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Ongoing implementation of Scottish Safety Review recommendations

The MSA is delighted to confirm an important new partnership with the Scottish Government, as part of its commitment to implementing the recommendations of the Motorsport Event Safety Review.

A key member of the review and someone many people in the sport have now met is Jacqueline Campbell, a civil servant with the Scottish Government, who has joined the MSA on secondment as part of its ongoing commitment to rolling out the recommendations.

Richard Foggo, chairman of the Review Committee, said: "The Scottish Government take safety at motor sport events very seriously and we are committed to working in close partnership with the MSA to improve safety. The secondment of a senior Scottish Government staff member to the MSA demonstrates that our commitment is real."

Rob Jones, MSA Chief Executive, added: "This is a very important development, not only in terms of the MSA benefiting from Jacqueline's direct input but also in the development of our partnership with the Scottish Government and also through them, our interaction with other key stakeholders in Scotland including the Forestry Commission, the police, and local authorities."

For a Q&A with Jacqueline, turn to page 18 >>

Interim appointment of MSA stage rally Safety Delegate for Scotland

The Scottish Motorsport Event Safety Review (MESR) recommended that: "It is essential that the volunteer based organisation of multi-venue stage rallies is augmented going forward with mandatory independent input

from out with the organising committee into the safety of the event by a new independently appointed safety delegate. We consider it appropriate for the motor sports governing body, the MSA to provide the safety delegate to each multi-venue stage rally and intend to discuss this further with the MSA."

Pursuant to that recommendation, the MSA has confirmed with immediate effect a new role of Safety Delegate by amending the provisions of MSA Yearbook regulations G2.4.2. and G2.5. as follows:

2.4.2. Subject to G.2.5. In the case of force majeure or for safety reasons, instruct the Clerk of the Course to postpone, abandon or stop an event or part of an event (except as provided for in (Q.5.4). Any such instruction must be formally recorded. Provided that an event is run in more than one

heat or part, these powers may, if thought fit, be exercised in respect of one heat or part.

2.5. The Stewards of a Meeting have another major function, to prevent unnecessary danger, and the MSA Steward has overriding authority in matters of safety **save where the MSA has appointed a Safety Delegate, in which case the Safety Delegate shall have overriding authority in matters of safety.**

The person appointed on an interim basis as Safety Delegate for stage rallies in Scotland is Nicky Moffitt, a Non-Executive Director of the MSA and an International Steward.

Additional Safety Delegates will be appointed in due course, including for events outside Scotland.



An open letter from the MSA Chief Executive

This weekend [21-22 February] marks the second anniversary of the tragic death of a spectator on the Snowman Rally, and of course on the Jim Clark Rally in 2014 three more spectators lost their lives in equally tragic circumstances.

As a result the Scottish Government, following an emergency debate in the Scottish Parliament, commissioned a major review of safety on stage rallies. This Scottish Government Motorsport Event Safety Review published its final report in January, and the MSA has since gone on record confirming its commitment to the implementation of the report's recommendations, not only in Scotland but throughout the UK.

Clearly, there is going to be a period of transition while everyone concerned works as hard as possible to introduce the recommended changes. In the interim, I need to remind all spectators of the fact that they are ultimately responsible for their own personal safety.

say this because despite these well-publicised tragedies, and despite the sport being well aware of the changes being brought about by the Scottish Review, I am astonished and dismayed that an irresponsible minority – and I stress minority – of spectators continue to display a wanton disregard for their own personal well-being.

This was brought home to me when viewing YouTube clips of last weekend's Wydean Forest Rally, and also from the truly shocking photograph from the same rally in yesterday's Motorsport News (18 February, page 34) of a 'spectator' lying flat on the ground on the edge of the forest track, apparently taking a photograph extremely close to a competing vehicle.

This behaviour not only shows a complete disregard for personal safety but in addition places other spectators, officials and competing crews in danger. It also undermines the considerable efforts of the dedicated rally organisers, officials and marshals, who do all they can to ensure that events run as safely as possible.

The MSA is currently working on a daily basis with all other stakeholders in rallying, particularly the Forestry Commission, and I can confirm from discussions within the last few days that unless these few idiotic spectators concerned change their attitude immediately and behave responsibly, there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now. Even in the meantime, this sort of behaviour will mean that stages are cancelled and rallies disrupted or even stopped.

Please, for the sake of rallying in the UK, can all spectators take full responsibility not only for ensuring their own personal safety but also the future of the sport we all love.

Yours in motor sport,

Rob Jones
CHIEF EXECUTIVE

Colnbrook, Thursday 19 February 2015

An open letter from the MSA Chief Executive regarding spectator safety on UK stage rallies

This weekend marks the second anniversary of the tragic death of a spectator on the Snowman Rally, and of course on the Jim Clark Rally in 2014 three more spectators lost their lives in equally tragic circumstances.

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Rob Jones
CHIEF EXECUTIVE

MSA
MOTOR SPORTS
ASSOCIATION
UNITED KINGDOM

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“Not only the climax of the WRC but also a fantastic end-of-season festival to celebrate the very best of British rallying.”

Return of the Road to Wales

The organisers of Wales Rally GB are delighted to confirm that the Road to Wales scheme will once again offer Britain’s top talent free entries to the UK’s round of the FIA World Rally Championship.

The Road to Wales prize roster offered no fewer than 11 free entries into last year’s over-subscribed Wales Rally GB. This year’s prize entries will go to one crew from each of the events that comprised the 2014 British Rally Championship.

Once again the respective champions in the MSA English, Scottish and Welsh Rally Championships, plus the REIS – RAVENOL BTRDA Rally Series, will be offered free entries to the WRGB National. In the MSA Northern Ireland Rally Championship, the no-cost entry will be part of a prize package that will see one promising young competitor receive a free drive on Wales Rally GB in a Citroen DS3 provided by David Greer Motorsport.

“The Road to Wales has proved to be a huge success and we had no hesitation in continuing the initiative in 2015,” said Ben Taylor, Managing Director of Wales Rally GB. “Wales Rally GB needs to be not only the climax of the WRC but also a fantastic end-of-season festival to celebrate the very best of British rallying and the Road to Wales makes sure that some of this country’s best will be on the stages in November.”

For more information visit www.walesrallygb.com



LGC Awards: Congratulations

Conwy County Borough Council, Host County for Wales Rally GB, was yesterday recognised as Entrepreneurial Council of the Year at the prestigious annual LGC Awards in London. The judges cited Conwy's innovative and creative approach to providing the best possible services for its residents and businesses, including the council's significant investment in hosting the UK round of the World Rally Championship each November.

Wales Rally GB generates £10m for the Welsh economy as well as providing an effective platform to engage with industry and also to reach an international audience of

60 million people around the world. Closer to home, local charities and good causes benefit by more than £40,000, resulting in schools, rugby clubs and community groups sharing in the spoils of the event.

"It is fabulous to see Conwy's events strategy being recognised nationally," said Ben Taylor, Managing Director of Wales Rally GB. "The council makes a great commitment to the rally every year and their determination to support the event is a critical factor in making it such a success. Conwy deserves all the plaudits for its brave and ambitious approach and we look forward to continuing to work with them in the coming years."



Euan Thorburn Rally
@EuanThorburnRT Feb 19
For the sake of our sport
please pay attention to this
letter from @MSAUK !!

Jamie O'Leary @mrjamieoleary
Feb 19 Well said @MSAUK.
I urge any fan of rallying to
read and take heed.

David Hart @MWERacing
Feb 19 @MSAUK fair one.
Watching the Swedish rally on
TV shows this is not just a UK
problem @fia @OfficialWRC

Iain Campbell
@skunnercampbell Feb 19
Having sat on the Review
Panel this letter from @MSAUK
is not a veiled threat. The
future is up to us to be safe.

Nicky Grist @nickygrist Feb 19
Spectators in dangerous areas
in stages is not acceptable. I
call on respectful spectators to
unite with organisers to stop
this behaviour!!

Pullen awarded MSA Lifetime Achievement



Longstanding licensed official Len Pullen received the MSA Lifetime Achievement Award during Motor Sports Council's annual dinner at the Royal Automobile Club last week (3 March).

Since 1976 Len (pictured with wife Anne) has been an Associate Member of the BRDC, where he served as Competitions Secretary. Living close to the action in Silverstone village, Len has also been a dedicated volunteer within our sport for many years.

Len has held a variety of senior appointments across all disciplines and has a splendid record of duty. He is well known as an MSA Steward and Clerk of the Course, a Championship Steward for the BTCC, Chief Flag Marshal for the BRDC, and Examining Post Chief for the Aston Martin Owners Club and British Motorsport Marshals Club.

This year's after dinner speaker was former F1 driver and sportscar great David Brabham, who helped establish the MSA Team UK programme and remains a performance consultant to the governing body.



Competitive motoring at the Royal Automobile Club

The Royal Automobile's Woodcote Park clubhouse welcomed the first ever competitive members' motoring event, the Mad March Hare Consistency Trial in March.

A total of 22 members lined up to test their skill on the 1km course, navigating their way through a tight

set of turns and hairpins before it opened up along the Captain's Drive straight. Two chicanes later and a short burst through the trees saw them finish at the top of the estate.

From Minis to Porsches and BMWs to Escorts, members were taken on an exploratory lap of the new

course before setting off to test their consistency on the three-lap trial.

The winner was Ben Cussons, club member and Motoring Committee Chairman, who took victory by 0.10 seconds in his 1962 Alfa Romeo SZ.

Philip Young

With the death of Philip Young, the world of historic rallying has lost its biggest character. Philip, aged 67, succumbed to complications following injuries sustained in a scooter crash in February, ironically just as he had achieved another triumph - the first car rally to enter Burma.

There was no sport of historic rallying when motoring journalist and magazine publisher Young, after contesting the 1977 London-Sydney rally, chose to enter the 1980 Himalayan Rally in a Morris 1000. The interest that created led him to co-found the Historic Rally Car Register in 1981 and then organise ambitious events for classic machines, starting with the 1988 Pirelli Classic Marathon.

He went on to found the Endurance Rally Association, running gruelling rallies for classic and modern cars across 60 countries, events which meant orchestrating crews of 100 to time, fuel and feed hundreds of competitors. Prickly, impatient and determined, he could win his way against border guards, policemen and government officials, which is how he pushed the Peking-Paris through China, ran events in Albania and Iran, and made that Burmese breakthrough. Recently he set a new 10 and a half-day record for driving from Cape Town to London.

Few people can claim to have created a new sport; Philip Young was one of them.

Gordon Cruikshank, Deputy Editor, Motor Sport

MSA to introduce second rally radio frequency

As recommended by the Scottish Motorsport Event Safety Review, the MSA is bringing online a much anticipated second radio frequency for exclusive use by MSA Licensed Officials and safety personnel on stage rallies in Great Britain.

As the current radio safety frequency, MSA81 is an exclusive national radio communications resource. The addition of the second MSA81 frequency will allow for better management of rallies, particularly when there are stages running concurrently.

Rob Jones, MSA Chief Executive, said: "The MSA had been working towards the second frequency for some time and the Scottish Review provided the welcome impetus to bring this project to a timely conclusion. With over 2,000 radios to be reprogrammed or replaced, it will be a month or two before there are sufficient radios in the field to take advantage of the second frequency. However rallies from this summer should be planning for the use of this important new resource."

Global award for new MSA website

The MSA website has beaten 85 others to be named Best in Class in the Automobile category at the New York-based Interactive Media Awards.



Developed by MSO and launched last October, the www.msauk.org website was overhauled to provide a better shop window for UK motor sports while also enhancing member functionality. The judges awarded the MSA site 484 points out of a possible 500, with a maximum score for both content and feature functionality.

MSO.net's Sarah Pooley said: "We're delighted to have won this award and illustrates our commitment to user experience. Visitor engagement on a website is so crucial and working in close collaboration with the MSA has enabled us to achieve that."

MSA requests nominations for membership of 2016 Specialist Committees

The MSA is seeking nominations for individuals to join the Specialist Committees that represent the interests of the various disciplines of motor sport.

The Specialist Committees meet two or three times a year, normally at Motor Sports House, to discuss and debate new regulations and other issues. The following Specialist Committees may have vacancies available for next year:

- Autotest Committee
- Cross Country Committee
- Historic Committee
- Kart Committee
- Kart Technical Sub Committee
- Race Committee
- Rallies Committee
- Autocross & Rallycross Sub Committee
- Dragster Sub Committee
- Sprint & Hill Climb Sub Committee
- Trials Committee.

All applicants must be members of an MSA-recognised motor club or Regional Association, which must 'sponsor' the application. However, there are no formal qualifications required other than the benefit of experience in motor sport.

The role is entirely voluntary, although expenses will be paid to cover travel to meetings at Motor Sports House, and the appointment is normally for a three-year term.

HOW TO APPLY

Applicants should submit a brief CV of their motor sport involvement and achievements, including any relevant qualifications, together with a letter supporting your nomination from an MSA-recognised club or Regional Association.

The Club or Regional Association will forward the application to Andrea Richards at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG. This must be done as soon as possible as applications must be received before the end of June 2015 at the latest.

Please note any applications received after Tuesday 30 June 2015 will not be considered.



“It shows how AutoSOLO is an ideal entry level discipline that prepares people to broaden their experience into higher speed events.”

Bristol Motor Club

Bristol Motor Club’s season began with an AutoSOLO at its new venue, Chepstow Racecourse, on 1 March, with David Greenslade taking FTD.

The event qualified for the BTRDA, CMSG and ASWMC Championships. It was also the first event of the new Vincenzo and Son Bristol MX5 Challenge, which offers competitors the chance to compete in the club’s AutoSOLOs at the Racecourse, plus its Sprints at Castle Combe and Llandow.

“I have been delighted by the level of interest in the Challenge and have received over 30 registrations already for this low cost multi-discipline Challenge,” said Challenge Coordinator Andy Laurence.

Local Go Motorsport RDO Andrew Bisping added: “It was great to see a strong entry at the first event and congratulations to Richard Welsh on winning it. I’m also delighted this group can progress together into Sprinting, which will be new for many of them. It shows how AutoSOLO is an ideal entry level discipline that prepares people to broaden their experience into higher speed events.”

Southern Counties Off Road Club

The south of England-based Southern Counties Off Road Club has donated its 50 per cent MSA permit rebate to charity.



In December the MSA gave a rebate worth £580,000 to event-organising clubs. Of this, £270,000 came from a 50 per cent

rebate of all event permit fees – not including Certificates of Exemption – paid in 2014.

“After a generous MSA donation/redistribution of fees we received the handsome payment of £499.64,” said Jane Dooley. “Not long after it came through we had the Club AGM and it was an item on the agenda. The club is doing OK financially, so it was decided as we did not earn it and technically we had already spent it, then best we pass it on to another worthy cause.”

The club posted two cheques for £250 to Hampshire and The Isle of Wight Air Ambulance and Kent, Surrey & Sussex Air Ambulance Trust.

Club Reminder – Announcement in Supplementary Regulations

Clubs are reminded that Organising Permits can only be issued to one Organising Club, and that club must be announced in the Supplementary Regulations as the ‘Organising Club’, in compliance with General Regulation D10.1.1. A Promoter or promoters may be included but one club must take overall responsibility.

APPOINTMENTS

Director of Training & Development

An exciting opportunity has arisen for a new post of Director of Training & Development. The holder of this role will report to the Chief Executive and be responsible for Club development, Volunteer Officials and Marshals, Regional Development Officers, MSA Academy/Team UK, Anti-doping, UK border signatory functions, Safeguarding Policies, and MSA's responsibilities as an FIA Regional Training Provider.



As a member of the Senior Management Team the successful applicant will also have general management responsibilities, including for all related budget controls. The Director of Training & Development will liaise with national and international agencies to ensure that MSA policies and procedures are acknowledged as exemplifying best practice within motor sport and, as relevant, UK sport generally.

The ideal candidate will have excellent communication skills to work at all levels within the sport, with external bodies and agencies and also the ability to represent the MSA on the national and world stage. A formal training qualification is desirable but not essential, but wide experience in the field of training including in the development of, and alignment with, best practice

standards and competency frameworks is essential.

A wide breadth of motor sport knowledge and experience across the disciplines at national, regional and club level is considered beneficial. A full UK driving licence is required. This post will require some weekend work at motor sport events and an amount of overseas travel will be involved. The remuneration package is commensurate with the position within the organisation.

Please apply by Friday 10 April 2015 to sheila.barter@msauk.org enclosing your CV and contact details. A copy of the full draft job specification will be available at www.msauk.org/resource-centre/appointments

The MSA is an equal opportunities organisation which welcomes applications from all sections of the community.

TRAINING & EDUCATION

2015 MSA Licensed Officials Seminars

The 2015 MSA Licensed Officials Seminars for Clerks and Stewards are approaching completion, with 524 attendees at the 10 venues so far visited. Places are still available at all of the remaining venues:

Sunday 15 March	Scotland (Pitlochry area)	Invitation letters have been sent to all licensed Clerks and Stewards (including Probationary Clerks and Trainee Stewards) requesting their attendance. It is important that attendees do not arrive on the day without prior notification.
Saturday 21 March	Isle of Man (Douglas)	
Sunday 22 March	North West (Runcorn area)	
Sunday 23 March	Carlisle area.	

Additional copies of the invitation letter can be requested by contacting MSA Training Officer Alan Page on alan.page@msauk.org

Paul Lawrence



Mintex MSA British Historic Rally Championship

Nick Elliott & Dave Price were the big winners on round two, the Mid Wales Stages. The Ford Escort Mk2 crew made it five wins from six in the event's historic section.

Provisional championship standings

- 1 Pritchard/Clarke – 133 points
- 2 Stokes/Weaver – 115
- 3 Robinson/Collis – 114

Calvin Talbot



MSA British Sporting Trials Championship

Roland Uglow and Ian Bell tied for victory in the season-opening Walsingham sporting trial, while Ian Bell won the Peter Blankstone Trial.

Provisional championship standings

- 1 Ian Bell – 44 points
- 2 Josh Veale – 38
- 3 Andy Wilks – 29

www.philpics.net



McGrady Insurance MSA Northern Ireland Rally Championship

Derek McGarrity got his title defence under way with victory on the season-opening Eurocables Stages Rally at Kirkistown.

Provisional championship standings

- 1 Derek McGarrity – 12 points
- 2 Kenny McKinstry – 10
- 3 Alan Carmichael – 8

Duncan Stephens



MSA British Car Trial Championship

Mark Hoppe started his title defence in perfect style with victory at his home event, the Golden Springs Car Trial.

Provisional championship standings

- 1 Mark Hoppe – 6 points
- 2 Barrie Parker – 5
- 3 Chris Judge – 4

RallIPhotosWales



MSA English Rally Championship

Last year's champion Matthew Robinson made a successful return to the championship by winning class E5 on the Malcolm Wilson Rally.

Provisional championship standings

- 1 James West – 44 points
- 2 Dave Brick – 43
- 3 Ryan Weston – 43

www.lindsayphotosport.co.uk



ARR Craib MSA Scottish Rally Championship

Jock Armstrong and co-driver Paula Swinscoe piloted their Subaru Impreza to a hard-fought win on the opening round of the 2015 Championship, the Snowman Rally.

Provisional championship standings

- 1 Jock Armstrong – 30 points
- 2 Bruce McCombie – 28
- 3 Mike Faulkner – 27

RallySportMedia.com



Pirelli MSA Welsh Rally Championship

Jamie Anderson and Jon Scott stormed to victory as crews faced challenging weather and slippery road conditions in the hills of Mid Wales.

Provisional championship standings

- 1 Hugh Hunter – 57 points
- 2 Bob Ceen – 49
- = Paul Davy – 49

ralliphotswales



REIS MSA Asphalt Rally Championship

A late charge from Simon Mauger sealed victory on round one, the Melvyn Evans Motorsport Tour of Epynt, by just one second!

Provisional championship standings

- 1 Simon Mauger – 30 points
- 2 Damian Cole – 28
- 3 John Indri – 27

TECHNICAL / SPORTING REGULATIONS

Buying guidance for FIA homologated safety equipment

The MSA Rallies Committee has published the following advice for anyone purchasing FIA-homologated safety equipment:

Many items of FIA homologated Safety Equipment have a defined period of homologation. With seats it used to be that seats carried a manufacture date and the homologation was valid for a period of five years from that date. This has been changed so that seats are now marked "Not valid after XXXX". The five years is the period after the year of manufacture. Harnesses have always been labelled "not valid after XXXX". There is no homologation period for extinguishers but to retain the validity of the homologation extinguishers must be serviced by the manufacturer or agent every two years, otherwise the homologation lapses. Overalls have no homologation period and only cease to be acceptable if the homologation is no longer accepted. Helmets are almost exclusively SNELL and the FIA accepts the current SNELL standard and that which preceded it. SNELL generally update every 5 years. Currently SNELL SA2010 and SNELL 2005 are accepted (Note: SNELL SA2005 will cease to be valid after 31/12/2018). Clearly when purchasing an item that has a 'shelf life' it is prudent to check how long a life it has. If the item has been in stock for a significant period so as to shorten that life period, the price should reflect this.

Only purchase items of safety equipment from reputable sources, there are significant quantities of equipment on the market purported to be FIA homologated which are counterfeit. Familiarise yourself with FIA homologation label requirements.

Ensure you purchase the correct size. With seats most manufacturers offer the same seat in two widths 'standard' and 'wide'. You need to be a snug fit in the seat, not rattling around it. Helmets should be a snug fit not loose and try the roll off tests as detailed in MSA Regulation K10.3.2. Overalls should be slightly loose not skin tight but equally not over generous in size.

Whatever the equipment, read and understand the manufacturers installation, care and maintenance instructions. With seats make sure that the mounting bolts are correctly torqued up and that the mounts attach to the structure of the car with suitable counter plates as detailed

in MSA and FIA Regulations. Check the installation of the harness complies with MSA/FIA Regulations and that the mounting points meet Regulatory requirements.

The seat and harness work as a partnership, each is dependent on the other being correctly specified and installed.

There are two FIA seat homologations 8855/1999 which is the most common and has a FIVE year homologation. There is a wide variety of seats available. The performance criteria that seat must meet is identical, irrespective of the price of the seat. As a general rule the more expensive the seat the lighter in weight it is. Trim materials etc. can also affect price.

8862/2009 is mandatory in such as World Rally Championship, the performance parameters are substantially higher than for 8855/1999 and these seats have a ten year homologation period. The price of such seats is substantially greater.

In summary:

- Ensure the equipment is of the correct size and fit for you
- Ensure the equipment you are purchasing meets regulation requirements for your activity
- Buy from a reputable source
- Avoid buying second-hand safety equipment for it may be damaged but it might not be readily visible that this is the case
- Buy the best you can afford
- Be familiar with labelling requirements so you can spot fraud
- Install and use equipment in accordance with the manufacturers' instruction
- Once purchase and in use, check the condition of equipment regularly
- Do not rush out and buy equipment such as seats and harnesses as phase one of your car build and then spend five years preparing the car. The homologation could have run out by the time you compete.

Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit www.msauk.org/regulations

TECHNICAL / SPORTING REGULATIONS

Minimum age for drivers

In 2014 Motor Sports Council approved new Circuit Racing regulations regarding the minimum age for competitors in single-seater championships, subject to certain conditions, with effect from 1 January 2015. Due to a production error these new regulations do not appear in the *The MSA Yearbook 2015* and are reproduced here for reference:

(Q)3.5. A Single Seater Championship may make application to the MSA to accept registrations from Drivers who have achieved their 15th birthday subject to the Driver being the current holder of an International 'C' Kart licence, as a minimum, and that the eligible vehicles: (a) have a Weight/Power ratio greater than 3 kg/hp, and (b) meet the current FIA Formula 3 (Article 275) or FIA Formula 4 (Article 274) crash test and safety requirements.

Q3.5.1. Competitors must satisfactorily complete the extended ARDS course specifically designed for Junior Car Racing.

Q3.5.2. The Competition Licence application must be endorsed and submitted to the MSA by the Championship Organising Club.

Q3.5.3. This Licence will be restricted to the permitted Championship and will be held by the Championship Organising Club.

Q3.5.3.1. This licence is not valid for any other event or discipline.

Q3.5.4. Once the driver reaches 16 years of age he is eligible to be issued an unrestricted Race National 'B' licence.

(Q) 9.1. Other than the provision of 3.4.4. and 3.5. a driver must have achieved his 16th birthday to participate in Car Racing.

Fraudulent homologation labels

The image shows an FIA seat homologation label. A sharp-eyed official noticed that somebody had used a craft knife – or similar – to carefully cut around the hologram to remove the label, then produced a fraudulent label with the corner cut out and applied it in position with the hologram on the equipment. It is not that easy to spot



but many fraudulent labels can be identified by the incorrect font style or size, the colour of the label or hologram, or the label material being wrong etc. Competitors are advised to check all homologations labels very carefully when purchasing any new equipment.

Withdrawn FIA-homologations

The FIA has issued the following advice concerning the withdrawal of homologations:

For safety reasons, please note that the homologation of the following competition seat, whatever the validity deadline, is withdrawn with immediate effect.

Manufacturer: BIMARCO (POL) Model: EXPERT Homologation no: CS.057.02

As this seat can no longer be considered to comply with the standard FIA 8855-1999, its use is prohibited in all cases in which compliance with the above-mentioned standard is mandatory.

Please note this means that such seats are not acceptable in MSA Stage Rallying whatever the event status, nor in any National competition where there is a mandatory requirement for use of FIA-homologated seats.

Compatibility of Frontal Head Restraints and harnesses

The MSA Technical Department wishes to clarify the compatibility of Frontal Head Restraints (FHRs) with harnesses. An FIA-homologated FHR may be used with any FIA-homologated harness. There are some harnesses which have been homologated with a section of 2" wide webbing in each shoulder strap; the labelling of these harnesses includes wording indicating that they may only be used in conjunction with "HANS". This wording has now been updated to refer to "Frontal Head Restraints" [FHR] on any newly produced harnesses. Whether labelled to only be used in conjunction with "HANS" or with "FHR", these harnesses may be used with any FIA-homologated Frontal Head Restraint. The Simpson Hybrid FHR (pictured) is becoming increasingly common and in accordance with the advice above can be used with harnesses marked as being restricted for use with either "HANS" or "FHR".



TECHNICAL / SPORTING REGULATIONS

Battery fire

The image shows a lithium-ion battery that ignited at a recent kart meeting. The reason for this particular battery



igniting is unknown; strictly speaking it is not a fire but an exothermic reaction. It generally occurs when the battery is overheated by excessively high discharge or recharge rates, or by an internal shorting as a result of fault or mechanical damage.

With any battery, always look for signs of external damage. With lead-acid batteries external damage may lead to fluid leakage but the consequences for other types of battery can clearly be more serious. Batteries should never be mounted where they will be subjected to high heat levels; non-lead-acid technology batteries should be taken as being more sensitive to heat.

Fire extinguishers

This fire extinguisher installation was discovered during a recent Competition Car Log Book inspection. Note the routing of the cable means the extinguisher will simply not be triggered when the cable is pulled.



Remember that FIA-homologated extinguishers systems must be "secured by a minimum of 2 screw locked metallic straps and the securing system must be able to withstand a deceleration of 25g" [FIA Appendix J 253-7.2.2]. With any installation, check that the extinguisher will be retained. Extinguishers are 5kg or more and will do a lot of damage if they come free in an impact.

CIK karting overall standards

Regulation (U)13.4.1 in the 2015 MSA Yearbook includes notification of a change to the overall standard requirements with effect from 1 January 2016. Currently – and for the remainder of 2015 – there are five recognised standard labels, as reference to section (U) Appendix 1, drawing number 11 will clearly show. From the beginning of 2016, this will be reduced to just the latest two standards N 2001-1 or N 2013-1 as shown below.

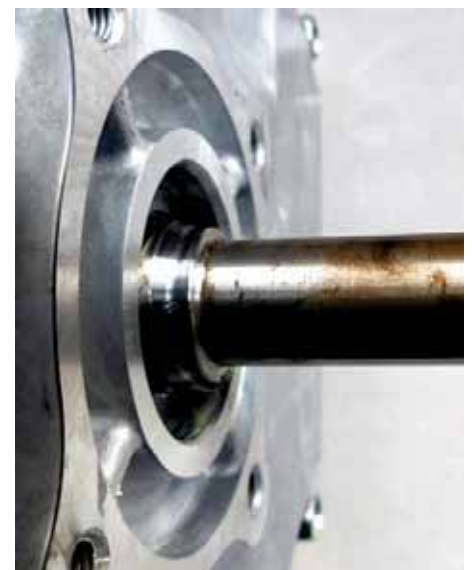


IAME X30 number plates

Please note that the IAME X30 class regulations, issued under KTE, have recently been amended. The up-to-date amended version can be downloaded from www.msauk.org/karttech. The amendment concerns number plate colours. As notified previously, the senior class was changed this year to use yellow plates with back numbers. However the original version of the 2015 class regulations inferred that this also applied to the junior class. This is not the case; the junior class remains on green plates with white numbers and the amended regulations clarify this.

Honda GX160 crankshaft oil seal

If the crankshaft oil seal is not seated correctly, the outer sealing lip does not actually act on the crankshaft. The regulations clearly state that "the term "standard" refers not only to the components used but also to the number used and the manner in which the engines are assembled". An incorrectly fitted oil seal contravenes that regulation. To be clear, the seal's outer lip must act on the bearing surface of the crankshaft, as originally assembled by Honda.



TEAM UK

MSA ELITE DRIVERS



Chamonix: Team UK reflect

In January 2014 the Team UK national squad embarked upon a ground-breaking, four-day, high performance workshop in Chamonix, France. A year on, the drivers reflect on how the experience has impacted upon their lives and careers.

CLICK TO
WATCH



Lynn tops GP2 test day

Team UK's Alex Lynn topped the timesheets in day two of the pre-season GP2 test at Yas Marina Circuit. The Williams F1 Development Driver and GP3 champion will race for DAMS in the F1 feeder series this year.



Alex Lynn @alexlynnracing Mar 10
Another positive day in the @damsracing car for @GP2_Official testing, P1 for the day, starting to get a nice feeling with the car :)
.....



AASE applications open

Applications are open for the next AASE programme – a three-year course for drivers aged 16-18, delivered by the MSA Academy in conjunction with Loughborough College.



Now in its sixth year, AASE is vital to any young driver serious about achieving success in motor sport. It develops young athletes, providing the underpinning knowledge of what it takes to achieve success in the sport, while providing an accredited qualification from a college that understands the needs of potentially elite athletes.

“Before I started the programme I didn’t think about the different aspects to becoming a top driver, I just thought being fast was enough! Learning about these different aspects and being able to apply them was very important in improving my performances, which has helped me especially on international rallies.”

Chris Ingram, AASE Graduate

The full programme framework will run for three years, beginning in September 2015 and will be based around three-day sessions twice a month at Loughborough College. Much of the AASE programme content aligns with other elements of the MSA Academy talent development pathway, such as the Team UK national squad, using the same principles of qualified coaching.

AASE alumni include the likes of Jake Dennis, Seb Morris, Tom Ingram, Chris Ingram, Josh Webster, Matt Parry, Charlie Robertson, Sennan Fielding and Alex Gill, to name a few.

For more info Visit, www.msauk.org/aase or email aase@msauk.org

King and Stevens get Manor F1 roles

Team UK driver Jordan King and national squad graduate Will Stevens have landed roles with the Manor Marussia F1 team for the 2015 season.

Twenty-one-year-old King, who will race in GP2 this year, said: “I am obviously over the moon to be joining Manor Marussia F1 Team as a development driver. This is such an exciting project, full of great people and with a real chance of success. This is another great step closer to my ultimate goal of racing in Formula 1.”

Lloyd to Brit GT with Motorbase

New Team UK recruit Daniel Lloyd is set to race the Motorbase Performance Aston Martin Vantage V12 in this year’s Avon Tyres British GT Championship.

Lloyds will compete alongside Omani driver Ahmad Al Harthy at all seven rounds. “This is by far our biggest season to date,” said Lloyd, 23. “With a full season package in place with a really strong team with such a great pedigree that Motorbase has; we have a great shot at the title and this season should be really special.”

Evans strong in Mexico

A fourth place finish on the Rally Mexico moved Elfyn Evans and co-driver Daniel Barritt up to fifth place in the FIA World Rally Championship (WRC) standings, ahead of established star Jari-Matti Latvala.

“The main objective was to have a solid, mistake-free run and I think we have done that,” said 25-year-old Evans, a Team UK member since 2011. “Other than hitting a few tyres on the super special we didn’t have a single mistake which is something of an achievement here! Of course it was a bit frustrating at times – not being able to push to the maximum when there was a lot more to give – but today especially there was much more to lose than there was to gain.”



Moore's Month

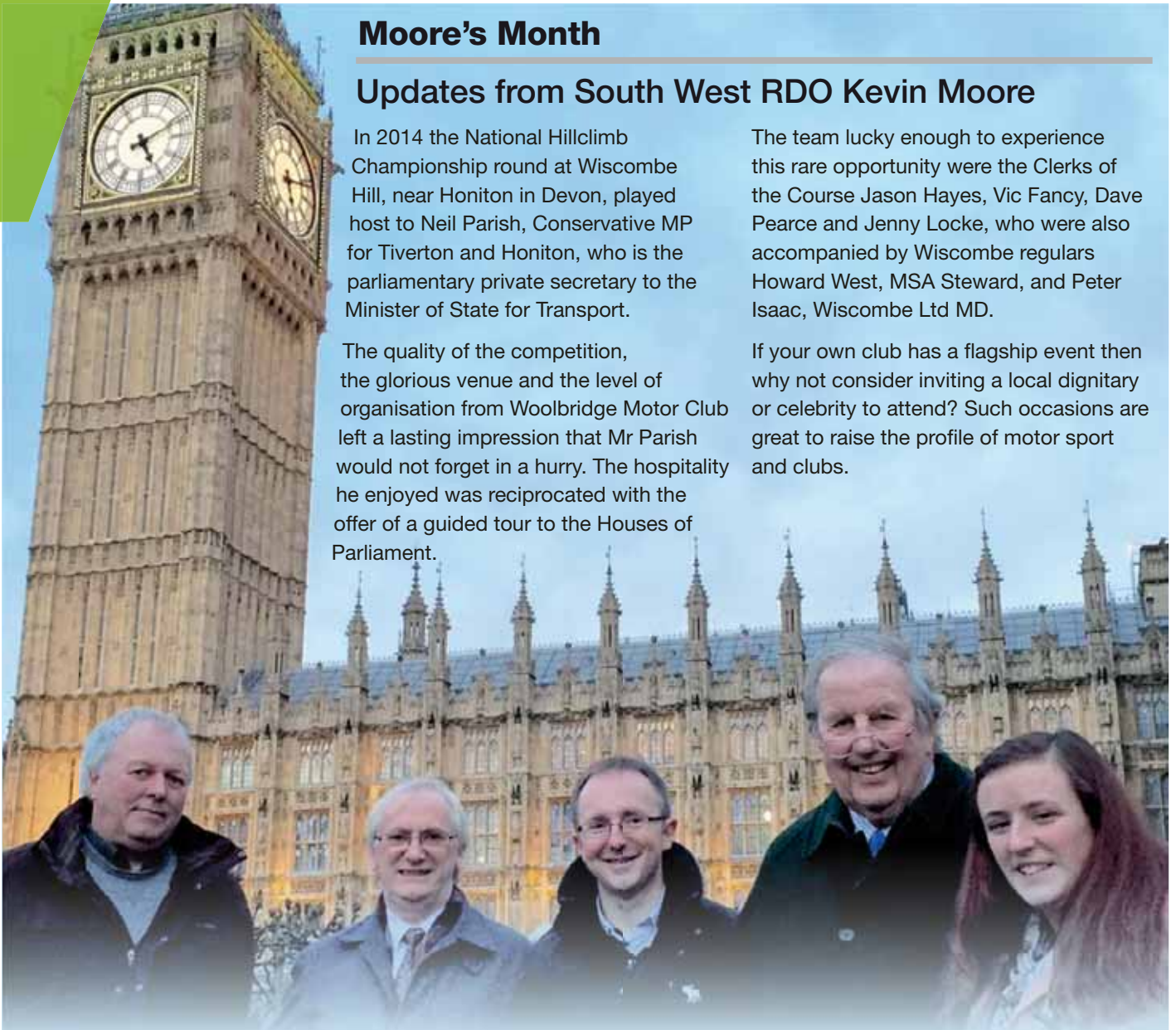
Updates from South West RDO Kevin Moore

In 2014 the National Hillclimb Championship round at Wiscombe Hill, near Honiton in Devon, played host to Neil Parish, Conservative MP for Tiverton and Honiton, who is the parliamentary private secretary to the Minister of State for Transport.

The quality of the competition, the glorious venue and the level of organisation from Woolbridge Motor Club left a lasting impression that Mr Parish would not forget in a hurry. The hospitality he enjoyed was reciprocated with the offer of a guided tour to the Houses of Parliament.

The team lucky enough to experience this rare opportunity were the Clerks of the Course Jason Hayes, Vic Fancy, Dave Pearce and Jenny Locke, who were also accompanied by Wiscombe regulars Howard West, MSA Steward, and Peter Isaac, Wiscombe Ltd MD.

If your own club has a flagship event then why not consider inviting a local dignitary or celebrity to attend? Such occasions are great to raise the profile of motor sport and clubs.



Get Involved - Sprinting

Following the theme of sports development, particularly in Sprint and Hillclimb, Shenstone Motor Club is organising a 'Sprint School' event on 4 May.

The aim is for people to learn about our sport and themselves, and most importantly to enjoy the experience. The instructors and other staff are all experienced competitors and are keen for others to get involved in this challenging yet rewarding and sociable branch of the sport.

The course is for anyone wanting to take that first step and is also well suited to those with competitive experience. For details visit www.curborough.com

Working together

Continuing my initiative of encouraging clubs to interact and work together, I was pleased to receive an invitation to an inter-club skittles evening.

Essentially this was between Burnham-on-Sea and Weston-super-Mare Motor Clubs. The evening was a great success, with a strong turnout. While chatting to the many club members it was good to sense such a great feeling of involvement and camaraderie. This sense of belonging associated with being a club member is something that I have felt is so often missing from modern-day clubs; it is this element that makes those such as owners' clubs so successful and is so easily forgotten.

RDO and King's Lynn DMC make school visit

A group of Norfolk students discovered club motor sport when Go Motorsport RDO Richard Egger visited Reepham High School and College with a pair of rally cars.

The event was organised by Ricky Hawkins, a Snetterton marshal who works at the school. "It was a really good way to see the wide varieties available in terms of getting involved in motor sport, whether as a competitor, working in the industry or as a volunteer – it's not all about the glitz and glamour," he said.

"It's been an interesting, fun day and I've learnt lots about how to get involved in the sport"

Richard delivered a Go Motorsport presentation and showed pupils round the Mini Cooper S and Suzuki Alto, kindly loaned by King's Lynn and District Motor Cub. Year 7 pupil Callum Bartrum said: "I've learnt that there's a great variety of roles in the motor sport industry. It's been an interesting, fun day and I've learnt lots about how to get involved in the sport."



COI give students rally opportunity

Circuit of Ireland rally organisers have once again joined forces with Belfast Metropolitan College to give motor vehicle students the opportunity to be Associate Scrutineers and Assistant Mechanics at this year's event on 2-4 April.

Belfast Met's Castlereagh Campus on Montgomery Road, East Belfast will play host to the Circuit's Scrutineering base, giving Level 3 Extended Diploma in Vehicle Technology and Diploma in Light Vehicle Maintenance students the chance to assist a highly experienced team of scrutineers,

headed up by George Kennedy and his deputy Gillian Magee. A number of students will also work alongside rally teams at the event's Titanic Quarter based Service Park. Northern Ireland's Go Motorsport RDO, Jonathan MacDonald, visited the college recently along with some Circuit of Ireland representatives, giving the students an opportunity to see a rally car 'in the metal' before the event gets underway. BBC also attended and a news piece was aired during the BBC Newsline 6.30pm coverage. The clip can be viewed online at [facebook.com/bbcnewsline](https://www.facebook.com/bbcnewsline).



Meet...

Jacqueline Campbell

Jacqueline is one of the civil servants behind the Scottish Government's Motorsport Event Safety Review, which published its final recommendations in January. She has since been seconded to the MSA to help roll out a programme of change to further enhance safety on UK stage rallies.



What's your professional background?

I've been a civil servant for about 20 years. In the Scottish civil service you get to move around and do lots of interesting things, so I was private secretary to a government minister and I've worked on legislation, alcohol and public health among other things before coming to motor sports.

What was the MESR and who else was part of it?

Everybody will know that in Scotland we recently had two very serious rally accidents. One person died on the 2013 Snowman Rally and when three people were also tragically killed on the 2014 Jim Clark Rally it became a huge issue in Scotland. The Scottish government immediately became

involved and government ministers visited the scene of the accident. Then there was a debate in the Scottish parliament and it was announced that there would be a review of safety at motor sport events.

When I took that on, part of the process was to establish an expert review group. We were very lucky to get a number of very experienced

“There are some big changes but it’s a vision that’s about carrying on a fantastic sport and setting the scene for the next 20 years”

individuals from a wide range of backgrounds, including Sir Jackie Stewart, Tom Purves representing the MSA and Robert Reid, who everyone will know as a world champion co-driver. We also had Jillian Shedden, who’s MD at Knockhill, plus Ron Cowan and Iain Campbell and representatives from other stakeholders such as the police and the health and safety executive.

– From the Government side Deputy Director Richard Foggo chaired the review group. Aside from Richard though it was great to have more women working in Motorsport – I worked with two other fantastic civil servants – Rona Tatler and Carol McKegney – and we reported to a female Cabinet Secretary and female First Minister!

How much did you already know about rallying and how did you gain a deeper understanding of the sport?

I used to follow F1 when Ayrton Senna was racing – my favourite driver was Elio de Angelis – but rallying was very



new to me, so I went straight down to Dumfries and Galloway and spent a weekend at the Scottish Rally. That was a great experience; I rode in a course car, spent time at Rally HQ and talked to the marshals. I repeated that experience a few times while working with the review group, and one of the most positive things I’ve discovered is the great community spirit within the sport.

How did the group work and how did it reach its final recommendations?

We were under pressure to deal with the issue fairly quickly, so we worked towards getting some interim recommendations out before last year’s Mull Rally, another closed-road event in Scotland. The group met monthly and in between meetings the members went to certain events. We also set up a website, which allowed us to hold a mini consultation. We managed to publish our interim recommendations in time for Mull and continued our work early January when the final recommendations were ready.

You’ve since been seconded to the MSA to help roll out the recommendations. How did that come about?

It all happened very quickly. I was actually ready to go to another civil service job and at the same time the MSA was thinking about how it would take forward what is a fairly substantial change and implementation programme around these recommendations, which the MSA has accepted. The MSA and the Scottish Government were liaising

very closely following publication of the review and in those discussions it was agreed between Richard Foggo and Rob Jones that it would be appropriate for me to be seconded to the MSA as part of its implementation process.

What will your secondment entail?

One of the things people will see is that I’ll be out and about meeting people and going to some club meetings, particularly in Scotland. I will also be working with Nicky Moffitt (the new safety delegate) at all the 2015 Scottish rallies. I’ll be making sure the links between the MSA and the clubs are strengthened and I’ll be starting to look at how communication with the clubs works as we take this programme forward. Of course one of the biggest tasks is ensuring that the 29 recommendations from the review group are implemented. I already know that there are great staff at the MSA who will be assisting with some of that.

Why is it important that the MSA embraces the MESR recommendations?

If the MSA hadn’t agreed to take forward these changes it’s doubtful whether rallying would have a serious future, because partners who work with the MSA, such as the Forestry Commission and Scottish Government, have to be confident that the sport can run as safely as possible. That’s been very well recognised by the MSA and by Rob Jones in particular, and the MSA is starting to articulate its vision for the sport’s future, with events that are safer for everyone – marshals, media and spectators. There are some big changes like mandatory licensing and training for marshals but it’s a vision that’s about carrying on a fantastic sport and setting the scene for the next 20 years.