meetings be published on the website – this is NOT going to happen but Action Sheets will be published.

REPORTS

GENERAL SECRETARY

- Minutes of the 2010 AGM of the Scottish Association of Car Clubs, together with minutes of their March meeting, and including comprehensive report by Ian Davis of the MSA on the “Review of Event Grades” (see report on MSA Regional meeting above), plus a proposal by Stuart Turner for inter-association Economy Runs (see above)

- Letter from Bill Trougher introducing the "LARA Forum", the inaugural meeting of which will be on May 18 at the headquarters of the AMCA (Amateur Motor Cycle Association) in Cannock.
- E-Mail publicity from the Automobile Club de L'Ouest advertising their "criterion of the young driver", with children aged 7 to 11 years old being able to drive a Ferrari 330 (1.5th scale replica) – details on www.lemans.org

TREASURER

- Eric reported that six rooms have been booked at a local hostelry for organisers of the ANWCC display and the F1000 event at Cholmondeley.
- The only claim for Training costs received this year were in respect of the events run within ANWCC. There had been a lack of Associations putting in requests to the MSA so no claims have been forthcoming. This highlights the work done by the ANWCC, especially Derek Machin and Jan Baddeley.
- There are no outstanding payments. Dave Thomas stated that statements were now being sent out by e-mail to club treasurers, in order to reduce postage costs.

CHAMPIONSHIP CO-ORDINATOR

- 268 contenders to date, compared to 278 to same date last year and a final figure of 285.
- The new Senior Awards has 108 contenders
- Juniors – 36 to date, down on last year.
- It is noted that the average age of championship contenders is now standing at 41 years 9 months.
- Competitor numbers are down generally, in keeping with the rest of the country.
- Dave outlined the Marshals Championship and monthly draw system for the benefit of new attendees, and the draw for the past three months was made as follows:
 - February – Jordan Mather – Myerscough
 - March – William Williams – Myerscough
 - April – Paul Cross (again!) – C&A
 - All receiving £25.

FORESTRY LIAISON OFFICER

- No report

AINTREE LIAISON OFFICER

- John Harden had sent his apologies (on holiday in Mull) and had submitted a report by e-Mail:

"The 2010 Aintree motorsport season commenced successfully on 24th April after a rather fraught week. Significant damage had been caused to the circuit by vandals who had set fire to several pallets of equipment the previous Saturday. Their actions resulted in approximately 50m of the track having to be re-laid as the burning materials had melted and destroyed the surface completely. Fortunately, Aintree Racecourse have undertaken the repair at their cost, so there should be no long term effect on the venue.

The season will continue with a total of 3 sprints and two track days, plus 5 motorcycle events. On 16th September, Greenpower will also return for their third year of Races for electrically powered cars, and the previous week, on Tuesday 7th September, the historic rally/race *Tour Britannia* will call for a sprint on Club Circuit before heading off for a race at Oulton Park. If anyone is interested in helping man the event for about 3 hours at Aintree, please let John Harden know."
- Mike Ashcroft reported that the planned Aintree CC Sprint had been cancelled due to lack of entries. The event could have been underwritten but the cost of security had doubled since the original quote. The venue had gained a track licence, their first since 1964, but was not in any championship, with too many clashes on dates to make a re-run this year viable.
- Colin Brady, Secretary of Aintree CC, said that the club were looking to 2011 and asked how to be allocated a date. The Chairman stated that ALO obtains dates from the circuit for allocation – for the past few years only Liverpool MC had asked for dates but they are open to all clubs. Colin asked for a date to be allocated to Aintree CC when known. It was requested that John Harden obtain the dates and to tell interested clubs, such clubs should contact John so that the level of interest can be ascertained and perhaps add weight for extra dates to be allocated.
- Jim Spencer stated that a problem with Aintree event was that competitors were confused. As Liverpool MC had be the only ones running at the venue for the past few years there was a perception of animosity between Liverpool and Aintree clubs. The Aintree event was using a different part of the circuit and this was shown in the regulations, whereas Liverpool do not indicate the exact course, so competitors were unaware of the differences. Bob stated that this was useful comment and next year a lot more notice would be given. Perhaps give the Aintree course a name to indicate it was on the Grandstand side of the venue. Animosity must not affect future events. Paul Goodman stated that the entry fee had been seen as high for a short sprint course and people were also confused by calling the event a Speed Trial.

OTHER VENUE LIAISON

- Paul Goodman reported that there is no further news on Woodford so looking unlikely. No further news regarding the MoD venue near Leek (Blackbrook Camp); Donington is now looking more promising, with BARC and BTCC events being held there. Burtonwood had also been noted, but is being redeveloped so nothing available.

PRESS OFFICER

- No report

TRAINING OFFICER

- Dates for 2010 are:

| | | |
|---------|---------------|------------|
| 14 May | Rally Marshal | Accrington |
| 11 June | Fire Training | Accrington |

19 or 20 June
17 (was 10) September
2011 dates are:

Rally Training
Timekeeper Training

Penrith or Kendal
Accrington

29 January
30 January

Rally Training
Rally Training

Stockport
ANCC

- To date this year there have been 322 attendees with over 80% having applied online. It was noted as very disappointing the low number who had reported finding details via their clubs.
- Derek Machin said that he had stepped back from the overall organising and this was now being left to the Associations, with perhaps disappointing results.
- MSA Training Group meeting (March 24) invited all Training Officers plus BARC and committees – with 30 people attending.
- MSA Motorsport Plan done in 2009 based on Sport England framework. Full report attached as APPENDIX A, together with an analysis.
- It was questioned as to where the information can be found on websites, answer being to look at the VIM website.
- Steve Johnson reported that Go Motorsport had been to one or two schools monthly, about 1 in 20 schools respond positively to having the presentation. F1000 is an extra addition in schools, Steve going into schools with that in mind. Schools have to give written permission to Juniors taking time off to attend Motorsport activities (same as for other sports)

MSA FLO

- No report

MSA RLO

- No report

ANY OTHER BUSINESS

- Jim Spencer outlined concerns that Motorsport is not seen as a sport by various authorities such as Inland Revenue, Sport England – see attached APPENDIX B. Eric was asked to take the concerns to MSA Council, Bob to take to Regional. Wales and Scotland seem to be better, with Northern Ireland being supported by the NI government.
- Bob Milloy pointed to the “deliberate” mistake in the recently issued *Motorsports Now!* Whereby page 3 of the rule changes does not indicate the changes (no stroke or underline) although it was in the draft submitted to the printers.
- Steve Johnson stated that he was involved with a European 4x4 event in June, raising funds for Help for Heroes. The event was almost full with 45 crews, and there is already a lot of interest for 2011.
- Bob Milloy congratulated Steve Johnson on his involvement with a Road Safety DVD that had been honourably mentioned in *e-Wheels*.
- Eric Cowcill asked all to lobby their new MP's on behalf of the MSA with regard to closed roads (the online petition having gained a huge number of signatures) and also to repeal speed limits.
- Dave Thomas questioned the reason for and the cost of the new MSA logo which he did not think was much different and lacked impact!
- John Harden has been nominated, by ANWCC, for a position on the Sprint & Hillclimb committee.

NEXT GENERAL MEETING

The meeting closed at 2243 hours, the next meeting will play host to Rob Jones of the MSA.

Monday 9 August 2010 (with Rob Jones of the MSA)

Tuesday 9 November 2010 (with Allan Dean-Lewis, ANWCC President and MSA)

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

AGENDA

Minutes of Previous Meeting

Matters Arising

MSA Reports

Rob Jones of the MSA

Autotest

Rallies

Sprint & Hillclimb

Council

Regional

Reports

General Secretary

Events – Association Invitations

New Member Clubs

Treasurer

Championship Coordinator

Aintree Liaison Officer

Other Venues

Press Officer

Training Officer

Go Motorsport

MSA Forestry Liaison Officer

MSA Route Liaison Officer

Any Other Business

*Dave V Thomas pp Mark Wilkinson, ANWCC Sec, 50 Bowerfold Lane, Heaton Norris, Stockport, Ches, SK4 2LU
0161 432 3490 / 07879 657580 / anwcc@stockport061.co.uk*

APPENDIX A – Training Notes by Derek Machin

Forthcoming Training

- Friday 14th May, contact Steve Johnson for Rally Marshal training at Accrington, apply via <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=csmamay>
- Sunday 6th June, contact Andy Holley for practical Fire training at Oulton Park, apply via <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=oultontofire>
- Friday 11th June, contact Steve Johnson for practical Fire training at Accrington, apply via <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=csmafire>
- Saturday 19th June, contact being Katy Mashiter for Rally Marshal training in the south Lakes area (tba), apply via <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=kirbylonsdale>
- Friday 17th September, contact Steve Johnson for Rally Timekeeping training at Accrington, apply via <http://volunteersinmotorsport.co.uk/tinc?key=nX0K3jBh&formname=rallytime>
- Saturday 29th January is the proposed annual ANWCC Rally Marshal training day at Stockport
- Sunday 30th January is the proposed annual ANCC Rally Marshal training day at York

2010 Training to date

- Circa 332 attended days at Stockport (ANWCC), York (ANCC), Cambridge (AEMC), Croft (BARC), and Derby (BRMC for ANEMMC), Duns (Jim Clark) data being collated currently
- 81% of attendees applied for training online (low online take up for Croft otherwise over 95% for the Rally training days)
- 85% of attendees completing a standardised feedback form
- 94% rate the days as either good or excellent
- 97% rate the Trainers/Instructors as good or excellent
- Only 94, of the 283 attendees providing feedback, advise that they were told of the training days by their club, still an appalling indictment on the Association to club to club member communication process
- Only 163, of the 283 attendees providing feedback, advise that they were members of a Motor/Car Club or recognised group
- 90 prospective new marshals attended the trainee/cadet/student marshals sessions
- Where attendees are not in a club and apply for MSA Registration they are flagged on the scheme under the relevant Regional Association, e.g. Stockport attendees as 'belonging' to ANWCC, York attendees as 'belonging' to ANCC, etc.
- One of the measures on attendance is to register with the MSA as a Marshal and as always this was the primary reason for the new people, however there were significant people attending the Marshal (Rally), Experienced Marshal (Rally), Senior Marshal (Rally) and Event Official (Rally) sessions who state that one reason to attend was so as to gain their MSA registration @

@ This was notable amongst the Radio Marshal group, with separate clarification now being sought at the most recent Rallies Committee and from the Volunteer Officials Advisory Panel (VOAP) as to whether all 'licensed' MSA Safety and Medical Frequency operators (aka Radio Marshals) should have a current valid MSA Marshals registration as part of their 'license' requirement given the nature of this role.

MSA Training Group meeting

This was held on Wednesday 24th March, Great Barr, W Mids, with invitations being sent to those who had previously requesting British Motor Sport Training Trust (BMSTT)/MSA training budgets, all Regional Association Training Officers, Specialist Committee/Panel Chairs, e.g. Technical, Rallies, Regional, Race, VOAP, etc.

The initial overview was set out by Allan Dean-Lewis (ADL) , detailing how every major UK sport now have a 'Whole Sport Plan' so as to 'wrap up' all initiatives into one cohesive strategy for that sport, to meet expectations among Governmental and other authorities, as a requirement for any funding applications. The MSA's Whole Sport Plan has been put together and follows the Sport England framework, encompassing 3 key sections

- Grow, i.e. to get people involved in the sport as competitors, volunteers, officials or spectators e.g. Go Motorsport, Go Karting, Regional Development Officers, Schools Karting, PR & Media campaigns, and Ambassadors
- Sustain, i.e. invest in the sport, it's people and it's infrastructure, such as clubs, marshals, training e.g. Club Development Fund, BMSTT, MSF, Marshals, Officials & club seminars, Volunteers in Motorsport (VIM), and help & advice
- Excel, i.e. to identify the most promising talent and give it the best chance to succeed. Also to educate young competitors and provide qualifications to secure exit strategy e.g. MSA Academy, Educational support, Young Apprenticeships, Advanced Apprenticeships, Elite, Post-Elite, and Team UK

In respect of the Grow part - Early evidence of the work undertaken so far includes the 8 Regional Development Officers, tasked with over 40 schools each this year, 7,000 Go Karting experiences in 18 months, 500 schools during 2009 involved with the Schools Karting Championship, and Sport England funding secured for 2010.

For Sustain – 160 free seminars with over 5,000 attendees, international (FIA) recognition of MSA training quality shown via FIA Safety Seminar funding & FIA Gold Standard Award, via the Club Development Fund some £636,000 to aid

projects totalling £3million. Rescue Development Fund providing £100,000 since 2007 & £45,000 allocated towards new defibrillators in 2009, BMSTT donating £300,00 in 2008

And Excel – The new MSA Academy takes competitors from age 8 through to world level, 8-16 Educational support, 16-18 Advanced Apprenticeship in Sporting Excellence, 18+ Foundation Degree, working closely with schools of competitors in all relevant championships to ensure the Head Teacher signs off and creates a 'contract' between the school and the pupil, set work when lessons are missed, and championships to send results to the schools and maintain regular dialogue.

Moving towards the 'training' aspect the role of the Volunteer Officials Advisory Panel (VOAP) and it's two sub-committees – Marshals Working Group and MSA Training Group were stated. Of the two sub-committees their terms were recently revised and stated as :

- a) Marshals Working Group (MWG) to cover all disciplines and focus on recruitment, retention, grading, welfare, and the production of specialist training material
- b) MSA Training Group (potentially the Officials Working Group or OWG) to cover all voluntary officials, set training strategy, Corporate style, training methods, validation of all officials and marshals training materials, links to education, and qualifications

In light of the above, the meeting was tasked with:

- 1) To work with, an FIA funded, consultant to identify plans
- 2) Develop training strategy
- 3) Corporate style
- 4) New methods of training
- 5) Ensure verified materials are available for trainers/instructors and that they are advised
- 6) Work with groups and panels to produce new material as required
- 7) Ensure training materials meet grading requirements
- 8) Implement plans
- 9) Consider database requirements
- 10) Make a difference

To help the meeting and the sustain brief, in the last 5 years the highest BMSTT supported training days was in 2008 (nearly 120) however this had dipped (below 100) in 2010, mainly due to a significant number of Regional Associations not applying for rally training in their own name when two key individuals advised them in mid 2009 that they would be ceasing to do so on their behalf for 2010. In respect of each discipline the number of training sessions/days for rallying has consistently been significantly higher for Rallying over the last 5 years, with Rescue and Recovery usually being 2nd highest closely followed by Race.

The meeting then split into 3 work groups to comment on:

- Q 1) What is good about training we deliver right now ?
- Q 2) What is missing from the training we deliver right now ?
- Q 3) What is NOT good about the training we deliver right now ?
- Q 4) How should/could qualifications be linked to volunteer officials and marshals & their development ?
- Q 5) What formats and methods could be used to deliver training in the future ?
- Q 6) What support do MSA Lead Trainers and Instructors need ?
- Q 7) What are the top 3 priorities for the next 3-5 years ?

On the final Question the following were stated and are currently being prioritised/progressed :

- Communication within the MSA / Regions / Clubs / Marshals / Trainers & Instructors
- MSA to keep their focus on training initiatives
- A Needs Analysis / Material Assessment / and Feedback
- Improvements to the MSA database to include training history and to sort out registration structure & management
- Development of a core syllabus for all disciplines, encompassing evaluation of training
- Communication & communication between trainers
- Provision of training to enable and support progression of volunteers to different roles
- Guidance, leadership and coordination at MSA level
- Keep it fun, this is a 'hobby' for most people

The minutes of this meeting have already been circulated to all attendees and invites, including Specialist Committees & Panels, as well as Council. Additionally, they are available to all Trainers/Instructors via the VIM hosted online Trainers Forum.

Regards,

Derek Machin
British Rally Marshals Club - National Training Officer
Assoc North Western Car Clubs - Training Officer
MSA Licensed Training Instructor
Phone - 01625 869720, Fax - 01625 869656, Email - training@brmc.org.uk
www.brmc.org.uk www.anwcc.org www.msauk.org

APPENDIX B – by Jim Spencer

Motor Sports and its status in the 'Real World'

When we deal with organisations outside the direct motor sports sphere, such as local authorities, insurance companies, various government departments, etc etc the status of our activity is hugely important. They do not understand what we do - so they depend on officially issued documentation to explain it to them.

A simple example: -

If you rent a building as a Motor Club you are liable for business rates.

If you are an amateur sporting club you are entitled to a mandatory 80% rate reduction as long as you register as a Community Amateur Sports Club (CASC)

To do this you download and fill in a simple form and post it to the Inland Revenue.

They assess it - confirm it as OK and send you your registration.

You then quote your registration to the local authority and bingo! - 80% off your rates bill.

But currently this, for a large proportion of UK motor sport, doesn't work.

As a huge number of UK motor sport clubs are NOT taking part in a Sporting Activity as defined by Sport England.

Sport England - **not the MSA** - are the organisation who all the official bodies mentioned above refer to, when they determine if our activity is a sport or not.

They do not use 'Motor Sport', they issue a list of **specific activities** which make up the sport as a whole - hence you have to specify which you do.

The Sport England list of Motor Sport Activities (Quoted to me, direct from them, at 09.50 13th May, 2010) is:-

Road Racing
Rallying
Climbs*
Trials
Karting
Sprints
Rallycross
Autocross

(* yup - just 'Climbs')

So if what you do isn't one of them, it's not a Sport.

Therefore a vast chunk (if not the majority?) of motor sport in the UK, as far as all the UK officialdom is concerned are actually competing in a hobby - as if it's not a 'sport' its just a hobby..

e.g Sport England list 'Road Racing' as an activity - Circuit Racing isn't mentioned..

Now we "all know that's the same thing" don't we?

But an administrator sat behind a desk at the Inland Revenue doesn't..

Would a judge?

Would the insurance company - if push really came to shove?

So:-

1) who's going to defend that what we do is definitely a sport when it goes pear shaped?

For Example:-

A Hillclimb run by an ANWCC Club.

Car goes off at high speed, clips a bank rolls into the crowd and half a dozen folk die.

Leaving aside the sadness and upset for a minute..

CofC, Club Committee, Driver all end up with the police - Crime scene

Prosecuted for negligence - as we're treating it as a 'Motor Sport' and that's 'Dangerous' - but if the world of 'officialdom' can't find it on his list..

When a prosecutor is standing there saying 'Show me where it says...'
Who's going to be backing us all up?

You can just imagine somebody from the MSA saying:-

"Ah well, we know it's not listed there, but we all know that it actually means..." - Would you want to be in those shoes?
As some of you probably are on occasion..

2) What's the Status of The motor clubs that are concerned with the 'activities' not listed above?

They'll be 'hobbies' officially - so how does the Insurance work?

They can't register as a CASC so they'll be liable for business rates and can't get tax relief either.

Clubs have actually been advised : -

"Fill the form in using the terminology to suit them - it'll be all right"

Somebody going to stand up and defend that club if one gets done for fraud?

3) Are we competing in a Sport or not - what's the effect on any insurance policies we take out as individuals?

i.e. If I take out personal accident insurance for Motor Sport, have a bad accident - and the insurance company check the list and I was competing in lets say a Drag Race at the time (Not that Insurance companies ever try and find a way out of a big claim do they?.)

Who's going to stand up and 'correct' them?

Summary

That Sport England issued list needs either fixing or binning.

That can only be done by the MSA management.

I've quietly asked about this problem for years, nothings got done.

It HAS to be either agreed and fixed.

Or

The MSA has to advise us all of what is and isn't under their control.

I don't believe that all Motor Sport Activities recognised by the MSA formally existing as a sport is too much to ask, in this day and age existing as a shade of grey somewhere in between a hobby and a sport isn't a good place to be.

Unfortunately the world now only see's in Black or White.

Jim Spencer
161834