

**MINUTES OF THE GENERAL MEETING OF THE ASSOCIATION OF NORTH-WESTERN CAR CLUBS, HELD AT TOFT CRICKET CLUB, KNUTSFORD ON TUESDAY 10<sup>th</sup> MAY 2016**

**ATTENDANCE**

Dave Thomas (NWCC), Steve Kenyon (GPMC), Steve Southall (BBMC), Mike McKeown (BBMC), Gareth Roberts (BBMC), Dave Gregory (Quinton), Pat Marchbank (Wallasey), Jerry Lucas (Wallasey), Bill Wilmer (Gemini & SD34), Steve Johnson (CSMA, AMSC, U17, F1000), John Buckley (Glossop), Howard Allan (Glossop), Paul Goodman (MGCCNW), Davi Rainsbury (MGCCNW), Matt Thompson (BADLRC), Mike Vokes (Knutsford), Derek Machin (BRMC), Chris Winstanley (Longton), Rod Pierce (116), Eric Cowcill (PaN), Hugh Gwyn-Jones (C&A), Jim Spencer (BRCA & Hagley), Bob Milloy (KLMC & Stockport 061), Mark Wilkinson (Stockport 061, 2300 Club & MSNW)

Officials present were Bob Milloy (Chairman), Mark Wilkinson (Secretary), Jim Spencer (Treasurer), Dave Thomas (Championship).

Apologies were received from John Harden (Vice-Chairman & Liverpool), Katy Mashiter (Press & Training & KLMC), Lucy Owen (WSSCC), Steve Bishop, Ann McCormack (Warrington), Les Buck (Hillclimb & Spint), Karen Spencer (Buccaneer & Lindholme), Mike Harris (Wallasey & BRSCCNW), Derek Reynolds (Fellside), Louis Baines (Preston), Yvonne Coppin (Airedale), Kevin Ikin (Whitchurch), Richard Lilley (Buccaneer), Steve Noble (Wallasey), Daniel Harper (Epynt), Graham Keen (Mid Cheshire MRC), Emyr Hall (Bala), Richard Crozier (Jaguar), Jim Jones (C&A), Bill Turner (Wallasey), Chris Noble (Clwyd Vale), Steve Hallmark (ERO), Jonathan Day (MSA)

**WELCOME & MINUTES**

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

The minutes of the February 2016 General Meeting were accepted as a true record, once the date was corrected to 15 February 2016 as proposed by Derek Machin and seconded by Eric Cowcill.

**MATTERS ARISING**

- Medical Advisory Panel are recommending medicals for those over 45 in stage rallies.
- Council minutes from 1<sup>st</sup> March have been issued (totalling 23 pages), various regulation changes approved, Closed Road legislation is 'on hold' pending any insurance implications from 'the Vnuk case', only two responses regarding 'thoughts on workings and proceedings of Council, so no changes.
- Derek Machin asked about Natural Resources Wales? Bob Milloy reported that there is still no agreement in place – irony is that NRW is part of the Welsh Government that sponsors Wales Rally GB. Jamie Edwards has launched a Facebook campaign - <https://www.facebook.com/rallyingmeansbusiness> #rally4wales - David Richards is involved, as is Conwy Council.

**MSA REPORTS**

**AUTOTEST**

- Met in March, Blue Book amends are out for consultation and closing shortly.

**RALLIES**

- No minutes available from 12<sup>th</sup> April.

**SPRINT**

- Discussing entry levels – watch this space.

**COUNCIL**

- Next meeting is 7<sup>th</sup> June

**REGIONAL**

- Meet next Wednesday 18<sup>th</sup> May

**REPORTS**

**GENERAL SECRETARY**

- Safety Car Training in Chesterfield – 20/21 August.
- Letter received from Lindholme Motor Club (Appendix A). Bob Milloy responded in draft format back in March to a letter we'd received, but now received personalised letter to our Association which was forwarded to the Executive before this meeting. The response was that it's not down to the Association to bail-out clubs, our role is to assist by keeping subscriptions low and per capita fees for competitors. If we were to expend funds then it's less than £100 per club, if we do 10% it's not worth it. Bob Milloy asked the room for and suggestive comments. Steve Southall asked if it had been directed at MSA? Bob replied that MSA have kept permit fees and insurance

static, and also increased CDF levels for Rally Future.

Paul Goodman commented that it's the costs that MSA can't help with – venue / paramedics etc.

Discussion ensued over entry levels; restricting the number of events in our championships – Bob commented that we can't do that this year, but for next would need a firm proposal at a future meeting.

Pat Marchbank commented that Rally Future isn't really assisting Organisers, they've put generic booklets together but not venue / event specific, left to the Organisers to resolve. There is a Rally Future meeting in Llandridnod Wells, why not one in the North West? Bob replied that we were down for running one in June and had a venue in mind near Chester, but we were then told that the Wales meeting needed to be mid-Wales, Bristol has been moved further South, now one in Thurrock and one in Edinburgh – making 14 in total.

MSA still have 8 MESR recommendations left to cover – Eric Cowcill commented that it is was a Motorsport Review, not just rallies as now looking at speed too.

Bob commented that the MSA is a non-profit making organisation – they've brought insurance cover in-house to keep premiums lower and also increase rebates. Rally Future meetings have been paid for by Training Trust – paid for by fines. Rob Jones did comment in February that we need to give it 6 months and review as to how it's being applied.

Derek Machin suggested circulating LMSC letter for comment at next meeting. (as now approved by LMSC)

- Please see email from MG Car Club (North West) in Appendix B. Bob Milloy reported that it's on Regional Committee meeting agenda next week.  
Eric Cowcill reported that he took this up with John Symes a few years ago, and that venues aren't complying with track licence and not fulfilling criteria, leaves themselves open.
- Dave Thomas has created a paper in relation to a new rule in the MSA Blue Book- R32.2(a) and R32.13 – instead of being excluded for missing a stage, a control now incurs a 30 minutes penalty. Clubs are interpreting this in different ways.  
There will be some clarification coming out in the next few days from MSA. Also to be discussed at Regional.
- Please see email from Jim Spencer in Appendix C. Bob Milloy to take this to Regional Committee.

#### **EVENT INVITATIONS**

- Keith Pattison Memorial Sprint @ Blyton – 30<sup>th</sup> May
- John Overend Memorial Rally @ Melbourne – 15<sup>th</sup> May
- Jurby Sprint – 30<sup>th</sup> & 31<sup>st</sup> July
- MG Sprint @ Silverstone Stowe – 5<sup>th</sup> June
- HAS Sprint @ Curborough – 8<sup>th</sup> October
- Enville Stages @ Anglesey – 3<sup>rd</sup> July
- Three Castles @ North Wales – 1<sup>st</sup> – 4<sup>th</sup> June
- 116 Targa Rally – 10<sup>th</sup> July

#### **TREASURER**

- Jim reported that he's now got the black box and will sort mandates / online access etc.
- LARA subscriptions are due at £250 – approved by all present to continue.
- 2 clubs not paid (Barcud and Lancs & Ches Rover Owners) – 113 clubs have paid.

#### **LARA**

- Met in February.
- Department of Environment are looking to hive off Stakeholder Working Group – LARA has been suggested.
- Nominations of TROs – Monyash – Long Rake / High Rake to be affected.

#### **CHAMPIONSHIP CO-ORDINATOR**

- 232 contenders (-20 last year), excludes 36 for North Wales Road Rally Championship
- 68 new people never registered before.  
51 'old' people not registered last year but previously, one coming back after 30 years away!  
68 seniors (over 55), 12 interested in stage rallies  
50 juniors (under 25)  
5 youngest are all female
- Marshals draw:
  - February – Richard Crozier (Jaguar)
  - March – Keith Lamb (Gemini)
  - April – William O'Brien (Warrington)

#### **PRESS OFFICER**

- Nothing to report

#### **TRAINING OFFICER**

- Steve Johnson reported that ran a pop-up timing training session at recent Cetus Stages – had 10 people changing between controls all day.
- 116 Car Club are running fire training at Glan-Y-Gors on 18<sup>th</sup> May

#### **GO MOTORSPORT!**

- Just run Club Seminars – feedback was good.
  - Event Officials to sign-on at first meeting, as insurance etc kicks in then through MSA.
- New RDO in Yorkshire.
- Looking at running a taster event – working with IMS

## **MSA FLO**

- No report.

## **MSA RLO**

- No report.

## **ANY OTHER BUSINESS**

- Bill Wilmer reported that there is a lack of marshals at the minute, Plains was short and two stages on the Manx were cancelled due to not enough – we all need to help at the moment.
- Bill Wilmer asked if ANWCC would be interested in purchasing banners – can get them for £20.
- Study to rationalise classes nationally on Sprint events – Ben Hamer from Hillclimb & Sprint Association and Sprint Committee has produced a paper.

## **NEXT GENERAL MEETING**

2015 - Monday 10<sup>th</sup> August (MSA – Jonathan Day) & Monday 23<sup>rd</sup> November (MSA – Rob Jones)

2016 - Monday 8<sup>th</sup> February, Monday 9<sup>th</sup> May, Monday 8<sup>th</sup> August & Monday 21<sup>st</sup> November

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

## **AGENDA**

Minutes of Previous Meeting

Matters Arising

MSA Reports

Autotest

Rallies

Sprint & Hillclimb

Council

Regional

Reports

General Secretary

Events – Association Invitations

New Member Clubs

Treasurer

LARA

Championship Coordinator

Press Officer

Training Officer

Go Motorsport

MSA Forestry Liaison Officer

MSA Route Liaison Officer

Any Other Business

# APPENDIX A:



**Founded July 1965**  
M.S.A. REGISTRATION No. 1044

[www.lindholmemsc.co.uk](http://www.lindholmemsc.co.uk)

**Doncaster**

**Member of:**

Association of North East Midland Motor Clubs  
Association of Northern Car Clubs  
Association of North Western Car Clubs  
East Midlands Association of Motor Clubs

March 2016

**To: The Association of North Western Motor Clubs**

**From: Lindholme Motor Sports Club**

Lindholme MSC is very supportive of the role of Regional Associations, especially in promoting Championships. LMSC has duly paid all subs and levies that have been requested for the fifty years of the club's existence. We would now like to encourage a debate about the reserve funds held by Regional Associations.

Regional Associations do not directly promote motor sport events, so, unlike the motor clubs they represent, have little risk of making large losses. Association activity budgets should be able to be calculated readily, so that large reserve funds may not actually serve any great purpose. More creative use of the funds would support the continuance of motor sport, especially rallies, as Rally Future is implemented.

Clubs promoting events often do so at great financial risk. It is now impossible for most clubs to run any forest event unless it is in a major championship. Lindholme MSC has made losses on every event for the last two years: any profit made in other recent years was due to officials subsidising events with their time and effort. We use our funds to subsidise many club activities, and as a buffer against unforeseen events (remember the Foot & Mouth outbreak?)

This coming year will impose far greater costs on clubs and competitors than ever. This could lead to reduced entries on many events, or even cancellations, with inevitable losses for clubs. The monies held by Associations should be used more actively to promote our sport. This could take the form of reduced/waived membership or championship fees for both clubs and competitors, or to support particular initiatives. The ANWCC's approach of a "per car entered" as a Championship levy (rather than a flat charge) is already helpful.

Clearly, an ongoing "year on year" spend would eventually exhaust any Association's reserves. Initiatives or projects which have an effect longer than the initial funding would be beneficial. ANWCC's support for marshals with regular draws and other rewards helps to mitigate an increasing difficulty in recruiting volunteers, and is to be commended. More might be done to support volunteers since any incentives scheme has yet to appear from the MSA.

We propose that this issue be discussed at a Delegates' meeting. No doubt delegates will have some creative ideas about the way forward, and a list of proposals could go to all member clubs for their input.

**I Beech: Chairman**  
**M Lister: Director**  
**D G Pope: Director & Treasurer**  
**D James: Director**  
**L Fowkes: Company Secretary**

**For and on behalf of the membership of Lindholme Motor Sports Club**

## **APPENDIX B:**

Hi Mark,

Could I add an item to the agenda for the meeting next week please.

It is "Non MSA Speed Events"

We ran our two day sprint at Anglesey over the weekend with great success – but we only had around 70 entries which means that we are not going to cover our costs.

Whilst at the circuit, we found out that Javelin Trackdays are running a sprint at the circuit on August 21st. Looking at their web site, they are not running within the MSA permit system. They are selling a "licence" for £5, there is no requirement to wear fireproof clothing, any "reasonable" helmet is allowed, and the entry fee is £135. Not surprisingly it is already a sell out although we don't know how many entries that means they have got.

We think that this should be taken up through the Regional Committee.

There can't be any future for many MSA speed events if the track day companies take over in this way. Whilst they only organised untimed events there wasn't a problem.

How long will it be before similar organisations organise non MSA single venue rallies (is it happening already?).

Cheers Paul.

# APPENDIX C:

Hi Mark

A late (very!) item for the agenda

Could the association ask for formal clarification on rule S9.2.1 please?

**9.2.1. Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K.9 to 11 or, where appropriate, the specific Class regulations for Drag Races. Overalls homologated to either FIA 8856-2000 or FIA 1986 standard are mandatory. Competitors are required to wear flame-resistant gloves (K.14.3(e)).**

**An FIA approved FHR device, fitted in accordance with FIA regulations is mandatory for all drivers with the exception of Period Defined Vehicles, Road-going Series Production Cars and Road-going Specialist Production Cars.**

**All these items must be produced for inspection and approval at scrutineering.**

Specifically this refers to the wearing of safety equipment 'from and until returning to the paddock'

This is currently, for this season so far, being interpreted literally.

So when one gets to the assembly area, after the finish line, those of us in single seaters can't get out of the cars, as we can't properly put on our own seat belts, if we are to comply with this rule, the way it's currently being interpreted, we're stuck.

What used to happen was we could hop out, have a wander around, look at the times, sit in the shade or out of the rain, pop to the loo etc etc – as at some venues you can be there a while and if there's an incident on the hill it can be quite a long time..

When rolling back down we'd sit on the belts, drop FHR round neck but properly put our helmets on.

It worked and was practical

New method doesn't & isn't

What will happen is that it'll get 'worked around' and that really isn't good, needs a 'clarification' issuing that highlights the 'during practice and competition' also mentioned and that rolling down a hill back to the paddock isn't either of these activities – I think..

Thanks, see you later

Jim