

AGM and COUNCIL MEETING



The Annual General Meeting of the ASWMC Sunday 25th October 2015 at 2.30pm.

MINUTES

Present :

Executive - MC, PP, CG, CA, RS, VF, HW, RB, EB, PH, Kev Moore (GoMotorsport, hereafter KM)
Clubs – Bath MC, Bexley LCC, Bristol MC, Burnham MC, Camel Vale MC, Devizes & DMC, Exmouth MC, HSA, Newquay AC, Salisbury & Shaftesbury MC, South Hams MC, Torbay MC, Wollbridge MC

1. Apologies for absence.

Executive - NA, RH, CHs, CHt, MS. RN Clubs – Jersey & DMC, Ross & DMS, Bath MC.

2. Minutes of the Annual General Meeting of 26rd October 2014

Accepted

3. Matters arising from those minutes

None

4. Revision of Association Rules and Regulations

Please see following page

5. Election of Officers

Officers unchanged except Mark Hoppe replaced Brian Alexander as Car Trials Co-ordinator.

6. Election of Members of the Executive

Unchanged

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ASWMC Council Sunday 25th October 2015

MINUTES

Present :

Executive - MC, PP, CG, CA, RS, VF, HW, RB, EB, PH, KM
Clubs – Bath MC, Bexley LCC, Bristol MC, Burnham MC, Camel Vale MC, Devizes & DMC, Exmouth MC, HSA, Newquay AC, Salisbury & Shaftesbury MC, South Hams MC, Torbay MC, Wollbridge MC

1. Apologies for absence.

as per AGM

2. Minutes of the Council Meeting of 8th March 2015

Accepted

3. Matters arising from those minutes

None

4. MSA representative : Simon Blunt, MSA General Secretary

Talked about the whole business of permits for events across a weekend and about making things easier. KM mentioned problems for all weekend events where people work Saturdays. Talked about reducing the number of types of permits targeting 2017. Said there was a considerable change going on at Motor Sports House in staffing. Recruiting a new head of safety and making a data driven review of safety. Has a goal of simplifying the Blue Book. Will be trying to develop new forms of funding including from government to encourage participation, particularly at grass roots level.

Apart from karting licence numbers are broadly level. Event levels similar.

Lots of activity at the MSA on the Rallies Safety Scheme, which is now "Rally Future".

KM asked if people were migrating to higher level licences – wasn't sure.

RB talked about club development, SB said that even big national clubs were still paper based. Suggested that more use should be made of technology.

CG said he would like MSA staff to realise that the sport is driven by volunteers in how they communicate, specifically related to radio controller seminars. Also requested more feedback from the MSA to officials.

HW said he was worried about the government becoming involved in the running of motorsport. SB said that the MSA's response to the Jim Clark has potentially headed off the possibility of the Scottish government taking over and now the relationship with government and the Forestry commission is much better. Felt it was all about working with government for the right reasons.

HW said that they now had to close public roads to prevent public access on the Somerset and this had attendant costs in both manpower terms and financial.

5. General Secretary's Report

Safeguarding seminars – preference expressed for the former options (training on MSA website).

PB (Exmouth) asked if Radio Operators could be trained as well. CG said that the MSA issued guidelines to the controller who should then guide the operators.

6. Executive Committee Report by the Chairman together with Motor Sports Council and Specialist Committee Reports

PP – lot of changes to special stage rally regulations. Quite a few changes to speed events which went out to consultation but were withdrawn.

The Enduro championship will not be continued. DA (S&S) said it never became viable, many forms were tried without success. Some events have become Targa rallies.

7. Treasurer's Report

CG presented to comparison accounts for the same period last year.

PP explained that the reason the association keeps the funds it does is so it can help out if unexpected things happens, such as with West Country Rescue a couple of years ago.

Explained the subsidy we pay to trainee clerks.

West Country rescue has paid off £1250 of the loan although it does not show in the comparison as this only happened in the last week.

8. Championship Co-ordinators', Training Officer, and Forestry Liaison Officer's Reports.

Reports attached by email.

9. Dates

10. Any Other Business.

Ray Sissins talked about small capacity forced induction engines and how class splits would work. RB suggested the job of the co-ordinator is to get feedback from competitors and revise the capacity splits.

(South Hams) Lengthy discussion about trailering cars to autosolos. There is no regulation in the GRs that mentions trailers. Any regulation about trailers would be un-policeable. KM has spoken to Ian Davis for clarification and it was never the intention to prevent the use of trailer for part of the journey.

Raised that a competitor was also timekeeping on an event, which shouldn't happen.

Also raised that amalgamations are always of E into D. KM suggested that the Association has an opportunity to advise the clubs that it is an entry level sport and they shouldn't amalgamate down. EB to communicate with clubs.

KM asked how rounds are selected for the Autosolo championship as most were around Bristol. EB said he selected them from those that applied and in fact had accepted all that had applied and would be happy to accept others if they applied.

Ray Sissins mentioned dropped scores going against remote clubs.

KM raised tiebreaks in Autosolo and dropped scores counting in a budget conscious discipline and felt that giving an advantage to those that can afford to do more than the minimum number of qualifying events.

KM asked about about Autosolo SRs and being confusing and progressing. EB said there was confusion about "Clubman" re licences and permits. PP explained about ASWMC vs Cotswold MSG and licence requirements.

GENERAL SECRETARY
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The Hartnoll Country House Hotel, Bolham, Tiverton, EX16 7RA 01884 252777. M5 junction 27 to Tiverton 6 miles to Roundabout. Turn right A.396 (Bampton/Minehead) half mile on left. Map Ref 181/951148

Regulation Changes for 2015 ASWMC AGM

All of the regulation changes below were passed by the AGM:

ASWMC General Rule 3:

Add: A club which applies to join the association on or after 1st October in a given year will, if accepted, have their membership run until 31st December of the following year (up to 15 months).

ASWMC Championship Rule 21:

Change: "FOC" to "£10" for Autotest and Autosolo

Autocross Championship Regulation 3:

Information : Class structure and regulations applicable for Autocross, for clarification and alignment with other regional championships.

Delete : existing regulation 3, except the notes section

Add:

3. Classes

Vehicle classes are modified from section N4.9 – 4.9.4 of the MSA 2016 Yearbook which are replaced as follows:

Class A1 – Standard Production up to 1600cc

Cars must run standard carburettor, inlet and exhaust manifold applicable to the vehicle, Fuel injection is permitted with standard injectors and ECU if fitted as standard to the vehicle. No body kits, no space framing or alterations to make the car lighter will be permitted, no fibreglass or alloy panels unless fitted as standard. Car dashboard to remain as standard and in original position. Additional instruments and warning lights may be fitted. Petrol tank is free for modification or relocation. The silhouette of the vehicle must not be altered. Standard unmodified engine, gearbox and differential applicable to the vehicle must be used. Front windscreen may be replaced with plastic to J5.20.8 . Shock absorbers may be uprated but of fixed rate and non adjustable. Roll over bars to K1.6.1 to 1.6.2 highly recommended.

Wheel sizes are free. Rationale: to allow more current cars to be used as suitable tyres are not available to fit larger wheels now being used by manufacturers.

Class A2 – As per Class A1 but over 1600cc

Class B - Modified Production Based Cars up to 1400cc

Engine must remain in the original engine compartment. All modifications to engine and gearbox are free. Body kits including wide arch kits are permitted, space framing and lightening are permitted as is fibreglass and alloy panels. Suspension is free. The silhouette of the vehicle must not be altered.

Class C – As per Class B but over 1400cc up to 1650cc

Class D – As per Class B but over 1650cc

Class E1 – Specials

Class E2 – All Four Wheel Drive Vehicles

Class F – Junior Autocross (Age 14 to 17) – See GR N4.1 to 4.8 & 4.21

Class G1 – Stage Rally Cars – 2wd – up to 1600cc – See N4.9.4

Class G2 – Stage Rally Cars – 2wd – over 1600cc – See N4.9.4

Add: Note (v) Single seat 'buggies' and non centre seated saloons with no windows must be fitted with window nets or arm restraints

All other items remain unchanged

Autocross Championship Regulation 5

Add: Championship points can only be scored in the vehicle that the competitor completed their practice run in

Delete: 8 or 9 rounds run - Best 12 scores to count

Add: 8 or 9 rounds run - Best 14 scores to count

Autosolo Championship Regulation 3: (proposed South Hams MC)

Add : The clerk of the course on an event may claim maximum points for organising that event in the Championship Calendar. This claim can only be made once in a calendar year and those points will count as one of their qualifying rounds.

Autocross Championship regulation 5: (proposed South Hams MC)

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