

Summary points from Rallies Committee held 26 January 2016

Note: The Scottish representative was unable to attend this meeting; this summary is provided via the Regional Committee delegate on Rallies Committee

FHRs: Feedback so far had been positive and the sport had adapted well to using FHRs. There was some confusion concerning which helmets and restraints could be used in MSA events compared to international events due to FIA restrictions – MSA guidance to be issued. It was suggested that scrutineers are to be stationed at Stage Starts to ensure competitors are comfortable and happy with the setup.

TRACKING: Ongoing work by MSA with two systems being given time to address issues

ROUTES INTO RALLYING: The work done on this is to be developed into a communication by Tim Swietochowski to try to encourage more new entrants.

RESCUE UNIT MANNING: Decision that minimum required crew of 2 should remain.

FUEL TESTING: Rule wording had been 'tidied up' but not changed. Clarification of process has been issued.

YELLOW FLAG RULE: A marshal with the yellow flag must wear a tabard but it is not specified if it should be a certain colour or any other specifics but it was agreed that current regulation is satisfactory.

ANNUAL MEDICAL FOR SENIORS: Rallies Committee are in favour of a new proposal to require Speed and Stage Rally driver competition licenses holders over the age of 70 to undergo an annual medical examination.

SIDE WINDOW NUMBERS: Colour and height are specified but with no minimum spacing requirement. It would make sense to align the minimum spacing with the minimum stroke width (25mm) but there should be some discretion allowed to scrutineers as the size of the window may not allow for the exact spacing.

RALLY CAR LEGALITIES: It is important to protect the sport that clubs and officials show they have taken reasonable care to ensure illegal vehicles are not entering events. Other bodies are taking an interest in this issue however the MSA regulations state clearly that the competitor is held responsible for their own vehicles legality. It is acknowledged that the regulations on this matter do need to be updated. Organisers are not responsible for checking the documents as this could make the organisers liable and the competitor should remain responsible for their legalities. The Committee will seek further guidance on the issue.

TOWING EYES: Concerns have been raised over the suitability of some towing eyes. This was referred to the Technical Department for further consideration and to produce standard regulations.

CLOSED ROADS: Progress by UK government delayed due to resource being diverted to deal with the VNUK case

FORESTRY AGREEMENT: The Master Agreement with the Forestry Commission expired in December 2014, but was deferred for 12 months MESR work. The FCS, FCE and NRW are now three separate bodies. England and Scotland have reached an agreement on price with the MSA for 2016; however they will shortly be participating in talks for 2017/2018 concerning cost recovery. NRW have only agreed 3 months at the 2015 rate with transitional arrangements expected to take place this year. No further information had been received.

MOTORSPORT EVENT SAFETY REVIEW (MESR) – RALLY FUTURE

Ian Davis is now Chair of the Rally Future Steering Group, succeeding Jacqueline Campbell.

Stage Rally Safety Requirements were issued at the beginning of December 2015. These had had an encouraging reception as those who are affected by the new requirements have most, if not all of the requirements, in place already.

The online Marshal Accreditation training had also had a positive response with almost 900 people registering within the first week. From January 2017 all unsupervised marshals are required to have completed the training (whether they are registered or not). If they are not accredited they must have a buddy with them who is.

Safety Car training, dates and locations are to be prioritised by event and the events are to nominate the attendees.

Rallies, other than single venues will have MSA appointed safety delegates, but the MSA retain the right to appoint a safety delegate to any event.

The Media Accreditation Scheme is ongoing and currently up and running. Those being accredited were primarily those who worked commercially with mass publications and comply with the MSA publication policy. There were a further two categories for those who are specifically related to the event such as the local paper and a club nominated photographer/videographer. Those associated locally or with the organising club must have been named and incorporated in the Safety Manual in order to gain accreditation for the event.

There had been considerable progress made with the Forestry Commission as well as the insurance industry, for example being able to give refunds to clubs and holding the per capita rate for seventh year. It was noted that the Motorsport Ireland has significant problems obtaining insurance cover for rallies.