



**MINUTES OF THE GENERAL MEETING OF THE ASSOCIATION OF NORTH-WESTERN CAR CLUBS  
HELD AT THE HOLIDAY INN, RUNCORN, ON TUESDAY 10 MAY 2005**

### **WELCOME**

The Chairman, Bob Milloy, welcomed delegates to the meeting and introduced the new General Secretary, Stan Appleton.

### **ATTENDANCE**

20 member clubs were represented by 24 delegates as follows:

British Motor Marshals Club (Mike Farnworth), CSMA (Eve Fisher, Steve Johnson), Ecurie Royal Oak (Jonathan Bossen, Kevin Skellern, Nigel Bayley), Formula 1000 Rally Club (Dave Thomas), Glossop & DMC (John Buckley), High Moor Motor Club (Neil Moreton, M Lewis), High Peak and 061 MC (Andy Hughes), HRCR (Stan Appleton), Ilkley & DMC (Stan Appleton), Kirkby Lonsdale MC (Katy Mashiter, Bob Milloy), Knutsford & DMC (Steve Skepper), Lancs & Cheshire CC (Martin Nield), Liverpool Motor Club (Ron Hunt), Longton & DMC (Peter Rhodes, Mike Ashcroft), Motor Sport NW (Ann McCormack, Martin Nield, Mark Wilkinson), North Wales Car Club (Colin Jones, Dave Thomas), Potteries & Newcastle MC (Sue Sanders-Peppitt), Stockport MC (Mark Wilkinson), Warrington & DMC (Ann McCormack), Wigan & DMC (Guy Wickham).

Officials present were : Bob Milloy (Chairman), Eric Cowcill (Treasurer), Mike Ashcroft (joint Aintree Liaison Officer), Dave Thomas (Championship Secretary), Mike Farnworth (Training Officer), Stan Appleton (General Secretary), Katy Mashiter (Press Officer).

### **APOLOGIES**

Apologies for absence were recorded from Allan Dean-Lewis (President), Gordon Pirie (CTRLO Cheshire & Merseyside), John Harden (joint Aintree Liaison Officer), David Bailey (Lancs & Cheshire MC), Steve Walker (Chester MC), Tim Hobbs (Telford MC), Martin Blackburn (Manx Marshals Club).

### **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 Eric Cowcill, seconded by Steve Johnson (CSMA).

### **MATTERS ARISING**

**Exemption for Stage Rally drivers licences** – MSA Rallies Committee had discussed the proposal and had some sympathy with it but were uncertain that all marshals at the higher grade would be sufficiently competent to justify exemption from the BARS course. It might give an incentive for marshals to proceed up to Grade One level. The proposal would be resurrected at a later date.

**BTRDA PCT meeting** - no feedback was available.

**Costs of posting event regulations** – Clubs had been concerned that large numbers of competitors registered for championships but didn't enter events, incurring them fruitless printing and postage costs. Dave Thomas (Championship Secretary) has published a paper of options for clubs: offer regs on their own website, get a set of printed labels from him (each championship having their own), get an email list from him, or link to the ANWCC website so that Dave Thomas can broadcast to registered contenders that event regs are available.

### **MSA MATTERS**

#### **MSA COUNCIL NEWS**

Eric Cowcill reported back from the meeting held on 10 February 2005.

A presentation had been given on a review of Formula 3 and GT racing, proposing more focus on promotability by concentrating premier races at a single event, with other races being run at club level, as

had been successful in France. It was noted that grass roots club events welcomed promotion too if they were to attract viable entries and audiences.

British Rally Elite was to be launched, aiming to develop talent, improve promotion and give professional coaching.

The promised presentation on Health and Safety Management had been given, focusing on high-level strategy which was felt needed no changes. The principle of 'whatever's necessary' was appropriate rather than a fixed list of rules. Practical issues were felt to be well-managed at the sharp end but there were a few legal issues and difficulties defining the relationship between the parties involved, as to who had a duty of care to whom and when did they have it. Rules of guidance were needed but would deliberately avoid detailed specifics.

#### **MSA TIMING COMMITTEE**

Eric Cowcill reported discussions on the specification of sprint/hillclimb timing struts.

#### **MSA RALLIES COMMITTEE**

Sue Sanders-Peppitt reported from the February meeting.

Recovery Units were mandatory at stage starts where a rescue unit was located but they can be either licensed Recovery Units or unlicensed commercial units if a licensed unit was unavailable. This gave some realism and flexibility and would be an immediate recommendation but mandatory from 1 January 2006.

The penalty for illegal assistance, possession of illegal pace notes, and abuse of the SOS board (K25.5) was to be 'exclusion and report to MSA'.

Committee had discussed 'run-flat' tyres, fearing that it would be hard to police their restriction to WRC cars, with a risk of increased corner-cutting and road damage.

Sue Sanders-Peppitt continued with a report from the April meeting.

A series of regional seminars is planned for Radio Controllers.

Ages of drivers was under discussion to consider opportunities for those aged 14 to 17.

A small working group had been set up to consider the engine size limit (K37).

There was concern about the wider use of specialized fuels. It can't be eliminated but methods of control were to be considered. Although the initial issue had been about controlling spiraling costs delegates were concerned that marshals should not be exposed to additional risks and should have suitable training.

Training of marshals was also necessary for HANS helmet systems. There is no single system in use and previously available training material focuses on reclined single-seat drivers. Mike Farnworth reported that Shroth are sending him some training material aimed at racing saloons which may be closer although not ideal. The general principle is for marshals to leave crews in situ, secured by their HANS system, unless there is a risk of fire. Scrutineers also needed further training as they had only be advised about specific fittings (such as BTCC). Many rally incidents involved a side impact for which HANS was less successful.

A paper was to be produced on the use of course cars aiming for a professional job by experienced people. Rules will be expanded to cover requirements for scrutineering, overalls, etc. It was important to refer to 'Spectator Safety Cars', not *Control Cars*. The need for a 'zero' car on multi-use events was questioned.

Ian Davis of MSA is to write to clubs about a number of issues including guidelines for service areas and a letter for countersigning under-18 marshals.

MSA has agreed to underwrite the costs of the Motorsport Training Plan if government funds are not forthcoming.

The Road Rallies Working Group had made an interim report on the review of technical regs (K22). Their review would be considered more fully at the Rallies Committee on 20 July 2005. Jonathan Bossen (Ecurie Royal Oak) questioned the need and motivation for any restriction on 4WD turbo cars and delegates briefly shared views on the review. Clubs who felt strongly were invited to send their views to the ANWCC General Secretary so that they could be fed in to the review.

A greater role would be developed for marshals aged under 18, concentrating on areas where they could make a positive but safe contribution. Suggestions were made about 'cadet marshals' with distinctive tabards. There were Child Protection issues to consider too.

#### **MSA SPEED COMMITTEE**

No report.

#### **MSA REGIONAL COMMITTEE**

No report.

#### **MSA AUTOTEST COMMITTEE**

No report.

#### **CORRESPONDENCE**

Various updates on events, dates, and officials.

MSA Club Bulletin had announced its last issue before being transferred to website. Bob Milloy felt this would be insufficient and that clubs should at least have an email prompt that the website had been updated. He would pursue this at Regional Committee.

MSA had issued a number of updates on progress with the DEFRA threat to off-road motorsport. Bill Troughear would update Regional Committee within the next week; he chaired LARA and confirmed that the court hearing against DEFRA was tabled for 11 May 2005. Updates would be on [www.laragb.org](http://www.laragb.org). There were many complexities and it was still unclear just how motorsport could be affected. Meanwhile the petition should be supported though delegates were encouraged that personal letters were considered more effective.

Allan Dean-Lewis at MSA was looking at the promotion and marketing of clubs and would be updating the previous club seminars to cover the electronic age. There would be a series of workshops at 8-10 regional venues during Autumn 2005. Views were being sought on whether 'Wheels' should be sent electronically; any views should be sent to Allan Dean-Lewis or Stuart Turner.

## **REPORTS**

### **GENERAL SECRETARY**

No further report to add to correspondence received.

### **TREASURER**

MSA were expected to reimburse the costs of the marshals training courses. Myerscough College should invoice this via ANWCC.

### **CHAMPIONSHIPS CO-ORDINATOR**

Over 400 registrations had been received. Labels were available for all event organisers if required, ensuring they only got those relevant to their championship. Results were up to date on the website which was now having 150 hits each day.

### **FORESTRY LIAISON OFFICER**

No reports.

### **AINTREE LIAISON OFFICER**

Bob Milloy explained that a number of misunderstandings had occurred at the 2005 AGM. Mike Ashcroft, who had been in post for 23 years as Aintree Liaison Officer, had been unexpectedly delayed and unable to either attend or contact the AGM. As a consequence the AGM had accepted a nomination for John Harden to become ALO. There was discussion as to the nature of the role and it was agreed that there was still work to be done albeit different to how the job had started. Access was now restricted to 6 days for motorbikes and 5 days for car sprints. Fees were rising and needed to be negotiated. It was agreed that Mike Ashcroft would continue his *de facto* role with Aintree, having more independence than if he was linked with a specific event. A presentation was made to Mike Ashcroft in recognition of his past and continuing services to ANWCC.

### **OTHER VENUE LIAISON**

Blackpool – Both the Promenade and Pontins were used for the first time on the North-West Stages and were successfully received.

Weeton – Two hangars have been demolished offering more scope at the venue. The Club Development Fund is being used to divert cables.

### **PRESS OFFICER**

Nothing to report.

### **TRAINING OFFICER**

Mike Farnworth reported that although numbers at the Myerscough College course were lower this year those at Ponteland had risen. 95 new people had been trained and many of these had subsequently signed-on and marshaled at Weeton on the North-West Stages. Delegates asked about the process for inducting marshals at club level. Mike Farnworth asked that a club official certifies that the marshal has seen the training video then forwards the card to him. He will then stamp it with his approval and forward it to Allan Dean-Lewis at MSA. Details of this procedure will be put on the ANWCC website.

### **RALLY LIAISON OFFICER**

No reports.

### **ANY OTHER BUSINESS**

The Inter-Association PCT was to be held at Ross-on-Wye on 19 June.

A draw was made for the Marshals claims, prizes going to Steve Butler, Roy Higinson and Graham Raeburn.

Steve Johnson (CSMA) had been approached by the Royal Lancashire Show who were seeking competent stewards for their event which runs from 26-28 July 2005. Motorsport marshals' skills in hazard-spotting and use of fire extinguishers were valued. It is based alongside the A59 at Ribchester. Contact Steve Johnson.

Mark Wilkinson (Stockport MC) drew attention to the need for proper fastening of crash helmets at rally stage starts, using both the intended strap and Velcro. There was a role for scrutineers to check this along with their customary checks of overalls and armed fire extinguishers.

#### **DATE AND PLACE OF NEXT MEETING**

The next meeting will be at the Holiday Inn, Runcorn, on Tuesday 9 August 2005 commencing at 2000 hrs prompt. It will be attended by Colin Hilton, Chief Executive MSA, and will include a presentation on Wales Rally GB.

The meeting closed at 22.40 hours. Delegates were thanked for their attendance.

**Stan Appleton, General Secretary, ANWCC**  
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Agenda for a General Meeting of the Association of North-Western Car Clubs, which will be held at the Forte Posthouse, Runcorn, on Tuesday 9 August 2005 and will commence at 2000 hours prompt.

Apologies for absence

Minutes of last meeting (May 2005)

Matters arising

MSA (questions requiring any research by Colin Hilton should be addressed in writing to the General Secretary at least 7 days prior to the meeting)

Correspondence

Presentation on Wales Rally GB by Andrew Coe and Andrew Kellitt

Reports

General Secretary

Treasurer

Championships Co-ordinator

Forestry Liaison Officer

Aintree Liaison Officer

Other Venue Liaison

Press Officer

Training Officer

MSA CTRL

Any other business

Date and place of next meeting

**CLUBS ARE REMINDED THAT FORMS TO REGISTER CLUB DETAILS FOR 2006, ALONG WITH A LIST OF ALL YOU CLUB'S EVENTS AND APPLY FOR CHAMPIONSHIP STATUS, ARE TO BE COMPLETED AND RETURNED ~ FORMS ARE ENCLOSED WITH POSTED MINUTES OR OFF THE WEBSITE [www.anwcc.org](http://www.anwcc.org)**

**INVOICES IN RESPECT OF CLUB SUBSCRIPTIONS FOR 2006 AND EVENT REGISTRATION FEES FOR 2005 ARE BEING SENT TO YOUR CLUB TREASURER.**