

## **MOTOR SPORTS COUNCIL 9<sup>th</sup> June 2015.**

The main topic for the day was the mandating of Frontal Head Restraints (FHRs). Discussion started with the Chairman of the Medical Advisory Panel presenting a paper on concussion, how it happens, and how we deal with it. Considerable discussion followed on mandating the use, of FHRs. Two members were able to speak of personal experiences, in one case the loss of life of two friends, where the damage would have been significantly less had FHRs been in use. Council took the view that the duty of care owed to competitors was paramount, and while accepting that there were cost implications, the use of FHRs in all disciplines should be made mandatory from 1<sup>st</sup> January 2016. A vigorous debate lasting several hours, and several votes, took place before the final decision. There will be certain, very limited exemptions, such as Cat 1 Historic rally cars, and road going classes in speed events, and details of these exceptions will be available after the appropriate Committees have met.

The process relating to 2 Day permits is currently under review, with recommendations coming to the September Council Meeting.

As usual, there were a number of Regulation changes brought forward for approval, the main items being –

- Race Championships – minimum average entry requirements reduced from 18 to 16.
- Speed – Road Going Specialist Production cars (Caterhams etc) will require ROPS from 1<sup>st</sup> January 2016.
- Cross Country Driving Tests – Juniors cannot be timed
- Rallies – New minimum weights will apply from 1<sup>st</sup> January 2016.

### **Chief Executive's Report**

- MSA Formula and BRDC Formula 4 Racing Classes have been successful, with combined grids of around 40.
- The MSA is looking closely at Formula E, the final round being a Battersea Park at the end of the month.
- The MSA is working on a long term contract with Silverstone for the GP.
- The Motorsport Event Safety Review has required significant effort and resource, and the MSA is committed to seeing the upgrading requirements brought to the Sport within 2 years. They are currently working on a Training Policy for the new Safety Delegate role, which has not yet been clearly defined.
- There will be a meeting on 16<sup>th</sup> July with the Press to look at a revised form of Accreditation.
- Course Car Training has already started.
- There is a full acceptance of the National consequences of this work, and there will be a series of major meetings around the country to make this happen. It might be felt that other areas need to be given a good shake up before they realise the effects on their own events. These meetings will include senior representatives from the Forestry, who have acknowledged the

work we are doing, and are keen to work with us going ahead. There was a danger that a plug might have been pulled had they not been confident of our responses.

- The Scottish Association came in for a lot of praise regarding the way we are handling the situation. In particular we were complimented on our Newsletter, and in general our communications. Rob Jones has asked me personally to congratulate our Team, and has admitted that Scotland has been neglected for far too long – perhaps he is worried by the SNP's arrival in Westminster! I think we all feel that this wake-up call can be a catalyst for the good of all aspects of our sport. The high level links now made, including with the Scottish Minister for Sport, can only be to our benefit.
- A commitment has been made to increase the RDO activity, which should mean a doubling of Alison Clark's time. It was understood that RDOs around the country already make significant extra voluntary input.
- A European Directive apparently exists requiring ALL vehicles to have 3<sup>rd</sup> party insurance. This seems to include Karts, and any other vehicle, roadgoing or not. The consequences are significant, and the MSA is mobilising support against this.

Rally Tracking. I am sorry to report that we are not much further on regarding finding a solution to the Tracking issue. Several field tests have been carried out, with little success. 4 systems have been tried, with significant shortfalls showing up on each system. So far the only success in operation has been an Australian system, but it is cost prohibitive. Since these tests, a Northern Irish company has come up with potential system, and this will be tested on the Scottish Rally, and the Rally GB recce. New technology keeps emerging, but Rallies Committee expect to be able to provide cost and effectiveness information in 3 or 4 months.

British Rally Championship. The framework was announced in April, and there have been 14 events expressing interest in the 6 round (+ 1 promo event) Championship. A decision on which events, and on which dates, will be announced by the end of the month.

Allan Dean Lewis attended his last Council, and retires, becoming a Consultant to the MSA, after 20 years as Director of Training.

Rob Jones provided some comparative figure for competitor numbers across the disciplines, and reported increases in all disciplines, apart from Karting, which is cause for some concern. Total entrants from all disciplines totalled 18,000 compared to 17,150 last year. Rallying (all types) showed the biggest increase, at 3395, up from 2275 last year. These numbers will now be reported regularly.

**BRUCE LYLE**