

Report on Motor Sports Council by Roger Reed

Bruce asked me to deputise for him at the March meeting of Council as he would be on his way back from Australia at the time. This meeting is held at the Royal Automobile Club in central London and is followed by the annual dinner at the Club. Thank you for the opportunity. This report is topic based

FHR – Frontal Head Restraints – Both Rallies and Speed Committees reported that they had decided to make these devices advisory but not mandatory. Race Committee was committed to advisory in 2015 and mandatory in 2106. It was noted that the prices of the devices are coming down.

Medical – The requirement for medical certification was discussed. Self-declaration was the condition from Karting while Race favoured doctor certification.

Hybrid & Electric Vehicles – With the introduction of both electric vehicles and hybrid systems (as in F1) the concern was for the protection of Marshals and Safety Crews. Rubber soled shoes and surgical gloves provide a good level of protection when vehicles are damaged.

Two Day Permits – Simon Blunt (MSA Company Secretary) had agreed to investigate this issue. He asked for more time as the issues were more complicated than at first thought. He promised a response by June Council.

Karting Judicial Trial – A trial of the CIK Judicial Procedure has been taking place this year. The process has certain advantages but still needs some minor changes to make it workable in practice. (The System works fine at major events when there are cameras everywhere. This is not the case at club events.) Briefing of Clerks of the Course and their Deputies and Assistants needs to be better. It was agreed that the trial should be extended.

Fuel Testing – Although the fuel testing process has now been established and works there is some misunderstanding among competitors. A table showing “which fuel can be used when” should be compiled and included in future Blue Books

Publicity for Co-Drivers at Academy – It was suggested that there should be more emphasis on the publicity for Co-drivers in the MSA Academy.

Monocular Vision – A report from the Medical Advisory Panel recommends that it can take 5 years to get used to losing an eye. A lazy eye also means that the owner has effectively got monocular vision. Because of the closeness of human eyes stereoscopic vision is only really evident up to 3 or 4 meters. Further out the vision is effectively monocular. Monocular Vision does not mean no licence.

Regulations for approval:

Race Committee – some detailed changes to penalties which now include place as well as time. Some changes to competition number format and signals for split grids at starts. APPROVED

Speed Committee – some detailed changes concerning safety harness spec for the quickest cars. All drivers must retain full safety clothing until returning to the paddock. Add definitions and regulations for Time Attack. Credit to Colin Hilton for initiating bringing Time Attack into the fold. APPROVED

Rallies Committee – detailed changes for conversion of 2wd cars to 4wd both front and rear wheel drive originals. APPROVED

Historic Committee – Add Series Production Cars to Category 3 Road Rally Cars, including some definitions. APPROVED

Judicial Advisory Panel – Rule change to allow a different Stewards Panel to hold a later hearing. Rule changes to naming of judges of fact. Changes to line up with FIA ISC about court being the last step. Appeals against refusal of Entry and fees for so doing. Use of recorded voice or video evidence in hearings. APPROVED

Cross Country Committee – rule changes to allow Sports Utility Task Vehicles and suitable tyres in BCCC in 2015. APPROVED but need to sort definitions for 2016.

Kart Committee – dimension changes to allow use of CIK detachable front fairings. APPROVED

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Executive Committee – Rule changes to permit a Safety Delegate to be nominated for Multi Venue Special Stage Rallies as per Scottish Government Motorsport Event Safety Review Report (SGMSER) Recommendations.

Chief Executives Report – Rob Jones reported that the SGMESR was taking up much of his time.

He also told us that he had reduced his commitment to FIA committees.

Autosport Show – MSA had a much improved stand this year.

Respect programme announced at show and Bambino Kart demonstrated there.

Closed Roads – The Act has Cross Party support and should be in place by 31 March this year.

Roger Hill asked to carry out a Safety Review (See separate note later).

MSA Structure – Ben Taylor now Managing Director of IMS. His old job and ADL's job to be advertised.

ADL moving into a consultancy role.

MSA had been the first ASN to be awarded the FIA's Sustainability Award.

British GP – a new contractual deal with Silverstone had been reached.

Refunds from Insurance/permit fees well received by Clubs.

Scottish Government Review Report – The MSA had quickly got to grips with the issues. MSA Steward to stay in Rally HQ. Appointed MSA Observer to subsequent events. (Mull onwards up to Border Counties). Set up and appointed MSA Safety Delegate for Scotland (Nicky Moffitt). Will replace MSA Observer after Border Counties. Discussing further appointments and training for this role. Licenced Marshals – Soon to be completed is a web based marshals training scheme. Safety Plans to be made more consistent. A template will be created. This will include minimum number of marshals required for each stage to run. If this number is not met stage will be cancelled. Working on revised Press/Media Accreditation process. Must be verifiable by event officials. MSA Safety Review Group is an internal working party of MSA senior staff which is meeting frequently and now includes Jacqueline Campbell who has been seconded to the MSA from Scottish Government. Sue Sanders is working on a Course Car Crew Training module. Additional Radio Channel has been acquired and the implementation is being reviewed by Ian Davis. Rally Tracking is being investigated by Simon Fowler and Andrew Kellitt. Four schemes are being evaluated. Two are GSM based and were trialled on the Mid Wales Stages. Two discrete radio based are being trialled on the Malcolm Wilson Stages (this weekend). Results of the trials will be available by end of March. This will include costings which appear to be between £30 and £50 per car per event. Could be a permanent installation in each competing car. Talk of £70 installation per car.

British Rally Championship – ideas now firming up for 2016; will be for R5 cars with classes for R4, R3, R2, and R1 cars including those previously homologated. Still to decide: Which permit? (International or National A); How many stage miles? How many Days? Which events? Invitations being made.

Regional Committee Report: One item worth mentioning was the Dumfries and Galloway Council research into the benefits of sponsorship to the Council. The result was: £60k sponsorship brought £591K of benefits to the community. This was confirmed by other organisers notably Rally Yorkshire who had a similar piece of work done. It was noted that the benefit from a multi venue stage rally was of the order of £200K to £300K per day.

Home Countries – I submitted a report for Scotland and emphasised the benefits of our Special Meeting on 24th February.

Safety Review – Roger Hill (Chairman of Safety Advisory Panel) expended on his remit mentioned by the Chief Executive. There are many discretionary clauses in the Blue Book. There is a need to know the boundaries of judgement. There will have to be more emphasis on Judgement in Seminars.

Day Membership – This old chestnut which is resolved by many clubs still bothers Race Committee members. Existing Ruling established – members must be able to vote at AGM. This precludes day membership – Clubs need to find an acceptable work around for themselves.