



The Association of Northern Car Clubs

From the Hon. Secretary:
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Minutes of the Autumn General Meeting held at the Whitcliffe Mount Sports Centre on 31st October 2005.

Present:

John Richardson, (Chairman), Iain Tullie (Hon. Sec.), Dave Barker (Hon. Treas.), Tim Bendelow (Dates), John Spencer (PCT Co-ordinator), Rod Parkin (FLO).
Special guest – John Symes, MSA Technical & Risk Control Manager.

Delegates were present from the following 27 clubs:

Alwoodley, Border (2), BARC (Yorks), BRSCC (N), Bury, Clitheroe, CSMA (2), Darlington, De Lacy, Glossop (2), HRCR, Huddersfield (2), Ilkley, Lindholme, Malton, North Humberside, Pendle, Pennine Rescue, SD(34), Selby, Sheffield & Hallamshire, Trackrod, 2300, Wakefield, Wigan (2), YORC, York.

The Chairman welcomed our guest to the meeting.

1. Apologies.

Were received from:, Ian James, Auto 66, BMRMC, ERO, Garstang & Preston, Knutsford, Lincoln, Liverpool, Motor Sport (NW), NORC, Stockport.

2. Minutes of the meeting held on 27th June 2005.

The minutes were accepted as a correct account of the meeting. Proposed by Clitheroe and seconded by Alwoodley.

3. Matters Arising.

1. Correction to the new email address for Tim Bendelow (Dates Co-ordinator) – tt@bendelow.entadsl.com
2. DEFRA – still ongoing, John Symes reported that the most recent meetings were looking positive from our point of view.
3. Security of Addresses – this had now been discussed by the management committee. Clubs will be given the opportunity to have individuals addresses removed from the website if they contact us.
4. Submission of dates on the MSA website – while clubs can submit dates directly onto the MSA website, they are expected to submit them to the Association(s) for authorization first.
5. Wales Rally GB – Rod Parkin reported that there was a good atmosphere around the stages at this year's event. The event had been a success, although marred by the tragic accident on the Sunday. The Chairman said that our comments at the June meeting would be taken on board for future events.

4. Treasurer's Report.

The Hon. Secretary and Hon. Treasurer still had some work to do to complete the changeover of accounts to ANCC Ltd, but this was in hand. Requests for 2006 subscriptions were late going out, reminders would go out with these minutes for any clubs who had not yet paid.

5. Invitations to the Association.

26th / 27th November – Beverley & DMC – Beaver Road Rally
3rd / 4th December – CSMA – Civil Service Rally
15th January 2006 – Darlington & DMC – Jack Frost Stages, Croft
7th May – Wigan & DMC – Procure Stages, Three Sisters

6. Applications for Membership.

An application to re-join the association had been received from High Peak & 061 Motor Club (formerly just known as 061). Due to an oversight by the Hon. Secretary however, they were unaware of the date of this meeting otherwise a representative would have been in attendance, but couldn't make it at short notice. There were no objections from the delegates to their joining, but the Chairman stipulated that they must be invited to and attend the next meeting to support their application.

7. Alteration to Dates / Status.

Due to route difficulties Eastwood & DMC had been forced to move their Cossack road rally from 12th / 13th November to 10th / 11th December. While this move did not create any direct clashes, it meant that the final three rounds of the Road Rally Championship now fell on consecutive weekends, which was far from ideal. However, as some contenders could be relying on the event to make up their complement of scores, it would retain its championship status, as no objections had been received to date.

8. Mailing List Alterations.

CSMA requested that the website be updated with minutes and agendas for delegates' meetings. The Hon. Secretary apologized that this had not been kept up to date and accepted full responsibility.

9. Championship Co-ordinators' Reports.

Autotests – Graham Whitaker reported that the final round was Alwoodley's event the following weekend, more entries and marshals would be very welcome. Five events had been cancelled this year.

Production Car Trials – John Spencer reported that the season had been concluded and thanked the three clubs that had put on rounds, Airedale & Pennine, Wakefield and Ilkley. There had been 27 registrations, Henry Kitching (Ilkley) was champion for 2005.

The Chairman then invited comments and suggestions from the floor on how we should go about rejuvenating these 'grass roots' championships. The main reasons for poor entries and few cancelled rounds were cited as Social Pressures and Sunday trading (and the associated loss of venues). It was agreed that both disciplines needed to be more attractive to newcomers. Production Car Autotests and Autosolos may be a possible solution, however as these were 'Clubsport only' events we would have to apply to the MSA for dispensation to include them in a championship. North Humberside suggested that the requirement for cars to be taxed and tested, as required in PCA's, may actually be an obstacle in itself. CSMA explained that these had been deemed sensible safety and control requirements when the formula had been devised. Complicated tests at National level was certainly an issue, they needed to be simpler at club and regional level. Graham and John had a proposal for both their disciplines, which would be put forward to the next management committee meeting in November.

Road Rallies – All nine rounds scheduled so far had run well, it would be a hectic end to the season with three events in quick succession, with new champions likely in both seats.

Stage Rallies – Mike Yates was unable to attend, however the series had been well supported with the final round in December.

10. Time, Date & Place of next meeting.

Tuesday 31st January 2006 @ 8.00 pm in the Activity Area.

11. Correspondence.

MSA letters: Regional Committee Nomination (John Richardson);
Letter from Simon Fowler re. MSA fixture list;
Motor Sports Now! Summer and Autumn editions;
2004 Annual Report;
Club Bulletin #2 (currently in paper format but likely to become 'email only' in the future);
Forest Enterprise Allocations for 2006;
New Forest Enterprise Concordat (copies available on request);
2006 Seminars for Club and Event Officials;

Minutes from: A.N.I.C.C, A.N.E.C.C, T.M.S.G, A.N.E.M.M.C, A.N.W.C.C, A.C.S.M.C, E.M.A.M.C.

Other Correspondence: Autotest Championship Bulletins;
Inter Association Autotest Results;
Lombard Revival Rally 2006 – notification of intent to run in North of England and requesting support;
Promotional Material for Historic Motorsport Show, Stoneleigh, 24th–26th Feb;
Motorsport News discount subscription offer;

12. Route Liaison Officers / Forestry Liaison Officer / Training Officer Reports.

R.L.O: Nothing to report.

F.L.O: Rod Parkin summarized the new FE Concordat, which had been produced alongside the new master agreement. Clubs are now responsible for providing toilet and catering facilities, security, litter-picking, etc. Rally Yorkshire was the first event to run under the new agreement, hence the increased entry fee to spectators, which has brought a mixed reaction as expected. The agreement acknowledges that rallying is a legitimate user of the forests and must strike a suitable balance with other users. It also embraces new interest from events restricted to

lower cc and two-wheel drive on less aggressive tyres. It is intended that road repairs will be carried out immediately after events to allow time for them to 'settle'.

Training: Bob Wright reported that Association Training days for early 2006 are as follows:

Myerscough, near Preston	Saturday 28 th January
Askham Bryan near York	Sunday 29 th January
Ponteland, near Newcastle	Saturday 4 th February
Carlisle	T.B.A.

There would be some changes to the format, including more practical sessions and fire training, based on feedback from previous years. Forms have been sent out to clubs and will be available to download via the ANCC website.

The Autumn seminars run by Allan Dean-Lewis and Stuart Turner had been poorly attended, particularly the one in York. Those who attended said it was useful, hopefully the subject matter would be available on the MSA website.

13. MSA / Regional Committee / ACU / Sports Council matters.

A long and often heated debate followed, based on various proposed rule changes in the Autumn issue of Motor Sports Now!, summarized as follows:

- The language and layout of any proposed changes was very confusing and made it practically impossible to determine which were proposals, open for consultation, ratified, etc. Indeed even our Chairman struggled when attempting to explain the procedure! John Symes confirmed that the MSA was already aware of these difficulties, the matter is being addressed and the format WILL be changed.
- The proposed compulsory 8-metre noise test for road rallies had not gone via Technical Committee, so has been referred back to Rallies Committee. Most Noise Officials are against the 8-metre test, for a variety of practical reasons.
- K37 (stage rally technical) – what was the rationale behind the proposed changes in these regulations? The Chairman explained that both MSA Rallies and Technical Committee had concerns over eligibility and safety of some vehicles on stage rallies, particularly those considered to be 'specials' and / or not 'type approved' by manufacturers. A Stage Rally Advisory Group was formed to address this and report back to Rallies Committee.
- John Symes had requested K37 to be reviewed, as the regs were basically 30 years old and technology had moved on. There was a desire for the regs to be brought more into line with our European neighbours, basically Groups A and N. He has no problem with FWD / RWD conversions as long as they meet certain control criteria. It was also necessary to 'peg back' speeds on stage events. Rod Parkin added that the closer we can stay to FIA regulations in this litigious society the better. Rallying should be about production cars, if we had gone along with the FIA when group B cars were banned then it would not be such an issue now. Yes there are flaws in the proposed regulations, some of the content and wording needs addressing. These changes are very much open for consultation so comments from clubs and individuals are welcomed, either via the Association or direct to the MSA.
- The Chairman, in his capacity as Chairman of Rallies Committee, agreed to draw up a summary of the rationale behind the proposals for circulation to clubs and individuals as it was felt strongly that this would help the communication and consultation process.
- K22 (road rally technical) – the changes to these regulations effectively remove the 'standard production class', which John Symes suggested was being abused. The desire to retain the option of 'updating' vehicles on road events was important here, however there were some differences between what had been discussed by the Road Rally Working Group in February and the proposed new regs. The Chairman again reminded delegates that these were proposed changes and open for consultation, so comments and suggestions could be taken on board before they were finalized for 2007.

The Chairman thanked John Symes for attending and his contribution to the meeting.

14. Motions received. - None

15. Other Business. - None

Meeting closed at: 10.40 pm