

Interim report from SACC Way Forward Group to Scottish Association of Car Clubs

1. Introduction

Roger Reed, Chairman of Scottish Association of Car Clubs (SACC), at a general meeting of SACC asked Bruce Lyle to chair a group of delegates and others to examine the issues that SACC would have to deal with in the next few years. Four sub groups were set up to report on training, communications, meetings and structure and youth development.

This first interim report is on the structure of SACC and its general meetings process.

2. Background

The SACC was set up in 2009 from a merger of the East and West of Scotland Association of Car Clubs. The Association membership is open to any motor sport club or car enthusiast club and any organisation which is a MSA recognised body.

A new set of Rules was adopted with objects that in the main were designed to support its member clubs, to facilitate consultation with MSA, SACU, other Associations and organisations, and to organise and promote Championships.

The meetings reflected the objects of the Association with reports from the various MSA committees and Co-ordinators of the different motor sport disciplines. Training courses mainly for marshals were set up.

3. Major Changes

In a **letter to clubs** Tom Purves, Chairman of SMS outlined the progress –

In 2010 Scottish Motor Sport (SMS) was formed with representatives of two- and four-wheel motor sport – including the car clubs through the Scottish Association of Car Clubs (SACC), the kart clubs through the ASKC, and Knockhill. The Scottish Auto Cycle Union (SACU) represents the interests of the two-wheel community.

SMS is not a 'doing' body; it is a strategic group. The intention is that SMS will provide a channel for motor sport to talk with Scottish Government and its associated agencies (Sport Scotland, Event Scotland, Visit Scotland, etc) distilling a co-ordinated message from the entire motor sport sector.

What is SMS going to do? What will it achieve? We believe that motor sport should be recognised as a sport of National Performance Significance to Scotland and SMS will assist in achieving this recognition. This in turn will lead to the submission of a strategic plan for the sport in Scotland which will give us the basis to be able to open discussions on potential funding streams.

Progress in 2011 was good as we came to understand the opportunities. Progress has been somewhat delayed this year by the Independence debate. The SACC has rightly sought member clubs' opinions on the matter, which has happily concluded that in the event of an independent vote being successful, the MSA would remain the Governing Body of Motor Sport in

Scotland. This will allow the MSA to continue its commitment to the new entity SMS who will move forward to encourage the development of the sport in our country.

4. Implications for SACC

It is clear from the discussions of SMS and from our investigations that Sport Scotland normally consult with a Scottish governing body of sport (SGB). The SACC clubs have made it quite clear in the event of an independent vote being successful, the MSA would remain the Governing Body of Motor Sport in Scotland.

In order to continue with discussion with Sport Scotland the MSA will need the support of a strong Association in Scotland and although not the governing body the Association will need to comply with all of the requirements set out by Sports Scotland for a governing body in Scotland.

5. Proposals

We have examined in details information on the structures of other MSA Regional Associations and other Scottish governing bodies of sport.

The main role of an SGB is to create a vision and deliver a strategic plan for the development and delivery of their sport, which determines how it will be implemented nationally, regionally and locally.

The MSA as governing body currently has these responsibilities and delivers the plan through Grow (Go Motorsport, Lets Go Karting, BSKC, Women in Motorsport, National Motorsport Week), Sustain (Training & Support), Excel (MSA Academy, Driver Support, Master Classes, AASE, Team UK) and as a Regional Training Provider.

We consider that the Association has a greater part to play in the delivery of the plan in Scotland and would wish the Association to be strengthened so that the MSA could consider delegating some of these responsibilities to the Association

We would propose that the existing SACC non executive posts (Discipline Co-ordinators, Training, WiM, Student, Website, Publicity) be restructured into four sub groups responsible for the delivery of Growing the Sport, Volunteers, Competitions, Clubs and Communications. Each group would have a chairman who would be on the executive committee. Groups should be encouraged to recruit anyone with expertise in the subject and not necessarily from a motorsport discipline. Advice and support should be sought from Sport Scotland. Groups will have the authority to carry out their remit without further reference to SACC subject to annual reporting and budget requirements

We have given a deal of thought and research to the issue of succession planning. SACC is a young organisation having been created from the merger of two former associations in 2009. The officials however are mainly from the former organisations and there is a need to attract younger officials to ensure the long term survival of the organisation. We consider that the extension of the executive committee will help in this matter. We are of the view that to strengthen the long term stability of the SACC, we need to consider how long officers are appointed for and how we encourage new members to stand for election.

We are of the view that officers should be appointed for a term of 3 years and that no officer should serve more than 3 terms. We recommend that all officers seeking election should submit cv in writing prior to the AGM to the Executive Committee for recommendation to the AGM.

We would not wish the expertise of the retiring officers to be lost to SACC and so recommend the setting up of a President/Vice presidents group to which distinguished members of Scottish Motorsport would be invited. The main purpose of this group would be to supply advice and counsel to the SACC Executive, its clubs and in general to be ambassadors of the sport in Scotland. They could also have the responsibility to organise an annual conference.

6. Conclusion

The Scottish Association of Car Clubs has worked well in carrying out its current remit. We consider that due to changing external influences that this role requires to be enhanced. This report is the first of a number of reports from SACC Way Forward Group. It has been issued at this stage to kickstart the consultation process among the member clubs. If adopted in whole or in part it will require a considerable change to the rules of the Association and more importantly to an increased input from clubs to the work of the Association.

Bruce Lyle

Chairman, SACC Way Forward Group

10th October 2012