

East Midlands Association of Motor Clubs Ltd

Minutes of the Delegates Meeting Held on the 12th April 2005

Present:

Phil Foster (Chairman), Anthony Northcote (Vice Chairman), Roger Ashmead (Secretary), Guy Robinson (Treasurer), Roger Hage (Road Rally Co-ordinator), Tracy Wood (Stage Rally Co-ordinator), Dennis Turner (Awards Secretary), Steve Flanagan (Multi-Use Co-ordinator), Barry Jeffery (Life Vice President)

Delegates from the Following 20 Member Clubs:

Rolls-Royce MC, Worksop & DMC, Nottingham Sports Car Club, Sheffield & Hallamshire, Matlock Motor Club, CSMA, Lincoln Motorcycle & Car Club, HRCR, Grimsby Motor Club, Dukeries Motor Club, Carlton & District Motor Club, Mid-Derbyshire Motor Club, Eastwood & District Motor Club, Grantham Poachers Motor Club, High Peak & 061, Bury Motor Club, Lindholme Motor Club, Knutsford Motor Club, Clowne & District MC, Border Motor Club.

1. Apologies

North Humberside Motor Club, Quinton Motor Club, Andy Large

2. Minutes of Last Meeting/Matters Arising

The minutes were proposed a true record by Notts. SCC & Seconded S&H & all in favour.

Matters arising.

- 2.1 The acceptable technical spec. for a noise meter, write to the Technical Committee to seek guidance on allowable variation. Calibration - how long is it valid for? Outstanding
Action Sec. to chase a reply for July

3. Chairman's Report

Presentation to M Sport council - British Rallying – Driving Talent Forward presented by Robbie Head & Malcolm Wilson. Various other committees reports available, Rallies, Autotest, Off Road, Historic & Minutes of the Motor Sport Council. Call Phil Foster direct for any of these.

Inter Association Autocross Event – organised for AEMC by Green Belt MC. 18/19 June @ Oakington. <http://www.greenbeltmc.f9.co.uk/> Contact AEMC John White 01279 731039 or GBMC Chris Deal 02079 417633.

(Checking their website I think it's interesting that the regs. do not invite all the Associations for an Inter association event. Sec.).

Regional Committee Dates

May 18th and August 24th. Anyone who wishes to raise anything at regional committee please send it to the Sec.

DEFRA – LARA were seeking legal advice with respect to the latest edict from DEFRA about land use & how farmers would be penalise for any land used for motorsport.

(This issue has since been successfully resolved for the moment – Sec.)

4 Secretaries report

Clubs wishing to join/rejoin the EMAMC

Bury Motor Club.

A small but active club for events. Used to run Binbrook until its demise. Will run an event at Swinderby later this year to which EMAMC clubs will be invited.

Proposed for membership of EMAMC by S&H, Seconded by Notts Sports Car Club. All in favour.

York Motor Club

Unable to be represented at the meeting, but had none the less sent apologies and a letter describing the club. Formed in 1913. Currently has over 100 members & most active in stage rallying, auto testing, sprinting & marshalling. Proposed for membership by S&H, seconded by Mid Derbyshire & all in favour.

Border Motor Club

A club wishing to rejoin the EMAMC. Currently has 45 members & run 12 car rallies & have members active in sprinting. They provide marshals for events such as the Dukeries. Organisers of a Classic run attracting 80 cars & also run the Torque Bac stages in association with Bury Motor Club. Proposed for membership by S&H, Seconded by Eastwood.

A warm welcome to the new member clubs.

Cossack Rally (RLO Leics.)

Phil Foster commented on the report that residents in Plungar were unduly disturbed by the rally. Only 3 cars went the wrong way. Admittedly 2 of them returned briskly, however the residents were out well before the rally arrived and the only logged report in Leics. was from people who were 1 mile from their house & could not therefore have been expected to be PR'd.

There is perhaps heightened Police activity this year e.g. the Police stopped the Bruce Robinson event due to 'numerous complaints' while many cars were still at the start.

The overall message is however communicate with your RLO & ensure they have what they need to be able to smooth relations where required.

Event invitations received.

Inter Club Quiz – 25th May – Matlock MC - Chesterfield Civil Service Club
(map ref 120/417 710) free buffet, starts at 8.30 prompt.

The Sporting Car Club of Norfolk, Spring Stages, Sculthorpe airfield on 10th April 2005.

John Overend Stages – North Humberside MC – 15th May

Pommeraye hill climb – FRANCE were inviting UK drivers to take part in this years event on 14/15 May.

Cannock & District CC, HIXON STAGE RALLY, SUNDAY 8th May.

5 Treasurer's Report - Guy Robinson

2005 Update on finances so far

1. The subscriptions and levies indicate a broadly similar income for 2005 – a few clubs still have not paid:

- Compass Motorsport £23
- Glossop & District CC £23
- Kettering & District CC £23
- Malton MC £43
- Shenstone & District MC £23
- Sporting Escort Owners C £23

2. No monies banked to date from the registrations – **Action Roger Hage.**

3. Sponsors

- Stage – billed 1 April 2005 to fall into sponsors accounting year
- Multi-use – paid at slightly reduced rate of £350 (was £400)
- Road – being billed in two halves at reduced rate of £400 pa (was £500) – however first half bill still outstanding.

4. At 30 March 2005 we have £9,800 in the bank – up on the year end due to receipts of subscriptions and levies etc.

6 Registrar's Report - Roger Hage

To be covered for this set of minutes by the individual co-ordinators.

Phil Foster re-iterated that we do need a registrar to ensure we keep the championships correct & the year book out on time. We were very late this year & the quality of the book suffered. Apologies to everyone for that.

In reply S&H said that a lot of problems with finalising the dates list were to late setting of dates by the National Championships.

Howard Wilcock stated that the problem relates to late setting of dates by the WRC for one. Also the MSA are supposed to be able to set the next years dates at the meeting on 25 May, however due to the tendering process this may not be set on time.

The dates issue is therefore likely to rumble on, however from an EMAMC point of view the 2006 Yearbook will close for print on 30 November & we will issue an errata sheet if necessary before the book goes either to the website or first post send out to this years contenders - Sec.

7 Championship Co-ordinators Reports

7.1 *Multi Venue Stage Rally* – Tracy Wood
3 rounds completed, 1 cancelled. All 3 events run had a good turn out of EMAMC contenders. A bulletin had not been issued yet.

35 registered contenders to date.

7.2 *Multi Use* – Steve Flanagan
58 registered contenders.
2 rounds completed very successfully.
1 bulletin out, 1 about to go out. Next event the Blood Hound Stages at Swinderby.

7.3 *Road Rally* - Roger Hage
71 registered contenders. 8 of last years contenders who registered as 'novice' have registered for this year. 3 events so far this year & EMAMC contenders have won all of them.

Matlock MC pointed out that the Ryemoor Trophy Rally was being run under a Navigational Permit which is not permitted under the EMAMC Championship rules. **Action Roger Hage to discuss with Malton MC**

Phil Foster reminded all the co-ordinators that all Exec members receive Championship Bulletins. **Action Co-ordinators**

8 MSA Officer's Reports

RLO (John Thornhill) No report.

FLO – (Howard Wilcock)

There is now in place a new Master Agreement. The Forestry now lists motorsport as a recreational use. Rates for first use of a stage are well up on 2004. An administration charge has also been introduced. There is a need to define spectator areas & parking, plus a safety plan has to be submitted. Entry fees are up by £25-30.

Sherwood Forest is going to allow 3 events per year e.g. the Roger Albert Clark Rally has been refused use.

The special arrangement for Twyford continues but events must comply with Permit requirements. Road Rally use is not necessarily going to be approved.

Phased introduction of Land Access Rights for the Public will mean that all the forest being used will have to be 'closed' for the endurance of the rally.

There has been a small increase in the roads available for rallying giving a bit of stage variation. Another source of road for rallying is reclaimed coal mines. Ownership of these areas resides with the local council so HW is waiting to see what happens on that front.

Finally, a reminder that clubs must contact the FLO before talking to the Forestry Commission.

Questions

As Sherwood has 3 rallies and 2 are from 1 club should 1 rally make way for a third club? Phil Foster stated the EMAMC should have a clearing role for forest events & the matter would be discussed at Exec & brought back later. **Action Sec to put on Exec Agenda**

Howard Wilcock replied it would be interesting to see which rally/s were approved. The R.A.C rally would only use 10 miles of stage whereas the Premier used 40 miles. It still counted as one use of the forest.

Anthony Northcote added that it is not a closed shop and any club can apply. It is decided by the FLO, MSA and the clubs and the Associations have been taken out of the loop. He also added that Dukeries MC makes a loss on the Premier Rally & considers the club runs the rally to the benefit of the Association.

Dennis Turner asked whether there was anything about the standard of forest road repair generally.

Howard Wilcock replied there is no base spec. for a forest road in the agreement. There are various categories. HW considered the current condition of the forest roads to better than in previous years.

9 EMAMC Officer Reports

Marshals Training – Andy Large

Anthony Northcote reported a training day on the 5th June at the University of Derby run by BRMC Contact Andy Large direct for more information

Press Officer – Position vacant.

Awards Secretary - Dennis Turner

The date for the 2005 awards evening will be 14th January 2006 at the Hostess Restaurant. Matlock MC has paid for the Club Trophy to be repaired, so a special vote of thanks to Matlock MC.

10 Any Other Business

10.1 Inter Association quiz 25th May – Charlie Wheeldon requested numbers so the catering could be organised.

10.2 Road Rally Group Proposals Discussion – see also the proposals following.

A series of proposals have been made that were published for discussion The Chairman, Phil Foster, had circulated these to several key road rally people within the EMAMC such that a quick poll of comments could be sent back to Chin. Chin was to be at the ANEMMC meeting the week following ours & PF was to be in attendance.

Charlie Wheeldon commented that we have to be responsible. If the aim is to cut speed, noise & lights then fine, but there is a need for some changes on the organisational side also. He suggested entries limited to 40-50, a minimum gap for road use between rallies of 10 weeks, limiting mileage to 120 miles. CW also favoured a limit on the number of 12 car rallies in any given area.

HP & 061 commented that they understood the need to curb speed but that 4WD turbo cars need time to be phased out. They favoured a move towards Endurance spec. cars with perhaps 2 years to phase out of 4WD turbo & a further 2 years to phase in of Endurance spec.

PF commented that the final proposals would go to council for implementation in 2007.

Lindholme commented that with the removal of the standard silhouette then that opens the door to stage rally cars.

Bury Motor Club commented that recognising 16V twin cam engines was a necessity as so many cars are no twin cam.

There was also a feeling that the MSA are fudging the issue. Why don't the MSA simply ban outright the cars they don't want to run?

PF tempered this by stating that this was the first time in a long time that we've had any say in how the rules were shaped. Howard Wilcock also stated that many of the people on the Road Rally working group were competitors and organisers.

Roger Hage commented that the Historic cars are often the noisiest & that while quick the Turbo cars are in fact quiet. We also need more attention to the organising side of things.

Dennis Turner stated that it appears we've crept back up in speed & most important is speed. Was it feasible to make events all regularity then it wouldn't matter what car you had.

Charlie Wheeldon commented that regularity events were always there e.g. 10 years ago 10 miles had to be regularity & this is common on Historic events. East Midlands events use the regularity sections to their advantage (down whites for example) with the intermediate control secret (as it should be). CW did wonder however if events were all regularity whether it would lead to a change of customers. Charlie also cited the case of an Historic event where the average speed was just 20 mph & there was still a person objecting simply to the increase in the volume of traffic. On that basis what can you do?

Matlock MC (Guy Robinson) commented also that 500W equivalent gas discharge lamps should not be allowed. He suggested a cut back in engine size to 1600 cc in 3 years time and to 1400 cc some time beyond that. In addition he added that straight cut gearboxes should be banned. (in fact they aren't allowed already as the transmission should remain untouched – Sec.)

In addition the technical spec. for the engine has to be covered well as if a tuned variant of the engine is used then as engine size comes down so in general tuning cost goes up.

On the subject of tyres competition 'knobbly' tyres need to be able to be used. Derbyshire whites are tough on tyres. Many people use ex forest tyres from other competitors this helps keep the cost down.

S&H (Steve Flanagan) commented that driving a larger engined car is easier when the driver gets tired, simply as the engine has more torque & less gear changes are required.

A question was raised over harnesses. Was a full harness comparable with the original specification? Phil Foster also commented that the fitting of a harness into the car was important and should all cars be log booked.

As a final general comment it appears that there is was a consensus that some change is required and inevitable.

However alternative views expressed by a competitor at a rally start the following weekend suggested that the age of the shell ought to be taken into account. Having rallied both an Escort & now a Subaru that competitor was of the opinion that he'd rather have an accident in something less than 20 years old. (Sec)

Secretaries comment

As an (ex) road rally competitor I was one of those who considered some of the proposals were in fact long overdue – recognition of twin cam 16V for instance. Other matters such as the proposals on lights are more contentious e.g. some of today's cars are extremely well equipped with lights, others less so. Seeking a common ground on output of lights is the difficult part. As Frank Williams has often said 'the devil is in the detail'. From experience, I can say who is policing the rules we have out there now? Best not make me a scrutineer I think!

Having done some noise testing I can also add the debate on noise. Without exception the historic cars (e.g. Mk II Escorts) are noisier than their more modern counterparts in this regard being on average 2 dBA noisier & frequently on the 74 dBA limit.

- 10.3 Championship Car stickers were now available & would be given out at the Blood Hound Rally to Multi Use competitors. The Road Rally stickers were now available and required distribution. **Action Roger Hage**

10.4 John Wheatley Memorial Trophy

There was a view that we should try to make it recognise an Amateur member of an EMAMC club. However, if there was no Amateur EMAMC member on the event then the award would revert to the Professional ranks.

Date, Time & Place of Next Meeting

Tuesday 12th July 2005 at 8pm at Civil Service Club, Calow, Chesterfield.

Roger Ashmead, Secretary EMAMC Ltd.

Proposed Rule Changes following meeting
on 22nd February 2005

Existing Regulation

K22 Road Rally Technical

K22.1.3. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seats. Front seats may be improved or replaced.

No Regulation

No Regulation

K22.2.3. Have a maximum of one camshaft per bank of cylinders.

K22.2.7. Comply with the silencing levels E12.17.

K22.3.2. Be fitted with tyres that are always legal for use on the public highway.

Proposed Regulation

K22.1.3. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seats. Front seats and the steering wheel may be improved or replaced. The trim, including the rear seat may be cut to allow the fitting of a safety roll cage.

K22.1.4 Full harness seat belts may be fitted.

K22.1.5 Guards may be fitted beneath the vehicle to provide protection from damage.

K22.2.3 Have a maximum of one camshaft per bank of cylinders. Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.

K22.2.7. Comply with the silencing levels E12.17. C12.1.1 K5.1

K22.3.2. Be fitted with tyres that are always legal for use on the public highway. Tyres must be E Marked or from Tyre List 3.4 Tyres for Road Rallies. FIA Approved Moulded Slicks are prohibited.

K22.4.1. Have a maximum of four forward facing beams as well as to side and indicator lights, unless further restrictions are specified in SRs. Light pods are not permitted.

Endurance Rally

K22.21.2. 22.2.3 does not apply

No Regulation

No Regulation

K16.7.2. Passage Control: A manned control established to prove a competitor's adherence to the correct route. They cannot be located less than 500m from any other manned control. The only requirement for a competitor is to have the marshal's signature recorded.

K22.4.1. Have a maximum of four forward facing beams as well as side and indicator lights, unless *further restrictions are specified in SRs*. Light pods are not permitted.

(i) A headlamp provides the main beam and dipped beam functions.

An auxiliary lamp provides a beam other than that provided by the headlamp.

A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. These will be considered as the equivalent of a single, dual filament headlamp unit.

Lamp units comprising two reflectors where one reflector is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore, additional auxiliary lamps may not be fitted.

(ii) Auxiliary lights using gas discharge technology are not permitted. Gas discharge headlamp units may not be retrofitted

(iii) Where more than four such beams are fitted as standard only four may be used and the rest must be rendered unusable for the duration of the event.

K22.21.2 Deleted

K22.21.9. Brakes Brake fluid, pads and linings only, together with stone protection are free.

K22.21.10 For daylight Endurance Road Rallies it shall be permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the event, or a recognised motor club, or a registered national charity, provided that it does not impinge upon the driver's view.

K16.7.2. Passage Control: A manned control established to prove a competitor's adherence to the correct route. They cannot be located less than 500m from any other manned control. The only requirement for a competitor is to have the marshal's signature or stamp recorded.

***K15.4. A Regularity Section.** The locations of the start and finish of a Regularity Section must be given to competitors in advance. Each Regularity section must contain at least one Intermediate Time Control, the location of which must not be given to competitors in advance. Competitors must be advised in writing before entering such a section whether they are required to stop at Intermediate Time Controls which will be identified by a control board. Adherence to the time schedule in a Regularity Section will be assessed by comparing the time of arrival at any Intermediate Time Control or the Finish Time Control with the time of arrival at the immediate preceding Time Control. Timing, whether or not the car is required to stop, will be at the moment of the car entering the Time Control area. Penalties which must be specified in the SRs will be imposed for stopping within sight of but outside the control area of any Intermediate Time Control and the Finish Time Control.

C12.1.1. The Sound Test prior to the start of a Rally will be conducted in accordance with E 12.17 and shall, unless exceptionally agreed by the MSA or the appointed Environmental Scrutineer, be undertaken at eight metres from the centre of the car.

Standard Production Cars

K22.6. Standard Production Cars

Note: In this section the term MODEL refers to all variants of the same family of cars.

K22.6.1. Standard Production Cars must comply with 22.1 and 22.5 but are exempt from the requirements of 22.2, 22.3, and 22.4 and must comply with the following regulations:

K22.7. Body (External)

No changes or additions may be made to the side or plan silhouettes to that offered by the manufacturers in either standard form or manufacturer's optional extra form. The replacement of any body panel with one constructed of different material from that fitted by the manufacturer is prohibited. Front and rear bumpers must be retained and be of the same dimensions and constructed of the same material as those fitted by the manufacturer. The fitting of any form of additional wheel arch extension is prohibited.

K22.7.1. Body (Internal)

It is prohibited to add to, remove or change any manufacturer's fitted internal fittings or furniture, except for the following:

***K15.4. A Regularity Section.** The locations of the start and finish of a Regularity Section must be given to competitors in advance. Each Regularity section must contain at least one Intermediate Time Control, the location of which must not be given to competitors in advance. Competitors must be advised in writing before entering such a section whether they are required to stop at Intermediate Time Controls which will be identified by a control board. Adherence to the time schedule in a Regularity Section will be assessed by comparing the time of arrival at any Intermediate Time Control or the Finish Time Control with the time of arrival at the immediate preceding Time Control. Timing, whether or not the car is required to stop, will be at the moment of the car entering the Time Control area. Penalties which must be specified in the SRs will be imposed for stopping within sight of but outside the control area of any Intermediate Time Control and the Finish Time Control. Not require competitors to average more than 30mph.

C12.1.1. The Sound Test prior to the start of a Rally will be conducted in accordance with E 12.17 and shall, unless exceptionally agreed by the MSA or the appointed Environmental Scrutineer, be undertaken at eight metres from the centre of the car.

~~K22.6. Standard Production Cars~~

~~Note: In this section the term MODEL refers to all variants of the same family of cars.~~

~~**K22.6 Brakes are free but must comply with Construction and Use Regulations.**~~

K22.6.1. Deleted

K22.7. Body (External). Deleted

K22.7.1. Body (Internal) Deleted

- (a) Front seats may be improved or replaced
- (b) Full harness seat belts, (provided the original belts and fittings are left in full working order).
- (c) Rollcage.
- (d) Replacement steering wheel of non-standard diameter or construction.
- (e) Additional gauges giving information on engine performance, etc. (e.g. Tachometers, Oil Pressure or Temperature Gauges, etc.), always providing that the layout of the original instruments is not changed.

K22.8. Engine

The engine fitted must in all respects conform to that fitted by the manufacturer for the model of vehicle. Air Filters must be fitted but may be changed regarding type and manufacture, but must ensure compliance with Technical Regulation E 12.17. To ensure oil and/or fuel are not deposited on the public highway sumpguards and tankguards may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the car.

K22.9. Transmission

The gearbox shall be that as fitted to the model of vehicle. Any changes to the gearbox or final drive ratio are prohibited.

K22.10. Lights

The headlights and auxiliary lights shall remain as fitted by the manufacturer. Cars fitted as standard with two headlights may add two auxiliary lights. Cars fitted as standard with more than four forward facing beams may retain them but may only use a maximum of four where appropriate on the event. No external navigation or marshals' lights are permitted. No reversing lights other than those fitted by the manufacturers are allowed. Light pods are not permitted.

K22.11. Wheels and Tyres

Wheels and tyres are free but must fit within the standard unmodified wheel arch.

K22.12. Suspension

The suspension system shall remain the same as that fitted by the manufacturer. The shock absorbers may be of any make and may be uprated from standard. The mounting method and position shall remain as specified by the manufacturer. It is prohibited to fit 'telescopic' instead of 'lever arm' shock absorbers and vice versa.

K22.13. Miscellaneous

- (a) To avoid misunderstanding, competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.
- (b) Competitors are advised that a method of sealing the engine should be provided if, in the event of a capacity check being ordered, they wish to delay this examination to a later date.

K22.8. Engine Deleted

K22.9. Transmission Deleted

K22.10. Lights Deleted

K22.11. Wheels and Tyres Deleted

K22.12. Suspension Deleted

K22.13. Miscellaneous Deleted