

Report of Regional Committee Meeting held 16 May 2018

The Chairman provided the following introductory comments:

- New MSA Chairman, David Richards, had been attending many grassroots events since starting in the role, with a particular interest in Stage Rallying.
- The various Working Groups set up by the MSA Board had provided an update at the Board meeting in April. A further Working Group had been set up to look at Training.
- He reminded everyone that thought should be put into nominations for the 2018 MSA Club and Volunteer of the Year Awards.

Economic Impact Surveys

The value of these has been discussed at SAMSC meetings but Regional Committee Chairman noted that he had not received much data. He reiterated that it was in the best interest of our sport to be able to provide such data. He went on to say that David Richards was keen on such information being available and had been discussing this with a University. Rob Jones went on to say that that it was important to be able to provide an estimate of the economic impact of an event, particularly during the application to run a Closed Roads event.

There followed a useful discussion concluding that it was important to gather a set of base data from across a range of events in different locations and from all motorsport disciplines. This data could then be collated to form a view on what a 'typical' or 'average' event might generate in terms of additional economic activity. It is important to recognise that this is not just data relating to competitors but should also include the amounts spent by Marshals, Officials, Spectators and Organisers.

There was talk of a "standard" economic assessment across events, but we don't see how it could be universal, there are such differences between events. E.g., many people go to Mull for a full week.

Dumfries and Galloway are sufficiently impressed with the benefits that they subsidise ferry fares for Irish competitors from Ireland.

Stage Rally Matters including Rally Future

Version 4 of the Stage Rally Safety Requirements is now published and will come into effect from 1 July 2018. Additionally, an email had been sent to the organisers of Stage Rallies in July and August to inform them of the new documents. Work is ongoing for Event Safety Officer and Spectator Safety Officer training while Stage Commander training and a review of Clerk of the Course modular training is also planned.

I asked specifically the Tracking System, it was confirmed that this was being reviewed by a Working Group, set up by the MSA Board, and the system would not be implemented for 2018.

[Update since the meeting: there are reports that the Home Office is now rethinking the Emergency Services Network on EE 4G project, and considering keeping the existing Airwave system going for another few years. One problem is that Vodafone planned to scrap the old Cable and Wireless setup on which Airwave depends.]

A Safety Plan template, similar to that created for Stage Rallies, was being created for Speed events.

SAMSC member clubs should keep in mind that the MSA, through the Rally Championship Steering Group, is keen to have an overview of all stage rally events planned in any year. There are a number of reasons for this including the need to use the new safety tracking system (expected from 2019, but to be available for maximum of two events per weekend) but also allocation of event officials including, but not limited to, MSA Safety Delegates and MSA Stewards. Clubs also need to be conscious of the ongoing pressure on all of the resources needed to run their event like Rescue and recovery units and of course marshals. A draft 2019 calendar would be collated at the next Steering Group meeting on Tuesday 17 July. Clubs planning to run any stage rally in 2019, including single venue events and non-championship rallies should advise the MSA directly or through our representative on the Steering Group, John Parker.

The 'Benefits' of MSA Permitted Events

The MSA has aspirations to expand its reach to embrace as much motorsport activity as possible in order to strengthen its position in situations where it represents UK motorsport in various forums like with UK Government and also with the FIA. There has been an ongoing discussion in Regional Committee around the topic of competitive motorsport events that take place under arrangements other than MSA permits (e.g. IOPD). The subject also extends to non-competitive, i.e. supposedly untimed events including track days. Various reasons were identified and debated but without reaching any conclusion other than that the entry into MSA regulated motorsport was seen to be both expensive and overly complicated.

As an example, a Javelin Track Day has an entry cost similar to an MSA permitted Sprint but drivers get more track-time with one practice session, and then six timed runs. The Competitor base is mostly road-going cars on road tyres, and cars were started every 30 seconds with a very simple start procedure. These events are well organised but with less regulation and less safety equipment for the drivers. A licence is issued through the IOPD. Entry on the day is allowed.

Chief Executive Report

The Chairman thanked the Chief Executive for everything he had done during his time at the MSA. The Chief Executive stated that it had been a privilege to represent motorsport and confirmed that he would not be leaving the sport as he would be continuing with his FIA roles. The Chief Executive added that the effects of the accidents at the Snowman Rally in 2013 and the Jim Clark Rally in 2014 had defined his role as Chief Executive and had changed the sport. The Chief Executive wished to extend his thanks to the sport for the culture change it had undertaken, as well as the members of this Committee for their help and hard work. RallyFuture would continue indefinitely and would extend across all disciplines of the sport.

Training

In his absence, Alan Page had provided a written report to the Committee. The Chairman provided an update to the Registered Marshal statistics:

- Total Registered Marshals – 9,539
- Rally Marshals – 6,917*

- Cross Country Marshals – 3,446*
- Race & Specialist Marshals – 3,145*
- Speed Marshals – 768*
- Kart Marshals – 208*

**Note – some Marshals hold a grade for more than one discipline so will appear in multiple disciplines.*

I raised a point on behalf of SAMSC saying that, while the statistics looked positive, the MSA should not be too complacent. I pointed out that there were two groups of people, one of which did not want to do the training to obtain their Registration, and another who were concerned with the maintenance criteria for keeping their grade. In noting this point, Associations were asked to continue to encourage people to register as Marshals.

I went on to thank the MSA for organising an additional Safety Car Workshop in Scotland. Ian Davis confirmed that around 350 people had completed these Workshops and it would soon reach the point where no new ones were needed but the process of providing refresher training was being looked at, with an online module possibly to be created.

Go Motorsport

Suze Endean thanked all the Associations she had now had a chance to visit. The future of GoMotorsport had been looked at by Suze and the Chief Executive. The Motorsport Development Fund had received 10 applications for funding. A Marshal's activity survey had been completed. Suze also confirmed that a further survey had been carried out to ascertain the reasons why 2017 Marshal Registration holders had not renewed for 2018. A Working Group was being set up to discuss volunteer benefits for 2019. The "Get Involved" leaflets were now available on the GoMotorsport website. The 'How To' Guides were still being worked on. Further information regarding the Volunteer and Club of the Year Awards would be available at the next Regional Committee meeting.

Points from Volunteer Officials Committee (no SAMSC representation)

Modular Training for Rally Clerks was being reviewed. A Deputy Clerk of the Course grade had been suggested. Rescue training would take place in October, with Recovery training being looked into. A Working Group had been set up to review hybrid/electric vehicle requirements and the creation of a training module. A Historic Eligibility Scrutineer grade had been created. The Marshals Working Group reported that 2,444 Marshals had not renewed their 2017 Registration. The Rally Personal Record Card was being updated and the grading scheme reviewed. Any Marshal who wished to carry out a Marshalling role at an event outside the UK required a letter from the MSA, and it was asked that this fact was publicised. Incidents of abuse of officials at recent Karting events were being investigated. Current Official Licence Statistics are:

Clerk of the Course

Kart – 99 Total 28 Probationary

Race – 129 Total 20 Probationary

Speed – 196 Total 31 Probationary

Rally – 262 Total 42 Probationary

Cross Country – 11 Total 6 Probationary

Scrutineers

439 Full Scrutineers

Car - 341 133 Car Trainee

Kart - 98 47 Kart Trainee

Timekeepers

75 Full Timekeepers

Historic Committee (no SAMSC representation)

Safety equipment exemptions for period-defined vehicles were being taken advantage of, and a self-declaration document is being drafted. 45 Historic Eligibility Scrutineer grades had been issued, and the names of these were on the MSA website. A Working Group had been set up to discuss Category 4b vehicles in Road Rallying.

Inter Association Events

AutoSOLO – ANCC - 24th June at Lymm Services.

Autotest – ANECCC - 10th June in Hartlepool.

Autocross – ASWMC - 29th and 30th September hosted by Torbay Motor Club.

Car Trials – ACSMC - still looking for a host event.

Cross Country – ANCC - likely 21st October at venue being looked at.

Road/Navigational/Targa Rally – AWMMC- TBA

Sprint – WAMC - being rested for 2018.

Sporting Car Trials – ASEMCC - 4th November venue TBA.

Closed Roads

The Chairman began the discussion by congratulating all those involved with the Corbeau Seat Rally Tendring & Clacton, headed by Tony Clements. Two further Speed events would be taking place in England during 2018, and Wales Rally GB would be the first event to take advantage of the new legislation in Wales. Some other events had made enquiries to extend existing forest stages by closing short sections of public road. Discussions were continuing with Scottish Government, but there was no timescale available for the new legislation to be adopted in Scotland.

Note that the Closed Road situation in Scotland this will be fully updated at the SAMSC meeting.

GDPR

The Chairman had asked for this to be added to the Agenda to make sure all Associations were aware of the changes to the law, and had received the guidelines from the MSA. Lock noted that the new legislation appeared to be aimed more towards businesses and that some of the language used was vague, but having followed links to the Information Commissioners Office site and worked through the

questionnaires there, you still end with advice that the legislation may or may not apply to you, and you should seek professional advice.

Danesh had been working on it,

- need to check with ICO whether we need to register
- Encrypt data
- record consent, record withdrawal of consent
- Discuss it, have a process, record it.

The Chairman felt it was down to each individual Association or Club to ensure they complied with the new requirements. Simon Fowler confirmed that the signing-on sheets and other relevant forms would be updated, and available on the MSA website.

Electric Vehicles

An Electric Kart Race has taken place in Germany with Formula 1 Teams involved producing the electric motor. Electric technology need to be embraced by motor sport. A new Club was mentioned who are involved in building electric vehicles in schools, and they would be registering with the MSA but it is believed that there was a resistance to allowing such cars to compete, and the current regulations were very restrictive. Permission has been given to allow a Toyota Prius to compete in an Autotest, as the Autotest discipline had the provision for allowing road-going cars. It was asked if this would be extended across other disciplines, such as Sprints and Hill Climbs. Speed Committee's view was that combustible batteries were extremely difficult to deal with, and so guidance had been issued. The Chairman added that this subject was being looked into by the MSA Safety Department.

Kart working group had met at Prodrive, it was expected that electric karts no heavier than petrol driven karts will be available in a year, with 200bhp. At least they would solve noise problems.

Licence Upgrade Cards

In response to a point about the lack of upgrade card in the MSA Yearbook causing difficulties, Ian Davis confirmed that the upgrade card was available on the MSA website but noted the difficulties experienced.

'Virtual' Clubs

Historically, MSA member clubs have been locally based and/or discipline specific but Simon Fowler noted that a lot of Clubs were now being hosted online, and included large numbers of members. The Chairman believed such Clubs should be embraced by the MSA.

Five online clubs reported to be registered.

We would suggest that many long established clubs have been in transition towards online operation for some time – social meetings having been replaced by email, forums, then Facebook.

New MSA Customer Relationship Management (CRM) System

Simon Fowler confirmed that work on the new CRM system was ongoing, and that Rod Parkin was leading the MSA Board Working Group. Simon reported that the

back office part of the system was nearing completion, at which point work would begin on the Members Area. Simon noted that the Club login would no longer be present, each person would log in to their individual account, which would link with the Clubs.

[Update since the meeting – MSA are now advertising for an IT Services Director.]

Peter Weall

Appendices in a separate document:

Alan Page - Training Report to the Regional Meeting

Suze Endean - MSA Registered Marshals Surevey 2017

Report of Rallies Committee 12/4/18

Analysis of number and ages of Clerks, Stewards, Timekeepers, Scrutineers, Rescue and Recovery officials

Analysis of number of permits and entries by discipline, 2016-2018