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GO MOTORSPORT

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## MSA Team UK's Evans joins Meeke in 2014 WRC

The MSA has congratulated Team UK driver Elfyn Evans on securing a full-time drive in the 2014 FIA World Rally Championship with the Cumbria-based M-Sport team.

Evans, aged 24 from Dolgellau in Wales, has been part of the national squad since 2011. The MSA has supported his progress in key areas of talent development through a bespoke performance management programme.

Robert Reid, MSA Performance Manager, said: "Elfyn has worked really hard to reach the top level and he should be extremely proud of what he has achieved in securing a full-time WRC drive in a top car. In some ways this is just the start for Elfyn; he will now be keen to establish himself as one of the top WRC drivers and challenge for the WRC title in years to come, so we will continue to do everything we can to support Elfyn next year and make sure that we help him to maximise his potential. Elfyn is further proof that if you have the talent and you work hard enough, you will get an opportunity."



The announcement means that the UK will next year boast two full-time WRC drivers in Evans and Northern Ireland's Kris Meeke, who was announced last week as lead driver of the Citroen works team.

Rob Jones, MSA Acting Chief Executive, said: "The news that Elfyn and Kris will be WRC drivers in 2014 is absolutely

fantastic news for UK rallying and I am sure that they will pick up where our late, great champions Richard Burns and Colin McRae left off. Elfyn's promotion to the top flight is also testament to our MSA Academy and the Team UK programme, which is making a real difference to the lives and careers of Britain's most promising drivers, not just in rallying but in circuit racing and karting too."

## MSA clubs set for insurance windfall

MSA-registered clubs that organise events will benefit from a significant rebate on their insurance fees at the end of this year.

All event-organising clubs collect 'per capita' insurance fees from competitors and provide this to the MSA to cover the costs of insurance premiums.

The MSA works hard to obtain the best possible insurance arrangements, and at the same time through risk management and by establishing a partial self-insurance scheme, aims to ensure a surplus over premium and to make a rebate to the clubs concerned.

In previous years the MSA has been able to return approximately 16 per cent of the insurance fees to clubs at the end of the year.

This year, however, thanks to the MSA's new insurance set-up that effectively establishes a higher excess on the policy, combined with further good work throughout the sport in terms of risk management, the MSA rebate to clubs for 2013 will be 30 per cent of their original insurance fees.

"This is will be welcome news for the clubs at the end of another difficult financial year," says Rob Jones, MSA Acting Chief Executive. "The MSA is constantly reviewing its insurance arrangements to see how it can best achieve cost-effective cover for the sport and the new self-insurance scheme has started particularly well. Combined with our constant promotion of a pro-active Risk Management agenda, we have this year been able to save a significant proportion of the insurance fees which we can now give back to the clubs. One word of caution however, there is no guarantee as to what any future rebate will be, but 2013 is very good news."

A. Lavadinho



## Wales Rally GB back with a bang!

November's Wales Rally GB concluded the 2013 FIA World Rally Championship in spectacular fashion with a hugely successful return to form following a move to North Wales.

New World Rally Champions Sebastien Ogier and co-driver Julien Ingrassia delivered a masterclass to win the rally for the first time. Meanwhile MSA Team UK driver Elfyn Evans – navigated by Daniel Barritt – dominated the WRC2 category to win on home soil by over a minute [see page 12].

In a joint message, Andrew Coe, Chief Executive of rally organiser International Motor Sports, and MSA Acting Chief Executive Rob Jones, thanked the thousands of volunteers who made the event possible. "While congratulating Sebastien and Elfyn, we must also pay tribute to the 3,500 volunteer marshals and officials who once again ensured that the rally ran safely and effectively," they said.



## McNish announces retirement

Sportscar legend and former Formula 1 driver Allan McNish has announced his retirement from top-flight racing with immediate effect.

The Dumfries racer took his third Le Mans 24 Hours victory in 2013 and was also crowned FIA World Endurance Champion. "As a racing driver it's important to stop

[racing] at the right time when I'm still fast and capable of doing the job and the timing feels right after winning Le Mans for a third time this year and claiming the World title," said McNish.

Rob Jones, MSA Acting Chief Executive, said: "Allan has been and continues to be a fantastic ambassador for British motor sport, and also a great supporter of the new Scottish Motor Sports group. We're delighted to see him retiring on his own terms while at the very top of his game."



@msauk

Alex Harmer@Alex\_Harmer\_ 10 Dec  
Rather pleased to announce I've been named Renault @MSAUK Young Journalist of the Year. Well done to snapper @tomloomes as well!

.....  
Tom Loomes @tomloomes 10 Dec  
Thrilled to announce I've been awarded 2013 Renault MSA Young Photographer of the Year. Congratulations to @Motor\_Sport Alex Harmer too!

.....  
Al Green Motorsport  
@al\_green\_msport 10 Dec  
Marshalling overseas form completed and heading back to @MSAUK. Box ticked for the important race in June too! :) #Poste61

.....  
Bristol Motor Club @BristolMC  
8 Dec @MSAUK news this month has a great article on kids (11+) getting involved in motorsport as marshals. We can help @kidsclubbristol

.....  
Oxford Motor Club  
@OxfordMotorClub 6 Dec  
Make sure you read the latest @MSAUK magazine - Oxford MC is mentioned on page five. #MyMotorsport

.....  
Jenson09 @MattHunter09 6 Dec  
Great write up by @MNewsRacing Rob Ladbrook on sim racing in @MSAUK mag. Thanks for talking to us @TheReal\_TORA We hope to do the MSA proud

**MSA**

MOTOR SPORTS  
ASSOCIATION

UNITED KINGDOM

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## MOTOR SPORTS COUNCIL DECISIONS AFFECTING 2014 REGULATIONS

### November 2013

#### Signing-on sheets

MSA Clubs are reminded that new signing-on sheets should be used by all event organisers. These incorporate a fuller disclaimer to address the concerns of the MSA's insurance broker. The new forms can be accessed here: <http://www.msauk.org/site/cms/contentviewarticle.asp?article=761>

#### Race flags

From 1<sup>st</sup> January 2014, regulations governing flag signals at race meetings will be changed as follows. These new regulations should be read in conjunction with the 2014 Blue Book – changes are indicated in red type:

**Q15.1.** Officials' Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

(e) Yellow flag – **Waved**: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) Yellow flag – **Double Waved**: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning).

(i) Green flag – **Waved**: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

**Q15.1.1.** At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

(a) A **WAVED** Yellow at the post before a **DOUBLE WAVED** Yellow. (The **waved yellow flag may also be supplemented or replaced by flashing yellow warning lights**).

(b) A **double** waved Yellow flag at the post immediately preceding the incident. (The waved yellow flags may also be supplemented **or replaced** by flashing yellow warning lights).

(c) A **waved** Green flag at the post immediately after the incident.

(d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a **single waved** yellow flag, followed by a **waved** green flag, or by a Hazard Area board.

#### Protest payments and appeals fees

A new paragraph has been added to regulations C5.1.2 and C6.2 as follows:

**Where facilities exist for immediate payment by electronic transfer of funds of the above fees, the payment by such method is acceptable.**

#### International D Race Licences

In line with the FIA's introduction of the International D Licence, the MSA has made the following regulation changes with effect from 1<sup>st</sup> January 2014:

#### Racing – How to Retain a Licence

**H14.1.5.** A competitor who can provide proof of ever having held an International 'C' Race licence may renew it for a 2014 International 'C' Race licence or a 2014 **International 'D' Race**, National 'A' Race, International Historic Race or National 'B' Race licence.

**H14.1.6.** A competitor who can provide proof of ever having held an International 'A' or 'B' Race licence may renew it for a 2014 International 'C' Race, **International 'D' Race**, National 'A' Race, International

Historic Race or National 'B' Race licence. Special arrangements exist for retaining an International 'A' or 'B' licence and are contained in Appendix L of the FIA International Sporting Code.

#### Racing – How to Upgrade a Licence

**H14.2.1.** Please note that Rallycross signatures are NOT acceptable for upgrading any Race licence.

**H14.2.2.** *National 'B' to National 'A' Race.* A competitor who is qualified to hold a 2014 National 'B' Race licence may upgrade it to National 'A' Race licence either at renewal or during the year as follows:

**(i)** Obtain Clerk of the Course's signatures on the Upgrade Card certifying that the qualifying events have been successfully completed. These are 6 National 'B' or Clubman Races (these can all be from one circuit), or 12 Junior Race signatures, and must not contain more than 1 signature from Races organised by or on behalf of Racing Schools which form part of a school course or curriculum.

**(ii)** One of the Clerk of the Course signatures required for having successfully completed a Race may be replaced by a Clerk of the Course signature recorded on the Upgrade Card for completing a day on a marshal's post during a race meeting.

**H14.2.3.** One of the Clerk of the Course signatures for having successfully completed a Race may be replaced with a signature recorded on the Upgrade Card for having successfully completed an ARDS Advanced Course.

#### **(H)14.2.4. National 'A' to International 'D' Race.**

**A competitor who is qualified to hold a 2014 National 'A' Race licence may upgrade it to International 'D' Race**

licence either at renewal or during the year, without any further qualification.

**H14.2.5. National 'A' or International 'D' to International 'C' Race.**

A competitor who is qualified to hold a 2014 National 'A' Race *or International 'D'* licence may upgrade it to International 'C' Race licence either at renewal or during the year as follows: Obtain Clerk of the Course's signatures on the Upgrade Card certifying that the qualifying events have been successfully completed. These are 3 National 'A' *or International 'D'* Races OR 2 National 'A' *or International 'D'* plus 2 National 'B' or Clubman Races OR 6 National 'B' or Clubman Races. In all options signatures must be obtained at 3 different venues.

**Chart 26: Competitors Minimum Acceptable Licences**

Licence Type RACE International <sup>(12)</sup>

(3) Race <sup>(12)</sup>, Speed and Stage Rally licences are valid for Rallycross.

<sup>(12)</sup> Weight to power ratios have been imposed by FIA according to licence status. Unless otherwise stated in Championships, Series or Supplementary Regulations, reference to International Race requires a minimum licence status of International 'C' Race.

**Grid Place penalties**

With effect from 1<sup>st</sup> January 2014, a grid place penalty of up to 10 places may be applied at race meetings following a successful trial in 2013:

**C2.1.1.** The penalties that may be inflicted are, in order of increasing severity, as follows:

- (a) Reprimand (2.4).
- (b) Fine (2.4).
- (c) Time Penalty (or Position Penalty – Karts *or Grid Place Penalty – Circuit Race*) (2.3).
- (d) Exclusion (2.5).
- (e) Suspension (2.6).
- (f) Disqualification (2.7).

**C2.1.7.** The number of points will be determined not by reference to the type of offence but by reference to the type of penalty imposed.

- (i) Verbal warning – 0 points (not recorded on licence)
- (ii) Formal written reprimand – 2 points
- (iii) Fine, Time, *Grid Place* or *Position* penalty – 3 points
- (iv) Exclusion from practice, heat, race or an event – 4 points
- (v) Exclusion from the meeting – 6 points.

**C2.3. Time Penalty** (G.5.3). The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty of up to 10 seconds (or up to one minute if a race of more than 30 miles) on any competitor considered to have obtained an unfair advantage (whether inadvertently or not) in a race. The penalty may be imposed after the race has finished.

**C2.3.2.** At Race meetings, up to a 10 Grid Place Penalty may be applied at a driver's future Race, only where that penalty can be applied during that Meeting or the contested Championship or Series.

**Historic Stage Rallying**

This regulation amendment was omitted from the proposals that introduced Category 4 in Historic Stage Rally as approved by Motor Sports Council on 11th June 2013. If left un-amended it would mean that a number of vehicles intended for acceptance in Category 4 would not be eligible. The new regulation with effect from 1<sup>st</sup> January 2014 is as follows:

**R49.8.2.** Four wheel drive vehicles fitted with forced induction are prohibited in Historic Categories 1, 2 and 3.

**Fuel Testing**

From 1<sup>st</sup> January 2014, Regulation J5.13.4 requires that all vehicles must:

**J5.13.4.** Use Pump Fuel (see definition *Nomenclature and Definitions*) except, subject to prior written authority having been given by the MSA, where permitted otherwise under event SRs, and Championship Regulations. Where Authority for FIA specification fuel is given by the MSA the fuel must be in compliance with FIA Appendix J Article 252, Article 9.

The effect of this regulation is that even where dispensation is granted by the MSA not to use pump fuel, any fuel must now comply with FIA regulations – in other words it must not currently exceed 102 Octane.

The MSA takes the opportunity to draw this regulation to the attention of Competitors and Organisers and to notify the sport that a fuel testing programme will be undertaken throughout 2014. Organisers are particularly advised to assist the process by ensuring that suppliers of non-compliant fuel do not attend events.

"The issue of fuel compliance is designed to ensure that all competitors are able to compete fairly on a level playing field," says Rob Jones, MSA Acting Chief Executive. "All our technical experts confirm that there is no reason for vehicles to have to run with an octane level higher than 102. It is extraordinarily expensive to purchase high octane fuel and has the consequence of encouraging other competitors to do likewise to maintain a fair performance level. We all have a responsibility to manage the costs of motor sport and this is a good place to start."

**Kart Sporting Committee**

There will no longer be a Kart Sporting Committee. Kart Technical Committee will continue to meet separately and report to the overall Kart Committee.



## MSA's Parry wins McLaren Autosport Award

MSA Team UK racer Matt Parry reached a major milestone on the road to Formula 1 when he was announced as the latest winner of the prestigious McLaren Autosport BRDC Award at the Autosport Awards in London.

Parry, 19, was one of six award finalists who took part in a shootout at Silverstone aboard Formula 2, Mercedes DTM and McLaren GT machinery.

"I've always said that being part of the MSA Academy has been one of the best things for my career so far," said Parry. "When I started with the Performance Master Classes in my karting days I realised there was so much I needed to learn about becoming a complete package rather than just a fast driver. The Academy opened my eyes to how good you need to be in areas like fitness, media, communication, working with your engineers and understanding your car. It's helped me to develop those skills and it's become more in-depth the further I've gone along the Academy pathway.

"The Academy has also made me a more professional athlete, which helped me during the McLaren Autosport BRDC Award shootout. I'm now looking forward to working with my MSA Performance Manager, Andy Meyrick, on the Team UK programme in 2014."



Parry is the first driver to have been part of every MSA Academy programme; he first took part in the Performance Master Classes as a karter at Buckmore Park, and then completed the Advanced Apprenticeship in Sporting Excellence

(AASE) in 2011. He spent two years within the Academy and has recently graduated to the Team UK national squad ahead of 2014.

## Kendall heads list of volunteer winners

Lynne Kendall, a registered MSA Trainer, has won the inaugural JLT MSA Volunteer of the Year award, which replaces the former JLT MSA Marshal of the Year accolade.

The judges praised Kendall for her 'professional and energising input into all aspects of planning, delivering and evaluating training events for volunteer officials.'

There were two further category winners. Martin Bean was the winner in the Clerk of the Course category, having been nominated by Trent Valley Kart, while Ballynahinch DMC's Michael Marnier won the Rescue Crew category.

All three winners will receive awards at the MSA Night of Champions at the Royal Automobile Club in January.

## Wigton MC is named Club of the Year

Wigton Motor Club has been named the JLT MSA Club of the Year for the second time, following its 2005 success.

The judging panel concluded: "Wigton remain an extremely strong club who have carved themselves quite a unique niche in the motor club market, perhaps helped by their location at the heart of the Lake District. There is no doubt that Wigton have made further successful inroads since their win in 2005 and keep developing their 'product'. Their persistence for success is considered worthy of further recognition."

Dunkeswell Kart Racing Club and the British Motorsport Marshals Club were both judged Highly Commended and will receive commemorative certificates.



## Loomes crowned Photographer of the Year...

Tom Loomes has been named the Renault MSA Young Photographer of the Year 2013, and will collect a trophy and £1000 at the Night of Champions in January.

Loomes, aged 21 from Mickleover in Derby, holds a national diploma in photography and first began shooting motor sport in 2011. His award submission comprised a stunning selection of images covering the MSA British Touring Car Championship, British GT Championship and Wales Rally GB.

"I was in shock when I was told that I'd won the award!" said Loomes. "I knew the competition would be fierce, as there are lots of great young motor sport photographers out there trying to make a name for themselves, so I wasn't expecting to win at all. However I'm really delighted and honoured to have won and I hope it creates some great career opportunities for me in the future."

>> Turn to page 16 to see a selection of Loomes' winning images.

## ... As Harmer takes journalism prize

*Motor Sport Magazine's* Alex Harmer won the 2013 Renault MSA Young Motor Sport Journalist of the Year award with a selection of news, features and interviews for both print and web.

The 26-year-old joined *Motor Sport* on an internship in 2012 and was subsequently offered a full-time position at the title. He now shares responsibility for the magazine's website and also contributes to the printed product. His award entry comprised web and print articles including news, features and interviews.

"I feel honoured and very proud to be recognised with the Renault MSA Young Motor Sport Journalist of the Year

award," said Harmer. "The learning curve in this business is pretty steep and it's only recently that I've had time to think about what kind of job I've been doing. This award tells me that I'm on the right track and will help to keep me motivated to do even better in the future.

"I'd like to thank my parents for their unwavering support, and also Damien Smith and Ed Foster at *Motor Sport* for taking a chance on me in the first place and creating the perfect environment in which to develop as a journalist."

Harmer also receives a trophy and £1000, which he will collect at the Night of Champions.

## Provision of Disclosure and Barring Service checks

Disclosure and Barring Service (DBS) checks for relevant MSA licensed officials will be carried out by GBGroup plc from 31 December 2013. GBGroup is the parent company of TMG CRB, which previously carried out the checks on behalf of the MSA. For further information, please contact Jennifer Carty at the MSA via [Jennifer.carty@msauk.org](mailto:Jennifer.carty@msauk.org)

## MSA publishes list of FIA F4 component suppliers

The MSA has added a list of FIA-registered chassis and engine suppliers to its Invitation to Tender (ITT) for a British championship conforming to the FIA's new Formula 4 regulations.

The list of suppliers and all other relevant tender documents can be found on the MSA website at [www.msauk.org/tenders](http://www.msauk.org/tenders)



## First MSA national GT3 homologation complete – Bentley

The MSA has successfully homologated the new Bentley Continental GT3 race car – the first ever national GT homologation carried out by the UK governing body.

A homologation form is a comprehensive technical document detailing all the specifications of a race-prepared vehicle. The Bentley homologation follows FIA regulations and provides a springboard for full FIA homologation during the next 12 months. In the meantime the car will be able to compete in various GT championships, including the 2014 British GT Championship.

John Ryan, MSA Technical Executive, said: “This homologation has been achieved through a great team effort by Bentley Motors and M-Sport, in conjunction with the MSA using FIA principles. We would like to thank all involved in this exciting project over the last year, which now means that a great British marque can return to the grid.”

The car made its competitive debut in the Gulf 12 Hours of Abu Dhabi last week (13 December) in the hands of MSA Performance Manager Andy Meyrick, plus team-mates Guy Smith and Steven Kane. The three new Bentley Boys secured fourth place at the chequered flag.

Brian Gush, Bentley’s Director of Motorsport, said: “In running an all-new car for the first time, our main goal was to finish the race and be consistent. We’ve achieved this, and then to finish fourth in a race with such established competition is extremely encouraging. We leave Abu Dhabi with confidence that we will have a reliable and competitive package for 2014, when the hard work really starts.”

National homologation is open to vehicle manufacturers following the full FIA homologation principle. For further information email [technical@msauk.org](mailto:technical@msauk.org)

## ASI to host Sutil, BTCC and Wales Rally GB

Formula 1 driver Adrian Sutil has joined the list of star drivers attending Autosport International 2014, which will also celebrate the Dunlop MSA British Touring Car Championship and Wales Rally GB with dedicated features.

Sutil will make his debut at Birmingham’s NEC on 12 January alongside guests including John Surtees and Martin Brundle. “I am delighted to be making my first visit to Autosport International next January,” said Sutil. “The show has a great reputation across Europe and meeting the passionate fans and fellow drivers ahead of the new motorsport season is something I am truly looking forward to.”

Following another exciting BTCC season, the UK’s premier motor racing series will be showcased by a line-up of leading drivers and cars, to be announced in the coming weeks.

Meanwhile the history of Wales Rally GB is set to be featured in Autosport International’s popular rally display.

Tickets are now on sale, starting from £31 for adults. MSA members are eligible for a £5 discount, which can be purchased here using the code 5MSA: <https://autosport2014.registerby.net/member>  
[www.autosportinternational.com](http://www.autosportinternational.com)



## New fixtures and permits system goes live

The new MSA online fixtures and permits system is now operational, featuring improved presentation, increased functionality and greater ease of use.

The new system also allows clubs to view all their permits and fixtures in one combined area on the MSA website. Other advantages include:

- Allowing all MSA-listed Club Officials who have a club's log-in details to apply for Permits
- A clone facility for applications and Fixtures, even from the previous year
- A full events list on the MSA website.

All permit applications are now automatically inscribed on the fixture list, with an option to create the permit or clone the fixture to produce a calendar of events for the year. A new status key has also been created to show permits that have been cancelled, issued or that are being processed.

Other features include:

- More control over permit applications – create permits from fixtures, edit fixture details and cancel permits
- View and print paid permits from the previous 12 months
- Email reminders when permits are due for payment.

To access the fixtures and permits section, log in as the club and click on 'Organisers' followed by 'Fixtures & Permits'. You can manage your events under 'My Club's Fixtures and Permits'. If you have forgotten your login details, please email [james.tattersall@msauk.org](mailto:james.tattersall@msauk.org)

## 2&4 welcomes Road Races amendment

The 2 & 4 Wheel Motorsport Steering Group, the umbrella organisation for regulated motor sport in Northern Ireland, has welcomed the granting of 'Final Stage' approval to the Road Races (Amendment Bill).

The proposal will provide flexibility within the Road Races legislation to help avoid events being abandoned in circumstances such as the adverse weather conditions that afflicted the Ulster Grand Prix in 2008 and the North West 200 in 2011 and 2013.

Alan Drysdale, Chair of 2&4, said: "I have been keenly monitoring the progress of the bill through the assembly processes and have been much encouraged by the interest and support shown by Members of Legislative Assembly from across all parties and I like to thank Minister Kennedy and the MLAs for this. It is very evident that MLAs fully appreciate the considerable economic benefit to Northern Ireland of events such as the Circuit of Ireland Rally, the Ulster Rally, the Ulster Grand Prix and the North West 200."

## TRAINING AND EDUCATION

### Club Child Protection Officer Training

More than 100 delegates have completed MSA-led Club Child Protection Officer training in England, Scotland and Wales.

Delivered in conjunction with specialists Part 8 Consulting, the training was aimed at licenced and prospective Club Child Protection Officers, with 111 taking part in total. The course sought to raise awareness of the role and key issues such as liaison between the Club Child Protection Officer and the MSA.

Allan Dean-Lewis MBE, MSA Director of Training and Education, said: "Child welfare is of paramount importance to the MSA, and these seminars provided a good opportunity to increase awareness and understanding to assist the work of our volunteers in this sensitive area of the sport. The feedback received from all concerned will also help the MSA to review its existing Child Protection Policy in the coming months to ensure that we fully align with recently revised legislation."

### NEC Trainers Briefing

The annual MSA Trainers briefing will take place at Autosport International at the NEC in Birmingham on Saturday 11 January, from 10:00 to 12:45.

In a change from previous briefings, this latest event will be workshop-based, giving delegates the opportunity to comment on any issues or concerns and offer feedback on a future training strategy. There will also be a session on how to plan and develop training modules, plus a general question and answer session.

Places are strictly limited and will be allocated on a first-come-first-served basis. Any MSA trainers wishing to attend or receive more information should contact Alan Page via [alan.page.consultant@msauk.org](mailto:alan.page.consultant@msauk.org) by 3 January. Final instructions will be issued shortly before the event.

### 2014 MSA Officials Seminars

The 2014 MSA Officials Seminars will be aimed primarily at unlicensed club and event officials, which include – but are not limited to – club stewards, secretaries of the meeting and unlicensed clerks of the course.

The seminars will seek to assist club development and encourage liaison with Go Motorsport's nationwide network of Regional Development Officers (RDOs). Each club may nominate up to five officials to take part and are encouraged to consider sending some less experienced members of the club to aid their progress and development. Clubs with national or regional centres are invited to nominate selected officials to each venue as appropriate.

Day/Date	Location
Saturday 1	February Central Southern (Basingstoke area)
Sunday 2	February South East (Sevenoaks area)
Saturday 8	February South West (Exeter area)
Sunday 9	February South Wales (Cardiff area)
Sunday 23	February Midlands (Telford area)
Saturday 1	March North (York area)
Sunday 2	March East (Huntingdon area)
Sunday 9	March Scotland (Pitlochry area)
Saturday 15	March Isle of Man (Douglas)
Sunday 16	March North West (Runcorn area)
Sunday 23	March Northern Ireland (Armagh area)

Initiation letters will be sent to all Regional Associations and MSA-registered clubs requesting their nominations to attend. It is important that attendees do not arrive on the day without prior notification.

Additional copies of the invitation letter can be requested by contacting Alan Page ([alan.page.consultant@msauk.org](mailto:alan.page.consultant@msauk.org)).

## TECHNICAL / REGULATIONS



## MSA completes Comer C50 Bambino engine homologation

Homologation of the Comer C50 has been completed ahead of its introduction as the sole Bambino kart class engine with effect from 1 January 2014.

Competitors who are already using the engine must have it validated in accordance with the homologation. The MSA has arranged for Zip Kart, the UK distributor, to carry out these validations for no more than £50 plus VAT per unit until 31 December 2013; validations will be carried out at Zip Kart's stated rates from then on. For further information visit <http://www.zipkart.com/c50-engine-validation>

Rob Jones, Acting MSA Chief Executive, said: "Bambino is a popular first rung on the motor sport ladder for many youngsters, and we're delighted that the new sole class engine, the Comer C50, is now ready for introduction as planned from January 2014. The newly homologated unit will allow us to ensure equal and affordable equipment for competitors, and we look forward to working with Zip Kart in making the class a continued success."

The Comer C50 homologation fiche is available at [www.msauk.org/karttech](http://www.msauk.org/karttech)

## Karting overall standards

The MSA Technical Department has received advice from the CIK-FIA regarding overall standards for International karting. The following is incorporated into CIK-FIA regulations with immediate effect:

\* Overalls approved according to CIK-FIA Standard No. 2013-1, which are listed in "Homologated Overalls – Part 1", will be accepted as from 01.01.2014.

\* Overalls approved according to CIK-FIA Standard No. 2001-1, which are listed in "Homologated Overalls – Part 2", will be accepted until 31.12.2016

Please note that the second bullet point is only applicable to CIK-FIA events, not MSA events. With effect from 1 January 2014, new 'CIK-FIA Standard No. 2013-01' overalls will be acceptable for all MSA short circuit karting. Currently there are no plans to withdraw use of 'CIK-FIA Standard No. 2001-1' for MSA events, and similarly there are no plans to amend the requirement for suits to have been homologated from 1 January 1997 onwards (see (U)13.4.2).

Any future proposal to amend these requirements will be subject to a suitable notice period. For reference, the label for the new '2013' standard appears shown below, and is printed in the 2014 *MSA Yearbook*:



The latest regulation changes proposed by the Specialist Committees are available for consultation at [www.msauk.org/regulations](http://www.msauk.org/regulations)



## Sennan Fielding named RSF MSA Young Driver of the Year

Single-seater racer Sennan Fielding has been won the latest RSF MSA Young Driver of the Year award, which is presented annually to a student enrolled on the MSA Academy's Advanced Apprenticeship in Sporting Excellence (AASE) in Motor Sport programme.

Also in the running were: Douglas Hayford, 18 from High Wycombe; Jack McConnell, 18 from Belfast; Seb Morris, 17 from Wrexham; and Kasia Nicklin, 17 from Bury St Edmonds.

All five finalists took part in a variety of activities in and out of the simulator. They were judged by a panel comprising: Robert Reid, MSA Performance Director; Ben Taylor, MSA Director of Development; Tom Onslow-Cole, MSA Performance Manager; Derek Walters, Racing Steps Foundation; Thomas Gayle, Loughborough College AASE NVQ Programme Leader; and *Autosport's* Ben Anderson.

"Becoming the RSF MSA Young Driver of the Year is an achievement that I'm really proud of," said 18-year-old Fielding, who competed in this year's BRDC Formula 4 Championship. "It's a great to end the year on a real high and it's a massive confidence boost for 2014."

Fielding will receive £1000 and a trophy at the MSA's prestigious Night of Champions ceremony at the Royal Automobile Club on 18 January 2014.



## Lynn dominates Macau Grand Prix

MSA Team UK driver Alex Lynn became the latest winner of the prestigious Macau Formula Three Grand Prix on the event's 60th anniversary last month.

Lynn, aged 20 from Essex, led the entire race from pole position, beating Portuguese driver Antonio Felix da Costa by just over a second. Brazilian Pipo Derani completed the podium.

Rob Jones, Acting MSA Chief Executive, said: "The Macau Grand Prix is one of the most prestigious races in the world for a young racing driver to win, and a real milestone on the road to Formula One. Alex's lights-to-flag victory highlights the calibre of talent on our Team UK programme, and we're proud to have played a part in his latest success."

## MSA Team UK's Evans wins WRC2 on Wales Rally GB

Welsh rally driver Elfyn Evans capped a stellar day for the MSA Team UK national squad by winning the WRC2 category of Wales Rally GB, the final round of the FIA World Rally Championship, on home soil.

Evans, aged 24 from Dolgellau, finished over a minute clear of nearest class rival Jari Ketomaa (Finland). His fellow Briton Mark Higgins, who has previously worked as a coach on the Team UK programme, was third in class.

"It's a great feeling to win my first WRC2 event at home in Wales," said Evans. "I need to say a big thanks to the whole team - they've worked really hard and given me this fantastic car. This is a very special moment for us, so it has to be up there as one of the best moments of my career."

# GET INVOLVED

## Volunteer

### Marshalling

Marshals are there to make sure that events are run safely and effectively. Duties range from displaying flag signals and clearing debris to providing communication cover as well as running a start, finish line or assembly area.

### Scrutineering

Scrutineers check that cars comply with the technical regulations to ensure safety and fair play. While experience in engineering or a similar technical field is usually an advantage, it is not essential.

### Rescuing and recovering

Rescue personnel provide immediate medical and extrication facilities at the scene of an incident, while Recovery personnel retrieve stricken cars. Both crews use the latest medical or recovery equipment.

### Timekeeping

Timekeepers record competitors' times and positions in order to determine the event results. Tools range from hand-held stopwatches to electronic timing systems that can measure to the nearest thousandth of a second.

### Officiating

Once you've gained some experience in one or more of the above roles you can consider becoming a Steward, Secretary of the Meeting or Clerk of Course, who are responsible for ensuring that events are run in accordance with sporting regulations.

### Club volunteer

You could also join your local motor club and help out as a committee member, treasurer, club secretary, social officer, equipment officer, publicity officer and more besides. You can search for your local club using your postcode at [www.GoMotorsport.net](http://www.GoMotorsport.net)



Get to the heart of the action!



Meet like-minded enthusiasts!



## HOW TO GET STARTED

- Go online and visit [www.GoMotorsport.net](http://www.GoMotorsport.net)
- Join your local motor club
- Join one of the dedicated marshalling clubs
- Call 0845 0 94 00 94
- Email [volunteer@GoMotorsport.net](mailto:volunteer@GoMotorsport.net)

## Wales Rally GB on a budget – Suze Endean’s story

*Suze Endean, Go Motorsport’s South East RDO, contested the Wales Rally GB National alongside husband Matt in their Nissan Micra rally car. Here, she tells the story of competing as an amateur crew on the UK’s biggest rally, and shows how it’s possible to share the stages with the sport’s top names on a tiny fraction of their budget.*

Can Wales Rally GB be done on a tight budget? Of course it can, and you can have fun too!

We are two clubmen competitors, who still don’t own a tow car or trailer and so drive a service car and the rally car to events. The National event at Wales Rally GB gave us the chance to compete, and service, alongside the WRC stars without having a homologated car. So how can you do it as cheaply as possible?

The basics – a logbooked car built to stage rally rules, safety gear such as overalls and helmets and the relevant licences – were already in our possession. Once we had decided who would drive (Matt!) and co-drive (me!), we turned our minds to what we needed to compete.

We compete for fun. Neither of us is going to be the next superstar driver but the chance to compete on our home round of the World Rally Championship was too great a lure to miss. We borrowed a tow car and trailer (thanks to the parents!) and enlisted the help of my father and a friend to service for us. Matt did all the car prep himself, and we struck a very good deal with The Rover Centre of St Albans for tyres. A well-known national brand of hotels was booked up early and other costs were necessities although still room for cuts in hindsight. So what did it cost? Here’s the breakdown:

Item	Cost
Entry fee	£600
Route notes and DVD	£110
Hotel	£96
Tyres	A very good deal that we are not prepared to disclose!
Tow-car fuel	£120
Event fuel	£125
Food and drink	£110
Tow-car insurance	£100
<b>TOTAL</b>	<b>£1,261</b>

It cost more than your average single-venue airfield stage event, but it was worth it. The whole experience was fantastic. It was helped of course by the fact that we finished, but the effort we both put in to make it to and through the event, and the support from family, friends and strangers alike was second to none.

Wales Rally GB was our first forest stage event, our second event on route notes, Matt’s third stage rally driving Muriel [aka the Micra] and our fourth multi-venue stage rally. Our aim was to finish and show it can be done on a budget while having fun, and that we achieved.

Highlights of the event included our second run through Dyfnant on the Sunday morning. We both found that things had clicked by the Sunday morning. I was getting more confident on the notes and, with a day’s rallying and understanding of how the car would handle, Matt was happier in the right hand seat too. Another highlight was Clocaenog, a fast and flowing stage still full of spectators by the time the Nationals ran through and the support was superb.

On Sunday we were joined by Marshal of @ThanksMarshal fame! He had already met a number of marshals and WRC crews during the week and joined us for the Sunday stages where he said #thanksmarshal to as many people as possible – especially as he had a prime view strapped to the front of the roll cage.

Wales Rally GB really was one of the best events we have ever done, for both the experience and the challenge. The support in service, the forests and people lining the route were like nothing we had ever experienced. We finished seventh in class and 18<sup>th</sup> overall but achieved our aims – to enjoy it, to show you can keep the costs down and to finish.



## Bill Gwynne Rally School recognises Year of the Volunteer

Bill Gwynne Rally School, in conjunction with Camarthen and Epynt Motor Clubs, treated 10 marshals to a day at the rally school in recognition of their efforts during the MSA's Year of the Volunteer.

The marshals were chosen from a draw of volunteers on July's Bill Gwynne Rally School Coracle Stages Rally at the Sweet Lamb complex.

"Having competed for decades myself, I understand the need for marshals to help events run, and appreciate their help enormously," said Bill Gwynne. "I decided it would be a fitting way to show my appreciation of their efforts in this Year of the Volunteer."

The winners climbed aboard one of the school's Ford Escorts alongside its experienced instructors. They were also treated to lunch specially prepared by the late Colin McRae's personal on-event chef.

## PSNI supports Go Motorsport in Northern Ireland

RDO Jonathan MacDonald collaborated with Police Services Northern Ireland (PSNI) for a joint presentation at Bangor Grammar School.

"All went very well and the PSNI have really caught on to the obvious benefits of having motor sport as an outlet for young drivers to channel their energies," said MacDonald. "There was a big focus on safe driving and all of the safety elements in motor sport, and more people are aware of the sport and how they can get involved."

## Club survey reminder

The MSA has received over 200 responses to its club survey and urges any registered club that has not yet submitted feedback to do so as soon as possible.

The survey is anonymous, and only one response per club is required. To access the survey, please click here: <https://www.snapsurveys.com/wh/s.asp?k=137949110965>

Any queries should be directed to MSA Development Officer Jess Fack via [jess.fack@msauk.org](mailto:jess.fack@msauk.org)



## Bolton-Le-Moors taster event raises £700 for charity

Bolton-Le-Moors Car Club raised an estimated £700 for the North West Air Ambulance during the recent Neil Howard Memorial Stages at Oulton Park.

The club ran an autosolo taster event alongside the rally to give members of the public a taste of club motor sport in exchange for a small donation to the North West Air Ambulance. Among the drivers was former MSA British Autotest Champion Paul Swift, and the club reported that hundreds of passenger rides were given, with many people enjoying more than one go each.

## Bristol MC guides newcomers

Bristol Motor Club organised an end-of-season Slalom Leaderboard Challenge alongside the Stroke Association's Supercar Saturday at Castle Combe Circuit.

"The annual event gave newcomers the chance to try out an all-forwards Autotest with an experienced mentor alongside to give guidance," said Go Motorsport RDO Andrew Bisping. "It proved to be an excellent recruiting tool, with nine new members signed-up to the Club and £325 raised for the Stroke Association."

## Bath club expands activities

The University of Bath Motorsports Club has a well-established presence in the British Universities Karting Championship and is expanding its range of activities.

The club recently sent a team of Marshals to the Fat Albert Stages at Keevil and has factory visits planned for next year. The extra activities are proving popular, with the club ahead of target to recruit new members.





# gallery - Tom Loomes

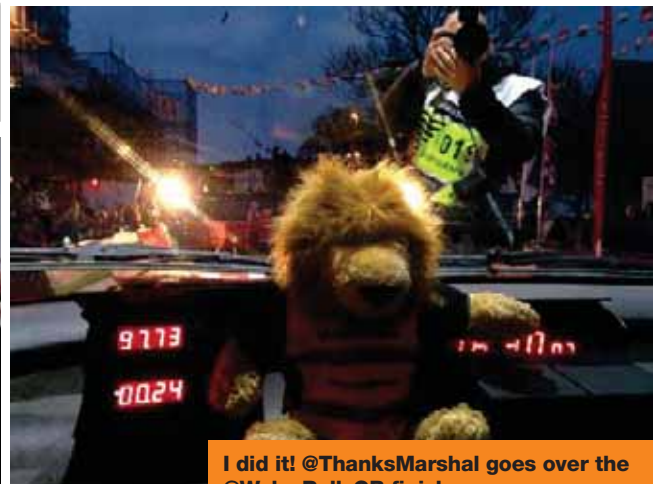
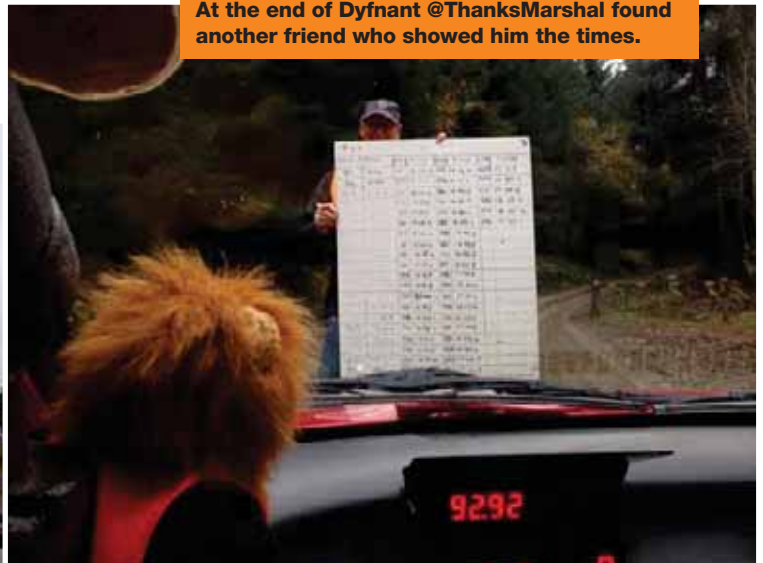


# @ThanksMarshal

At Dyfnant @walesrallygb today @ThanksMarshal found some of his friends



At the end of Dyfnant @ThanksMarshal found another friend who showed him the times.



I did it! @ThanksMarshal goes over the @WalesRallyGB finish ramp



Bumped into @oliverjameswebb & the @DiscoverMono guys at Chirk Castle @WalesRallyGB! They said #ThanksMarshal!

@MikkoWRC, @DaniSordo and Robert #Kubica all said #ThanksMarshal @WalesRallyGB! #WRGB



The @DovenbyHall crews @WalesRallyGB said #ThanksMarshal! @MadsOstberg @ElfynEvans @thierryneuville



Also met the @vwrallytheworld guys @WalesRallyGB! @SebOgier @JariMattiWRC @AMikkelsenRally #WRGB

