

Chairman's Report to SACC Meeting – 20th June 2017

The 2017 season is well under way and as ever, the level of involvement across all the SACC clubs is intense. I have cut back slightly on my personal crusade to visit club events around the country but I do keep a watch on social media. From this I can see that there are club level competitions every weekend including autotests, trials and 12 car rallies. All of this activity runs alongside the various Scottish championship events across all the sporting disciplines. These run alongside more social events like touring assemblies. It is also good to see the number of clubs putting on displays at local shows as a way of encouraging people into motor sport.

I continue to worry however that we might be trying to spread ourselves too thinly. At events I do attend, I see the same people undertaking the volunteer roles, from marshals through to senior officials. There is a need to encourage more people to get involved. It does gladden my heart when I see people I know to be regular competitors helping on an event but I think there should be more of this.

The MSA is paying more attention to the role of volunteers. From the next issue onwards, the monthly MSA Extra newsletter will have a dedicated Volunteers section. This is a response to the volunteer communication survey conducted a little while back – almost half of respondents wanted a dedicated section in the newsletter, and there was feedback that the newsletter 'needs to be more aimed at volunteers.

As such, the MSA are inviting clubs to submit any volunteer-specific news and updates for inclusion. Possible content could be: a volunteer reaching a particular milestone, i.e. 500 events; a volunteer winning an award, i.e. 'spirit of the rally' or similar. Clubs are invited to submit any such content to the MSA during the first week of each month at media@msauk.org.

There seems to be a lot going on at the MSA but sadly, due to an unfortunate combination of circumstances, neither Lock nor I were present at the last Regional Committee meeting and while we do have a brief written precis, we missed out on all the detailed discussion around each topic such that I am not able to add any personal insight.

Suffice to say that I am aware that our Governing Body is coming under increased levels of criticism from a number of areas. They have made public the fact that there is an ongoing review of both the Strategy of the MSA and also the underlying governance structure but there has been little said about what these reviews might lead to.

There are mutterings about the financial situation leading to the cut backs in the GoMotorsport programme. As far as I have been able to ascertain, the MSA continues to have a sound financial base but there are concerns that the level of income is falling at a time when costs are rising. Clearly if this were to continue, the existing reserves would soon be depleted and that is why some action is being taken to at least review the level of spending on some things.

It is also the case that the MSA resources are stretched with all that they have to do. In addition to the 'day job' of managing event permits, venue licences, rally route authorisations and competitor licences, they also get involved in one off activity required to support member clubs, like updating the Safeguarding Policy, and the wider interest of motor sport, like responding to the UK Government consultation on the Vnuk case.

Closer to home for us, I also know that they are putting significant effort into preparing for the upcoming Fatal Accident Inquiry which is due to start in Edinburgh in the middle of July. Whether we like it or not, the outcome of that Inquiry has the potential to impact on all motor sport disciplines across all of the UK.

Pete Weall

Chairman, Scottish Association of Car Clubs