

## Summary of Motorsport UK Regional Committee 20th February 2019

Motorsport UK Chief Executive, Hugh Chambers, was welcomed to his first Regional Committee meeting. Everyone was asked to be aware that there is no abbreviation of Motorsport UK which must be used in full at all times. This had been pointed out within the branding document published in November. Clubs are reminded that financial grants are available for safety and for development from the various funds.

Regarding Regulation D4.5.4 – Ian Davis reported that a two-year experiment had been approved by Council whereby the need to hold a Competition Licence within Regional Association Championships was temporarily suspended. The Associations were asked to supply entry figures from the Championships for comparative purposes. *For SAMSC this applies to the Navigational Rally and Autotest championships.* The Chair informed the Chief Executive that the aim of this rule change was to ultimately increase Competition Licence numbers by encouraging people to take part in grassroots-level events and Championships. Feedback on numbers of entries, numbers of new competitors would be welcome, to judge whether the experiment is a success.

In the context of rally safety and in particular, the appointment of Safety Delegates to events, clubs are asked to keep Motorsport UK up to date with any planned stage rally, especially if the event does not form part of a national championship. *This is not believed to be an issue in Scotland but any club planning to run a stage rally that is not a counter in the SRC or STRC should keep this requirement in mind.* We pointed out that events and championships lower down the pecking order had difficulty setting their dates until the dates of the national and international championships were known, and in practice could not supply dates to the Rally Championship Steering Group until the RCSG had told them the higher level dates. It was agreed that Ian Davis would publish a list of dates as they became known, to help other events/championships to find the gaps.

Motorsport UK is keen to take an overall view of motorsport events that do not currently fall within the scope of their permitted event framework. There is a belief that because these activities e.g. corporate karting and track days, are not regulated by the Motorsport UK, this 'masks' the total size of the sport, which is important when Motorsport UK is trying to represent the sport to external agencies including UK Government. It was said that roughly 50% of Race Licence holders came into the Motorsport UK community through Track Days and that 36,000 people took part in Track Days in 2017. Motorsport UK is keen to issue permits for these activities, and attract the participants into competitive disciplines.

Further to a point raised by SAMSC at the previous meeting around ambulance cover for motorsport events it was reported that SAMSC had written a letter to the Scottish Ambulance Service but there had as yet been no response.

The Chief Executive provided the background to his involvement with the commercial and marketing aspects of Motorsport UK prior to his appointment and went on to say that the most fundamental issue facing the organisation was the declining number of Competition licence holders - 3% per year, for 10 years. The number of kart licences fell from 6,000 to 3,000, now problems at club level, lack of critical mass, and this could not be allowed to continue. Cost is part of the problem; to be competitive in karting you have to spend £100k per year, to run a kart with an engine that costs £350. This is insane. The kart championships are being brought in-house to be run by Motorsport UK rather than by external organisations.

The MSA had been heavily involved in the governance of the sport, rather than its promotion. 90% of revenue came from licences and permits, had never got ownership of, and exploited, IP rights.

He believed Motorsport UK should be more focussed on those who competed as a hobby, rather than the professional level Competitors. He also reported that the name-change in November had been accompanied by a change of mindset and a focus on the people who engaged with the organisation, the product being offered to them, the level of participation within the sport and the partnerships the organisation could create with the motorsport community.

The structure of the organisation was also being reviewed to create a partnership with Government and to bring Motorsport UK into line with the Sport England Code of Governance. For the future, he would be looking at the strategy for growth and would keep the Committee updated on its progress.

Within the organisation a new Safety Director, Lesley Cox, had been appointed to replace Kate Adamson following her departure. The General Secretary role, previously held by Simon Blunt, had been split into two roles, one of which had seen Jamie Champkin appointed as Regulatory Counsel. Colin Clark had been appointed as Commercial Director and a new Commercial Manager was now reporting to him. Dan Parker would soon be starting as Kart Executive. The Chief Executive also noted that Tim Swietochowski would soon be leaving Motorsport UK following a successful period with the organisation.

The Chief Executive reported that International Motorsport had now been incorporated into Motorsport UK as the Events Team, and Ben Taylor had left his role at the end of January. Discussions on the funding of Wales Rally GB were being held, with thought being put into moving the event around the UK.

Asked whether venue difficulties were creating a problem for the sport, the Chief Executive believed that it depended on the discipline and, while Motorsport UK needed venues to be self-funding, they were very important as events could not happen without venues.

Sue Sanders has taken on the Training role on an interim basis and confirmed that her initial time with Motorsport UK had been spent reviewing the existing work being undertaken by the Training Department. The main work being undertaken was the creation of pathways through the sport, with Greg Symes managing the Competitor Pathway and James Betchley managing the Officials and Marshals Pathway. Sue was asked to keep in mind that some people did not wish to progress to the highest levels of the sport. It was suggested that Officials Training Modules should be reviewed, as they had increased in size which had the potential to put people off entering the sport. It was noted that the title 'Club Steward' created confusion and felt that this should be changed to 'Event Steward'.

Suze Endean highlighted the Motorsport UK Development Fund – 15 applications were supported in 2018. Suze asked the Associations to promote the Fund more heavily. Three applications had been made for 2019. Tweaks had been made to the process for the Club and Volunteer of the Year Awards following discussions last year and would be continue to be reviewed each year. Member benefits were continually being reviewed and new benefits had recently been added.

On the matter of RallyFuture, Ian Davis confirmed that the next update to the Stage Rally Safety Requirements would be alterations to the Annexes, rather than the body of the Requirements document. Iain (Scanner) Campbell is now looking at the rally tracking topic.

It was reported that two Stage Rallies were currently proceeding through the closed road consultation process, while the second running of the Corbeau Seats Rally Tendring & Clacton was scheduled for April with the Greenpower race in Hull on the same day. The Cambrian and Riponian Rallies had taken place, both of which involved short sections of closed roads and the North West Stages and Watergate Bay Hillclimb were due to take place later in the year.

#### **Inter-Association Events**

AutoSOLO – 8th June 2019.

Autotest – Knutsford & District Motor Club 7th July 2019.

Cross Country – TBA

Road/Navigational/Targa Rally –Beverley & District Motor Club 20th July 2019.

Sprint – Darlington & District Motor Club 22nd April 2019.

Stage Rally – Scottish Rally on 18th May 2019.

#### **Other Business**

The new Officials Licence had the photograph printed on the reverse of the card, which made it difficult to see when placed in the badge holder. Also the Marshals Registration Card had the photograph printed on the reverse which meant that they could not be placed in the card pocket on the Motorsport UK Marshals tabards. Motorsport UK will take this on board for next year

Regulation G2.1.2 requires that "Stewards should be thoroughly experienced in motor sport and of those appointed by an Organising Club, at least one must be a person whose motor sporting activity is not confined to that club alone and who is not an Official of that club." Event organising clubs should make sure they are complying with this.

It was confirmed that research was ongoing into new Motorsport UK branded clothing, but there was no requirement to stop wearing the existing MSA clothing. No intention of issuing free replacements. The issue of no Insurance rebate to clubs for 2018 was discussed.

The new Motorsport UK CRM system, will be going live in May. Clubs and Associations are asked to do some housekeeping of their data to ensure that all their Officials had email addresses on their records.