

## Report of MSA Regional Committee meeting 16 August 2017

David Richards appointed MSA Chairman, taking over from Alan Gow. The meeting thanked Alan Gow for his support to Regional Committee and to MSA Clubs during his time as Chairman

SACC clubs are encouraged to consider initiating "Economic Impact Surveys" for some of their events as a way of demonstrating the value of motorsport.

There is increasing concern that people are competing in non-MSA events in order to avoid over-regulation. It should go without saying that anyone taking part in such events, as a competitor, official, marshal or even spectator, needs to be aware of the relevant insurance implications. A key concern of the MSA is that in the event of an accident, it would be very difficult for people to distinguish whether it took place at an MSA or non-MSA event.

Chief Executive, Rob Jones, provided a comprehensive update on MSA matters. The MSA Strategic review is ongoing but the proposals remain confidential. He thanked the Associations for getting behind the Rally Marshal training programme in the face of a vocal element of the Rally community.

A live demonstration of the proposed rally tracking system had been made to the MSA in June, with additional testing being carried out to resolve the various technical challenges. No implementation date is available yet but Rob confirmed his commitment to giving a realistic lead time before mandatory use. MSA Rally Championship Steering Group is looking at dates going forward, including non-championship events, as the proposed tracking system means clashes must be avoided. A decision on whether the tracking system was required for any event could only be made after an event was looked at by the MSA.

The Fatal Accident Inquiry started on 17 July, and the MSA had been represented each day by Simon Blunt. Rob reported that the Inquiry represented a large cost and three years of work, and was likely to result in multiple recommendations but not before early 2018. Edition 3 of the Rally Future requirements came into effect on the 1st July, with no further major changes anticipated until after the results from the FAI are known. Running order on events would also be reviewed after the Inquiry had provided their conclusions.

Further on the topic of Rally Future, Ian Davis said that while the original plan had been to allow a period of stability, issues surrounding drops into water, the Radio Operations Guide and tracking meant that further Annexes may be needed. Additionally, the FIA change back to red flags was due to be discussed by Rallies Committee.

Disabled 'Blue Badge' holders with mobility issues had expressed concern that they were being asked to repair junctions, and fulfil other Marshal duties. The point was made that such people should be encouraged as radio operators and placed at Mandatory Radio Points, where they should be accompanied by a more able-bodied marshal.

Discussing the relevance of various safety notices, a point was made that few (young) people were aware of Ari Vatanen and so the Safety Code poster did not have much of an effect. It was suggested that a rally car be used instead. Ian Davis responded that Ari was used as he was also the FIA Safety Ambassador. Additionally, the Safety Code was unlikely to be changed as stability was important, as well as not wishing to add further costs to Clubs. The current suite of posters was being reviewed, but there were unlikely to be any changes in the short term.

The legislation to run events on closed roads is already in force in England and the first event to run was organised through the ACU (motorbikes). The Welsh Government had put the proposed legislation out for consultation. Scotland will of course need to wait!

The MSA has considered a number of applications. One is in the system for a Stage Rally whilst several proposals have been declined. One was declined as the road was considered unsuitable for a speed event but now being considered as a Rally Time Trial.

On Development, Suze Endean gave a wide-ranging report across her responsibilities. She spoke about the Club and Volunteer of the Year awards. SACC clubs are encouraged again for 2017 with nominations (there is an online process) opening at the end of August and closing at the end of October 2017. Several Associations (other than Scotland) stated that the reduction in RDO hours 'hurts' given the size of their areas.

The MSA continue to look at other potential ways of publicising and developing motor sport. This included talking to other sports, and linking with events such as WRGB and promoting motor sport opportunities via their "spectator/ticket holder" newsletter.

The Go Motorsport website has been updated and is now live. Work on the How to Guides/Club Manual was completed and had been reviewed with a view to publishing material by the end of the year. The Motor Sport Development Fund was continuing in 2018 and feedback on the changes was positive, with more applications to date in 2017 than during the whole of 2016.

Under volunteer recognition, since May, all MSA registered marshals are automatically entered into the monthly draw and winners shared via the MSA newsletter. Prizes had been donated from various companies including items from F1, WRC and WEC teams. There are 9,487 Registered Marshals on the system and 9,475 Welcome Packs had been dispatched with around £150,000 having been spent on the project. This initiative would finish at the end of the year but a new project would be launched to ensure ongoing engagement with Marshals.

Event Safety Officer and Spectator Safety Officer training is being planned. Invitations to this course would be sent to Clerks of the Course and SACC. 652 Licensed Officials attended seminars throughout the country, with a review taking place into the best delivery method for future training. Online training sessions in other areas such as Judicial processes are currently being designed for delivery in 2018.

The MSA Safeguarding Policy was updated in May 2017, with 5 information sessions held at Kart Clubs since the update. Further sessions will be held in late 2017 and early 2018.

SACC clubs are encouraged to publicise the various Inter Association events and encourage teams to put themselves forward for them.

In a discussion about MSA insurance cover, the meeting was advised of an incident involving a Marshal who had been injured by a service vehicle at the end of an event. Unfortunately, no reports were submitted by the Officials of the event and, because the Marshal was retired, he was unable to claim on the MSA insurance policy. This highlights the importance of reporting these incidents properly. It was confirmed that the MSA insurance policy was in place to cover loss of earnings, and as the Marshal was retired, no such losses had been incurred. However, some sessions of physiotherapy would have been covered. Full details of the policy were available to view on the MSA website.

Not for the first time, there was a discussion under AOCB about lifeing of seats in rallying against regulations for other disciplines and indicated that the depth of feeling on this subject was very high in that rallying appeared to be hit much harder than other areas of the sport. Unsurprisingly, there was no conclusion to the discussion.

There was also a discussion under AOCB about Targa rallies. SACC clubs who organize these events should be aware that the MSA is keeping a watching brief on them with a particular concern to ensure they were kept under control, and do not become pseudo-Stage Rallies.

Work on the new MSA IT system is still ongoing and should be ready after the Competitor Licence renewal period at the end of the year.

Nicky Moffitt and John Arnold were re-elected as Committee Chairman and Vice Chairman respectively.

**Peter Weall**