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WRC gears up for season-closing Wales Rally GB

The world's best rally drivers will head for the UK in just one month's time to share some of Wales' finest stages with home-grown amateur crews on Wales Rally GB, the final round of the 2013 FIA World Rally Championship (WRC).

The four-day schedule comprises 22 special stages, including re-introduced classics such as Gwydyr, Penmachno and Clocaenog, plus the legendary Great Orme. Sweet Lamb on Friday, Chirk Castle on Saturday and Kinmel Park on Sunday have been designated RallyFest Stages, featuring big screens with live coverage and commentary, catering villages, displays, competitions and live music.

The rally itself will be based around a new service park at the Toyota Engine Plant in Deeside, thanks to a joint £250,000 investment by International Motorsports (IMS), the MSA's commercial arm and the event's organiser and promoter, and the Welsh Government, principal funding partner.

"The move to north Wales has not only allowed us to refresh the entire event but also to make the sport far more accessible to a totally new audience – these family-friendly RallyFest stages are designed to do just that," said Andrew Coe, IMS Chief Executive.

IMS has also announced that teams of volunteer Rally Makers will be on hand to help fans and visitors make the most of their Wales Rally GB experience. The Rally Makers have been recruited locally from Flintshire Local Voluntary Council, Rhyl College (Coleg Llandrillo Rhyl) and the Welsh Association of Motor Clubs. They will be wearing distinctive Welsh Dragon-red clothing, and each team will include English, Welsh, and other European language speakers.

The rally is expected to generate around £5 million for the Welsh economy, while also shining a spotlight on the principality's automotive manufacturing industry, which employs 15,000 people and generates a £3 billion annual turnover.

Edwina Hart, Minister for the Economy, Science and Transport, said: "Our support for Wales Rally GB acts as a key driver in delivering the Welsh Government's key commitment of strengthening the conditions that create jobs, wealth and sustainable growth. The Welsh economy receives an immediate benefit during Wales Rally GB with teams, marshals, businesses and spectators spending considerable amounts on accommodation, food and drink, hospitality – before, during and after the event."

Single stage spectator tickets start at £15 (reduced from £20 in 2012), rising to £25 for the RallyFest stages. Event-long World Rally Passes cost £99 (down from £130) including access to all spectator car parks and all stages, including shakedown/qualifying on Thursday and the Deeside Service Park.

Meanwhile all 100 entries for Wales Rally GB National, which runs alongside the international event, have sold out. Some discounted international entries for all-British crews are still available.

For further news, updates and information, follow **@walesrallygb** on Twitter, join the conversation at **www.facebook.com/walesrallygb**, or visit **www.walesrallygb.com**



MSA to sanction FIA F4 in Britain

The MSA will sanction a new single-seater championship in 2015 in line with the FIA's new Formula 4 regulations.

The governing body has launched a tender process that will result in the selection of a company to work with the MSA to organise and promote the Championship, which will be certified by the FIA for a period of three years from 1 January 2015.

"There has been much speculation in recent months about the FIA's new Formula 4 concept and whether it would come to the UK," said Nick Bunting, MSA Chief Executive. "We have looked closely at the proposed framework and believe that it is in the best interests of both British motor sport and young British drivers to embrace the opportunity provided by a tightly controlled entry level championship endorsed by the governing body and in line with similar championships in other countries."

The tender document is available via the following link and tenders must be received by 12.00 noon on Friday 6 December 2013:
www.msauk.org/uploadedfiles/tenders/F4_Tender.zip

General advice regarding lifing of stage rally seats and harnesses

Following the MSA's recent confirmation of regulations governing the 'lifing' of seats and harnesses in stage rally cars, a number of competitors have contacted the governing body to seek further advice.

As such, the MSA advises the following:

- The 'life' of a stage rally seat or harness begins on the date of manufacture, not the date of purchase or first use
- Competitors should always check the homologation label on a seat or harness before purchasing. Current homologation labels display the date of manufacture, but newly manufactured components will now show the expiry date instead
- Competitors undertaking a vehicle preparation project should consider the most appropriate time to purchase any homologated equipment at the last possible moment so as to get maximum use from the life of the item.

For further information, please contact the MSA Technical Department via technical@msauk.org or 01753 765000.



@msauk

Daniel Wiggins @wiggs1979
 9 Oct Finally, my medical is booked for my @MSAUK National B licence. Next I need to book my ARDS. #Nervous

.....
 Matt Endean @MattEndeanRally
 7 Oct Is very pleased to have been appointed to @MSAUK Rallies Committee :) #fb

.....
 Sennan Fielding @SennanFielding
 2 Oct Really pleased to be racing at the @HSF_Foundation annual kart race, representing @MSAUK Will be a great day for a great cause!!

.....
 Seb Morris @SebMorris31
 2 Oct Delighted to be representing the @msauk for the @Hsf_foundation annual Charity Kart Race! #letsgowin

.....
 Andy Meyrick @AndyMeyrick
 30 Sep En route to my 2nd home, Terminal 5 at heathrow, quick visit to @MSAUK headquarters then fly to Virginia tomorrow for next @almsnotes race

.....
 LyddenMedicsMarshals
 @LyddenMedMars
 29 Sep @BritishRallyx @MSAUK Congratulations to Julian Godfrey on winning the 2013 MSA British Rallycross Championship at Pembrey today

.....
 Matthew Davies @langarthMD
 26 Sep Just had confirmation of my kart licence from @MSAUK bring on the weekend! First race in 7 years #excited

Buckmore Park reaches half-century



Buckmore Park Kart Circuit will celebrate its 50th anniversary with a special meeting on 19-20 October, featuring some of the UK's top karters.

Circuit owner Bill Sisley, a kart champion in the 1960s and '70s, and his son Tom, a champion in the 90s, will demonstrate a 1959 'Yellow Peril' – Britain's first prototype kart. Henry Easthope, CIK-FIA U18 World Kart Champion, will also be in action, as will Buckmore Park old boy and former F1 race winner Johnny Herbert, who will demonstrate the 135cc Bill Sisley-manufactured Cobra/Komet he used to win the 1982 British Kart Championship.

"Most likely one of the young drivers you will see in the meeting will be Britain's next F1 driver in the year 2023," said Chris Pullman, Buckmore's Club Director and COO. "All the current British F1 drivers drove at Buckmore, including Max Chilton and Mercedes reserve driver Sam Bird who started their careers here."

BMSA to promote MSA British Sprint Championship for further five years

BMSA Ltd will promote the MSA British Sprint Championship for a further five years from 1 January 2014 after winning an open tender process.

BMSA Ltd, which has promoted the championship successfully since 1999, is a not-for-profit organisation that was originally formed as the British Motor Sprint Association in 1995. It has also secured SBD Motorsport's title sponsorship for another five years.

"BMSA Ltd is delighted to have retained the MSA British Sprint Championship franchise for a further five years," said BMSA's Paul Parker. "We will begin that period with our 2014 calendar, which is the best we have ever had; it contains the best content of any sprint championship in the UK, with 75 per cent contained within six double-header weekends. We hope that the next five years will see an upturn in the economy to enable us to grow further."

Lewis Houghton



SMRC young drivers meet Whitmarsh at McLaren

McLaren GT driver Andrew Kirkaldy arranged for five young Scottish Motor Racing Club (SMRC) members to enjoy an exclusive visit to the McLaren Technology Centre, where they were greeted by Formula 1 team principal Martin Whitmarsh.

Aiden Moffat, Daniel McKay, Adam MacKay, Ciaran Haggerty and Christie Doran are part of the inaugural SMRC Young Drivers Initiative; they were joined by karters Ben Lambie, Cameron Low and Jamie Thorburn. SMRC hopes the successful McLaren visit will pave the way for its initiative to become an annual affair.

Business Manager required for Croft

The British Automobile Racing Club is looking for a business manager to run their famous motor racing circuit at Croft in the North East of England.

The ideal candidate will have had experience in running a major sporting venue and will preferably be from a motor sport background. The candidate should be educated to degree standard, with a good understanding of modern marketing and sponsorship sales, and must also have the ability to manage both the financial and administration side of the business.

BARC is looking for a high quality candidate who can help to grow this business and create an environment offering the very best in customer service to all who attend.

There is a good basic salary on offer with an excellent incentive package for the right candidate.

Interested candidates are requested to forward their CV by email to mcurley@barc.net or by post to Mandy Curley, British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire, SP11 8PN.



MPs enjoy tour Of Lotus F1 at Enstone

The MSA arranged for a group of MPs to visit the Lotus F1 Team factory at Enstone last month, where they met Technical Director Nick Chester.

The group included Rt Hon Maria Miller MP, Secretary of State for Culture, Media and Sport. Also present were Ben Wallace MP (Wyre and Preston North), Shailesh Vara MP (North West Cambridgeshire), George Freeman MP (Mid Norfolk), Mary MacLoed MP (Brentford and Isleworth), Julian Smith MP (Skipton and Rippon), and Jesse Norman MP (Hereford and South Herefordshire).

Nick Bunting, MSA Chief Executive, said: "The MSA is committed to raising the profile of motor sport within the corridors of power at Westminster. We work hard throughout the year to tell politicians about the importance of our sport and its associated industry to the British economy, but telling is one thing and showing is another.

"That's why initiatives such as the Lotus F1 Team tour are so important; all the MPs came away in awe of the whole operation, and we're incredibly grateful to the team for opening its doors and making them feel so welcome."

NIKA inaugurates Masters Award

The North of Ireland Karting Association (NIKA) has created a new Masters Award, the winner of which will receive a support package to help them compete in the 2014 MSA Kartmasters British Kart Grand Prix.

The prize includes the use of a Gillard Racing Karts chassis, an engine courtesy of Steve Ogden Motorsport, four days' awning space and technical support from ST Racing, tyres from Dunlop or Mojo, fuel, consumables, testing and race fees, plus the hire of a TAGHeuer transponder and a race suit in NIKA colours to wear season-long in Northern Ireland.

The winner will be randomly selected from the first, second and third place finishers in the four non-gearbox NIKA Championships: Honda Cadet Clubman, Rotax Mini Max, World Formula and Rotax Max. For further information, including full prize and eligibility details, email paultfullerton@btinternet.com

MSA
MOTOR SPORTS
ASSOCIATION
UNITED KINGDOM

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AUTOSPORT INTERNATIONAL



Brundle joins Autosport International guest list

Sky Sports F1 commentator, former Formula 1 driver and Le Mans 24 Hours winner Martin Brundle is the latest star name confirmed for Autosport International at Birmingham's NEC on 11-12 January.

Brundle will be on hand to review the 2013 grand prix season, look ahead to 2014's new regulations and sign copies of the recently-released Martin Brundle Scrapbook. Brundle joins 1964 Formula 1 world champion John Surtees at the show, with further guest announcements due soon.

"Autosport International is really at the heart of what's great about British motorsport, covering every level of the sport, from karting to Formula 1," said Brundle. "It's always a great way to start the new motorsport season and catch up with everyone, and there'll be plenty to talk about as we look ahead to the introduction of the new F1 season."

Tickets are now on sale, starting from £31 for adults. MSA members are eligible for a £5 discount by clicking here and using the code 5MSA: <https://autosport2014.registerby.net/member>

For further information, visit www.autosportinternational.com



appointments

MSA seeks Assistant Legal Officer

Assistant Legal Officer
(Solicitor or Barrister)
c£30,500 - £40,500 plus benefits
Heathrow Area, London

An exciting opportunity has arisen for a qualified solicitor or barrister to work within the MSA's Legal and Governance Department, reporting to the Legal and Governance Director.

The main responsibilities of the post will be to:

- Review and provide legal advice as necessary on tenders, contracts and championships
- Act as the prosecutor to the Motor Sports Council National Court (including all case preparation)
- Act as Company Secretary to subsidiary companies
- Advise generally on legal issues which arise around the operations of the MSA
- Manage enquires from licence holders and their legal advisers.

Person specification:

- A Solicitor or Barrister with a minimum of 3 years PQE
- Excellent analytical skills
- Excellent verbal and written communication skills and the ability to liaise with colleagues and external stakeholders in a UK wide organisation
- Excellent team working skills
- Ability to work under pressure and manage conflicting deadlines and priorities
- Excellent IT skills including word processing, spread-sheets, use of databases to process information, and electronic communications
- Preferably with previous prosecution and/or commercial experience.
- The successful candidate will be required to obtain a satisfactory Disclosure and Barring Service (DBS) check. Further information about DBS checks can be found at <https://www.gov.uk/disclosure-barring-service-check>.
- Closing date: 12pm, Friday 1 November 2013.
- If you wish to discuss this opportunity further, please contact Robert Jones, Legal & Governance Director on 01753 765 000.
- The MSA is an equal opportunities organisation which welcomes applications from all sections of the community.
- No Agencies please.

Please apply, enclosing a copy of your CV, to Sheila.barter@msauk.org or:

Sheila Barter
Executive Office Services Manager
Motor Sports House, Riverside Park, Colnbrook SL3 0HG

TECHNICAL / REGULATIONS

Road legal vehicles

Competitors are reminded that when regulations require a vehicle to compete in road-legal condition, all statutory requirements regarding registration, tax and MOT must be adhered to. However, the requirement for tax is relaxed for stage rally events taking place wholly on private property (R46.1.1).

ROPS issues

These two images show the two ends of the roof height connection between front and main hoops on a stage rally car, as presented for scrutineering. The bolted connections appear to comply with Drawing K24.



However, (K)1.3.7 states: *“Demountable joints must not be used as part of the main, front or lateral rollbar because they act as hinges in the principle structure and allow deformation. Their use is solely for attaching members to the rollbars and attaching a lateral rollbar to a main rollbar (see drawing K2) in this last case, hinged joints in drawings K21 to K30 must not be used”.*

Therefore using a hinged joint and welding it in the manner shown is not acceptable.



Fuel pump mountings

The image shows a fuel pump mounted within the cockpit of a rally car.

(J)5.13.1 answers the question of whether this is acceptable: *“Have any fuel lines passing through the driver/passenger compartment*

protected and if non-metallic, to be internally or externally metal braided hydraulic pressure hose or fuel lines complying with FIA specifications”. And J5.13.2 *“They may only be joined by screwed sealing joints or vehicle manufacturers approved joint.”*

The system pictured does not appear to be hydraulic hose and certainly does not use screwed joints, so does not comply.

Notice of counterfeit SFI Labels

The MSA Technical Department has been advised that a number of counterfeit labels have been identified on overalls and gloves sold by Shayan International/Fast-N-Cross (FNX).

SFI Foundation, which endorses some products in UK motor sport, obtained samples with counterfeit labels and put them through the appropriate performance tests, which they failed in all cases. Details can be found at www.sfifoundation.com



Competition seats

This image shows the seat of a car presented for scrutineering with a mounting bolt missing; it should not pass scrutineering.

Remember that the seat manufacturer provides inbuilt inserts to accept the mounting bolts; drilling the seat shell and pushing a bolt through is not acceptable and if an FIA homologated seat will void the homologation.



Fire extinguishers

Competitors are advised not to attempt to modify fire extinguishers to make them fit into their competition cars.

The image shows the operating lever of a fire extinguisher that is kinked; it appears that the extinguisher was a tight fit between the door sill and the transmission tunnel, so the owner bent the lever. As a result the extinguisher may well fail to operate, as the end of the lever could contact the fixed part before the extinguisher valve is fully opened.

Competitors should be aware that with mechanical systems, tight bends or kinks can easily lead to the Bowden cable binding, which could result in the extinguisher requiring unrealistically high effort to operate.

The latest regulation changes proposed by the Specialist Committees are available for consultation at www.msauk.org/regulations

Jakob Ebrey Photography



Dunlop MSA British Touring Car Championship

Andrew Jordan extended his championship lead at Silverstone, where Jason Plato and Gordon Shedden shared the race wins.

Provisional championship standings

- 1 Andrew Jordan – 378 points
- 2 Matt Neal – 344
- 3 Gordon Shedden – 343

Jakob Ebrey Photography



MSA British Rally Championship

Osian Pryce and co-driver Dale Furniss claimed their second consecutive victory, this time on the Rally Yorkshire, the penultimate round of the season.

Provisional championship standings

- 1 Jukka Korhonen – 94 points
- 2 Alastair Fisher – 74
- = Tom Cave – 74

Jakob Ebrey Photography



Cooper Tires British F3 International Series

MSA Academy racer Jordan King was crowned champion at the Nurburgring in Germany, where he scored a brace of victories.

Final championship standings

- 1 Jordan King – 176 points (CHAMPION)
- 2 Antonio Giovinazzi – 135
- 3 Will Buller – 134

Jakob Ebrey Photography



Avon Tyres British GT Championship

Beechdean-AMR's Andrew Howard was crowned British GT Champion following the season finale at Donington Park, which was won by Matt Bell and Mark Patterson.

Final championship standings

- 1 Andrew Howard – 125.5 points (CHAMPION)
- 2 Mark Patterson / Matt Bell – 124
- 3 Marco Attard / Oliver Bryant – 122

Jakob Ebrey Photography



Dunlop MSA Formula Ford Championship GB

There were three winners from as many races at Silverstone as Camren Kaminsky, Jayde Kruger and Harrison Scott shared the wins.

Provisional championship standings

- 1 Dan Cammish – 739 points
- 2 Harrison Scott – 563
- 3 Juan Rosso – 499

David DJ Jones



MSA British Drag Racing Championship

Bruno Bader defeated Andy Robinson at Santa Pod to secure the MSA British Drag Racing Championship crown.

Final Championship standings

- 1 Bruno Bader – 353
- 2 Andy Robinson – 331
- 3 Rick Garrett – 304

Paul Cherry



MSA British Endurance Championship

Richard Abra and Mark Poole took a win in the six-hour Britcar 1000km event at Silverstone aboard their invitation-entry, Barwell-run Aston Martin Vantage.

Provisional championship standings

- 1 Ian Loggie/Chris Jones/Julian Westwood – 155 points
- 2 Paul Bailey/Andy Schulz/Tom Ferrier – 153
- 3 Javier Morcillo/Manuel Cintrano/Paul White – 113

Chris Walker - Kartpix.net



Monster Energy MSA British Rallycross Championship

Julian Godfrey took his third consecutive MSA British Rallycross title with second place at Pembrey behind event winner Pat Doran.

Provisional championship standings

- 1 Julian Godfrey – 129 points
- 2 Pat Doran – 101
- 3 Jon B Hrolfsson – 76

Chris Walker - Kartpix.net



Edgar's Hyundai MSA British Junior Kart Championship

Daniel Ticktum beat pole-sitter Jehan Daruvala to victory in both finals at PFI, despite losing ground in the title race after succumbing to technical problems in a heat.

Provisional championship standings

- 1 Daniel Ticktum – 750 points
- 2 Jehan Daruvala – 746
- 3 Ross Martin – 680

Chris Walker - Kartpix.net



Edgar's Hyundai MSA British Cadet Kart Championship

William Pettitt clocked up another two wins at PFI to beat the main championship contenders of Alex Quinn and Oliver York.

Provisional championship standings

- 1 Alex Quinn – 737 points
- 2 Oliver York – 729
- 3 Tom Wood – 697

Eddie Walder



Avon Tyres/TTC Group MSA British Hill Climb Championship

Alex Summers took another run-off win at Loton Park and sealed his first ever title, the MSA Hillclimb Leaders Championship.

Final championship standings

- 1 Scott Moran – 258 points (CHAMPION)
- 2 Trevor Willis – 246
- 3 Wallace Menzies – 204

Steve Wilkinson



SBD Motorsport MSA British Sprint Championship

Terry Holmes dominated the last two rounds, recording victories at Anglesey despite having technical problems in qualifying.

Final championship standings

- 1 Colin Calder 115 – points (CHAMPION)
- 2 Terry Holmes – 103
- 3 Mark Smith – 91

Frances Gibbs



MSA British Sporting Trials Championship

Defending champion Tom Bricknell won Peterborough Motor Club's Charles Pollard Trial, named after his grandfather.

Provisional championship standings

- 1 Ian Bell – 140 points
- 2 Tom Bricknell – 137
- 3 Roland Uglow – 93

Chris Walker - Kartpix.net



Edgar's Hyundai MSA National Comer Cadet Kart Championship

Oliver York beat Alex Quinn to the title on a tie-break after two finals at Shenington in which the championship swung back and forth.

Provisional championship standings

- 1 Oliver York – 743 points
- 2 Alex Quinn – 743
- 3 Tom Wood – 730

ralliphotoswales



REIS - Get Connected MSA Asphalt Rally Championship

Peter Lloyd took his second win of the season on the Patriot Stages after a ding-dong battle with Paul Bird.

Provisional championship standings

- 1 Damian Cole – 143 points
- 2 Steve Simpson – 139
- 3 John Indri – 134

Simon Clarke



MSA English Rally Championship

New champions Julian Wilkes and co-driver Will Rutherford took a class win and 12th overall on the Trackrod Forest Stages.

Provisional championship standings

- 1 Julian Wilkes – 125 points (CHAMPION)
- 2 Robert Smith – 112
- 3 Roger Priestnall – 107

KG Rally Pics



Carryduff Forklift MSA Northern Ireland Rally Championship

Derek McGarrity and co-driver James McKee won Omagh Motor Club's Bushwhacker Rally by less than 10 seconds.

Provisional championship standings

- 1 Derek McGarrity – 60 points
- 2 Derek McGeehan – 56
- 3 Jonny Leonard – 32

LindsayPhotoSport



ARR Craib MSA Scottish Rally Championship

David Bogie made history by winning the Colin McRae Forest Stages and becoming the first driver to take five consecutive MSA Scottish Rally Championship titles.

Provisional championship standings

- 1 David Bogie – 203 points (CHAMPION)
- 2 Quintin Milne – 161
- 3 Donnie MacDonald – 160



Go Motorsport at RallyDay

Go Motorsport was on hand at Castle Combe's RallyDay to show thousands of fans how to get involved in various cost-effective motor sport disciplines.

The event drew massive crowds to see the likes of Sebastien Ogier – since crowned FIA World Rally Champion – in action alongside star cars from the World Rally Car and Group B eras. They were then enticed by the sights and sounds of the Fern Motorsport Autotest Display Team in action in the circuit's parc ferme area, organised by Go Motorsport.

Andrew Bisping, Go Motorsport's Central Southern RDO, also organised a static display of cars, covering the AutoSOLO, Speed, Autocross and Rally disciplines. Meanwhile almost 150 visitors entered a free Go Motorsport competition to win Wales Rally GB tickets.

"It was great to see grassroots competitors and show visitors in animated conversation about the ease with which newcomers can get involved," said Bisping. "It was a real eye-opener to some people how accessible motor sport can be and I'm sure we'll have new people joining our sport. I'd also like to say a big thank you to everyone who helped out on the day."



North East 4x4 Club gets the GoMo treatment

Peter Metcalfe, Go Motorsport's North East RDO, joined a meeting of North Lakes 4x4 Club last month to deliver a club development presentation.

Metcalfe shared ideas from other clubs around the country, covering issues such as marshals, recruitment and accessing new venues. "The challenges faced by clubs are very similar, whatever branch of motorsport they specialise in" said Metcalfe. "Being able to share ideas can show clubs new avenues to try.

"The evening was very positive and as always I came away with some great ideas from the club," Metcalfe continued. "Allocating some time to discuss club development is invaluable for all clubs wanting to move forward. Go Motorsport RDOs are more than happy to visit clubs to discuss club development and I'm looking forward to visiting more clubs over the next few months."

School praises RDO following visit

Jim Aitken, brother of 1990 Ladies' World Rally Champion Louise Aitken-Walker, joined Scotland RDO Alison Clark for a Go Motorsport visit to Newburgh primary school near Perth, complete with a Nissan Micra rally car.

Newburgh teacher Jayne Fraser said: "The children thoroughly enjoyed the presentation, finding out about parts of the car, trying on the helmets and most importantly sitting in a real rally car. The children spoke about the visit for days and days. You made it great fun and accessible for the children; this helped to increase their understanding and knowledge by sharing your passion and inspiration."

MSA launches club survey

The MSA is undertaking a club research project to deepen its understanding of club motor sport and how the governing body can support it best.

The survey has been emailed to each MSA-registered club, which number around 750.

Jess Fack, MSA Development Officer, said: "We're totally committed to bolstering grassroots club motor sport and working with clubs to help them grow and develop. This survey will help to inform our approach, and since it's completely anonymous I would urge as many clubs as possible to take part and give their full and frank feedback."

Club development case study: Devizes MC & Kevin Moore

Kevin Moore, South West RDO, joined MSA Development Officer Jess Fack for a Go Motorsport meeting with Devizes Motor Club that left the club more confident about its future.

Moore received a somewhat downbeat email from the club asking whether a visit could be arranged to discuss certain issues; he agreed to attend its club night and deliver a Go Motorsport presentation.

“Often, motor clubs feel they are fighting a losing battle and eventually this can creep in to the general demeanour of the club,” said Moore. “In many cases this is caused by a few minor administration and marketing issues that aren’t being picked up on from within the club.”

Moore and Fack headed to Devizes MC’s club venue, a country pub, to prepare. “There was little sign that a motor club meets there,” said Moore. “A simple sign and picture stating that a venue is ‘the Home of ABC Motor Club’ can work wonders to generate interest, as can a few club magazines on the bar.

“Before the club night kicked off we had a meeting with the club’s representative, and the picture painted was fairly glum, pointing to a tough presentation ahead. But how wrong we were! The night began with a formal but light-hearted 15 minutes discussing general club business, and then the floor was handed over to Jess and I to come up with a ‘miracle rescue’. This was much easier than expected, as the club was already doing virtually everything right; there was a very active social calendar, a monthly club magazine, regular competitive events across a range of disciplines and generally good banter amongst the 20 or so members in attendance. So what was the problem?

“As is so often the case in these circumstances, the active membership of a club is too close to it see the often basic causes of its problems. In this case, looking from the outside in, it was quickly realised that the real issue was with club promotion. The club had everything going for it but a few basic mistakes were being made: The same members were attending every month and having a great time but the non-attending membership was not getting to hear about the social events until afterwards, as they were not often being publicised in the club magazine. There was none, or very little, club promotion going on outside of the ‘normal’ motor sport circles to raise awareness of the club among the public – this is an area that clubs often overlook, and unfortunately motor clubs are in danger of becoming one of our best kept secrets.

“By the end of the evening it was apparent that apart from a couple of minor tweaks, the club was doing nothing wrong other than not promoting itself to the outside world. Upon this realisation the atmosphere completely turned, looking to the future with a much more positive outlook. As everyone said their goodbyes and slipped away, all we could hear were excited conversations along the lines of, ‘What we could do is...’ Result!”

Clubs wishing to get in touch with their local RDO should visit www.gomotorsport.net/contact

GET INVOLVED

HELP SPREAD THE MESSAGE

TAKE A MATE:

Why not take someone along to their first event and see the look on their face when they realise that they can do it too.

DO SOMETHING SPECIAL:

Get involved in National Motorsport Week 2014 and help your club organise some kind of activity or event to spread the word.

GET STICKING:

Have you put Go Motorsport stickers on your competition car? We can supply stickers and other promotional material for you to hand out to reach new audiences.

GO BACK TO SCHOOL:

Organise for your club to make a presentation in a local school, invite the local paper and increase awareness of what you do.

CONTACT YOUR RDO:

Speak to your local Regional Development Officer (details on the Go Motorsport website) and work with them to benefit your club.

ANY OTHER IDEAS?

Let us know what you want to do, or just do it!



Newcomers' Prize – winner!

Throughout the year we have been offering motor sport newcomers the chance to share their initial experiences for a chance to win tickets to Wales Rally GB. **Tim Dennis**, aged 49 from Gloucestershire, scoops the prize for the following account of his journey into club motor sport.

“As a frequent visitor to Castle Combe Circuit, I regularly stumbled across interesting events and found myself spending many weekends there. On one of my visits I stumbled across the Subaru Rally Experience team, so paid my money and drove 10 laps of the rally stage. I have also done a couple of Track Days in my cherished Subaru...

“In August 2012 I stumbled across an AutoSolo at Castle Combe, and I wanted a go! After speaking to a marshal I found out that it was organised by Bristol Car Club and that there was a more informal charity AutoSolo coming up which I could have a go at. This was the Stroke Association AutoSolo and after a bit of practice I came fifth out of 19. This whet my appetite and I joined the Bristol Motor Club there and then!



“I visited Castle Combe's Rallyday in August 2012 and saw Petter Solberg in action, and soon after I went to Celtic Manor Resort to watch Wales Rally GB.

“At the start of 2013 I bought a season ticket for Castle Combe and so far have not missed an event. In February 2013 I entered my first competitive AutoSolo run by Britol Motor Club and came 29th out of 43. I realised that I had a lot to learn before I could be anywhere near the top!

“In June 2013 I competed in the Dick Mayo Castle Combe Sprint. This was quite a commitment as it entailed buying approved overalls, gloves, helmet and preparing my car. The sprint turned out to be a great day and I met lots of friendly people. I came 42nd out of 115 which I was happy with for my first attempt.

“In June 2013 I attended a talk at the Bugatti Owner's Club & Prescott Speed Hill Climb and in July, visited GoMotorsport Live at Silverstone. Next, and slightly off the motor sport theme, I decided to take the advanced driving test with the Institute of Advanced Motorists.

“In August 2013 I took part in my second competitive AutoSolo but didn't do very well after losing my sense of direction – cone blindness – and came 40th out of 44. My latest adventure was in August 2013 at Prescott Speed Hill Climb where I took part in the Driver's School. This was excellent fun and included video feedback over lunch and then again at the end of the day. I am looking forward to doing some more Sprints, Hill Climbs and AutoSolos!”

GET INVOLVED Volunteer

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Want to be part of the team?

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MSA



Seb Morris



Matt Parry



Charlie Robertson



Chris Middlehurst

Autosport BRDC Award finalists

Four MSA Academy racers are finalists for this year's McLaren Autosport BRDC Award, the winner of which receives £100,000 plus a McLaren Formula 1 test, BRDC membership and an Arai helmet.

The MSA Academy drivers in contention are:

- Chris Middlehurst, 18, Formula Renault BARC champion
- Seb Morris, 17, BRDC Formula 4 race winner
- Matt Parry, 19, Formula Renault 2.0 NEC championship leader
- Charlie Robertson, 16, BRDC Formula 4 race winner

All will be hoping to follow in the footsteps of Racing Steps Foundation-backed MSA Team UK member Jake Dennis, who won the 2012 award and is now a frontrunner in the Formula Renault 2.0 Eurocup.

They will join fellow finalists Jack Aitken and Jake Hughes for an assessment day aboard Formula 2, Mercedes DTM and McLaren GT3 cars. The judging panel comprises BRDC president Derek Warwick, BTCC driver Jason Plato, former McLaren GT driver Andrew Kirkaldy, McLaren engineer Mark Williams, commentator Ian Titchmarsh, and Autosport's Kevin Turner.

The winner will be announced at the Autosport Awards in London later this year.

Team UK drivers support juniors through PMCs

Members of the MSA Team UK national squad were on hand to support Performance Master Classes deliveries aimed at karters and junior rally drivers recently.

FIA WRC2 star Elfyn Evans joined Team UK graduate and MSA Coach Adam Gould with Junior Rally England and Wales drivers at Glan-Y-Gors.

Gould's presentations covered technical driving and the 'friction circle' model, motor sport psychology, anti-doping and sponsorship. Evans then fielded questions from the young drivers during an open Q&A session.

Meanwhile GP3 racer supported MSA Coach Bradley Ellis at PF International in Lincolnshire, offering technical



Academy drivers visit Prodrive

A selection of young drivers from various tiers of the MSA Academy visited Prodrive, the motor sport engineering firm behind the MINI World Rally Car and Aston Martin Racing, this month.

The drivers, covering rallying, racing and karting, met Prodrive chairman David Richards and technical director David Lapworth, plus AMR managing director John Gaw.

They were joined by MSA Performance Consultant David Brabham, who scored three GT1 class wins for Prodrive-run teams at the Le Mans 24 Hours.

"This was a great opportunity for some of the talented young drivers on the MSA Academy to gain a better appreciation of the level of professionalism found at top-level motor sport organisations," said Brabham. "Having raced for Prodrive in the past, I know that the team works to the very highest standards and expects no less from the drivers it puts behind the wheel; I'm sure the guys took that on board and I was pleased to see them all paying such close attention throughout the day."

@ThanksMarshal



@ThanksMarshal, breakfast of champions! With @skeletonamy & @OfficialWRC champ @SebOgier!



Getting excited about @WalesRallyGB



Signed an autograph for @MSATeamUK's Elfyn Evans at the @WalesRallyGB media day!



Entered the @GoMotorsport competition for @WalesRallyGB tickets at RallyDay!



Met the original Stig... Blomqvist! #Legend



Tried to hitch a free lift to Sydney! #Bonzer

Good luck to @skeletonamy and @Tony_Jardine on the road to @WalesRallyGB!



Try being a...

Rescue Crew member

Each month during the MSA Year of the Volunteer we are focusing on a different volunteering role. This month we take a look at the role of the Rescue Crew

Charley Webber has been an MSA-licensed rescue crew member for more than 20 years, having first become involved in the sport as a marshal. His officiating background is predominantly in rallying, and he currently sits on the MSA Rescue Panel.





“Any MSA-sanctioned motor sport event in the UK will, if required, need to have a licensed rescue crew and vehicle on-site. Essentially, we provide rescue and medical facilities, mainly for competitors, in case the worst should happen and somebody is hurt or trapped in a car following an incident.

“We work with either a doctor or paramedic, and we carry fire extinguishers and a wide range of equipment, similar to what you’d find on a frontline ambulance if you dialled 999. Should a competing driver or crew have an accident and be unlucky enough to become trapped in their car it will be our job to treat them for any injuries they may have and then extricate them from the car, which could even mean cutting the car apart using mechanical shears; in that respect we do a similar job to what the fire service does on the road. But this can be on a race circuit or deep into a forest on a rally a long way from civilisation.

“Different members of the rescue crew have different roles, but usually everybody is medically trained to a standard whereby they can provide first aid at the scene and aid the doctor or paramedic.

“The principle of the role is essentially the same between disciplines such as race and rally. The difference is that at a race circuit you can usually get to the scene very quickly, and in fact there’s a target response time of 90 seconds. But there isn’t a response time on a rally; the guideline is that there should be one vehicle at the start of a stage, and if the stage is over nine miles long there will be another vehicle at a mid-point. Then there’s the fact that the vehicles you can be dealing are often very different, for example a single-seater at a race event compared to a rally car.

“If you want to try your hand at rescuing you can either contact the MSA for a list of local rescue units, or join their local motor club, which will also point you in the direction of your nearest unit. You then need to get in touch the crew chief, who will either take you out to observe the unit on an

event or, if you’ve already been out marshalling and gained some experience, invite you straight to a training day. In fact I’d say that if you’re a complete novice the ideal thing to do would be to attend a marshal’s training day first and marshal at a few events first to get a better idea of how they’re run.

“If the crew chief is satisfied that you’re the right sort of person for the job he’ll supply a letter of endorsement to accompany your MSA News Officials Registration form, which you need to fill out. As long as the MSA is happy it will issue a trainee licence, and when you’ve got that you’re free to go out on a rescue unit. You have to attend a number of training days and within a three-year period, once the crew chief is happy that you’ve done all the relevant training and you’ve got all the signatures from your various training days, you can make yourself available for an assessment.

“You’ll be assessed on all medical and rescue matters and will probably have to tackle a live scenario as well, where you’ll have to demonstrate your knowledge of treating injured competitors and extricating them using the appropriate equipment. All the while you’ll be watched by an MSA assessor and normally a doctor or paramedic. If you’re successful, another letter will be sent to the MSA and a full licence will be issued. The training doesn’t stop there, though, and once you have a full licence you’ll have to pass another assessment every three years to make sure your skills are up to date.

“In terms of the characteristics that make for a good rescue crew member, you obviously have to be a team player and you need to be able to take commands from the crew chief and act on them. You need good people skills and also an ability to put up with sitting in a rescue vehicle for long periods of time doing absolutely nothing, because actually that’s the best case scenario; a good day for us I a quiet day. But when the what’s-it hits the spinny thing, you’ve got to get out there and do an incredibly important job.

“I love being part of a rescue crew because I love my motor sport, and it’s my way of getting more involved and becoming part of it. I also love helping people, and I’m passionate about the vehicles that I run. Being a good crew member is not just about enjoying the event; it’s about enjoying being part of the crew, looking after your vehicle and your equipment, and even fundraising to buy new equipment. We’re a weird bunch, I must admit!”

Click here for the Application for MSA New Officials
Registration form:

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