

New Go Motorsport website

The Motor Sports Association (MSA) has boosted its Go Motorsport participation drive with a new GoMotorsport.net website, packed with information and contacts to help people get involved as competitors, volunteers and spectators.



The original Go Motorsport website was launched in 2008 as an information hub for people interested in getting involved in all areas of motor sport.

The new website, developed by MSO.net, expands on the original with fresh and updated content, all wrapped up in a slick new design and easy-to-navigate format.

The website features new pages about the cost of competing, how to get a competition licence, how motor sport can engage with schools and communities and the ways in which Go Motorsport can help local motor clubs. This adds to information on all of the major motor sport disciplines and volunteer roles, as well as FAQs, contacts, and the unique club and events search function.

Ben Taylor, MSA Director of Development and Communications, said: "Go Motorsport is about encouraging new people into our sport. This new site will help us to do that, by providing a much clearer message to people looking to get started for the first time.

"We have tried to answer the typical questions that are frequently asked of us: how much does it cost, can I use my road car, how old do I have to be, where do I start... We also need to open a dialogue with those people who are interested in our sport, so that we can tell them when there is something suitable going on in their area."

"The site will support the valuable work of the Regional Development Officers who are spreading the word on the ground and helping our clubs to attract new members."

Motor Sports Council

This week's meeting of the Motor Sports Council approved a number of new regulations, all of which will be detailed in full in the next edition of the MSA magazine and in the 2013 Year Book. In order to assist competitors further, a summary of some of the key issues is provided below, but it should be noted that the words published here are not the regulations themselves, carry no regulatory value and are intended for information purposes only.

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Motor Sports Council (from page 1)

Karting

For immediate implementation:

- U17.29.6 – When drivers are weighed, they will now be weighed together with their Personal Protective Equipment to address the issue of additional weight being concealed within protective equipment.
- U12.7-U12.7.3 – It is no longer permissible to run any kart engine in the pits or paddock area. Kart engines must only be run in specific areas designated by the organisers and then only for a maximum of 10 seconds.
- C2.3.1 – When a licensed timekeeper is not present, a time penalty cannot be applied but competitors can be moved back 5 places; where a licensed timekeeper is present, a time penalty or place penalty may be applied.
- The proposed changes to the karting championship structure which had previously been approved by Motor Sports Council have been postponed for a period of 12 months for implementation from 2014.

Race

- With effect from January 2013, all junior race formulae will run on treaded tyres, not slicks.
- Also from January 2013, the MSA will no longer grant waivers to allow 15 year old drivers in any single-seater championship. In line with FIA regulations, no driver under the age of 16 will be permitted to compete in single-seater racing.

Road Rallying

- R4.1.3 – It is advised that the 2m noise test should be used where it is practical to do so as it picks up more whole vehicle noise – the 0.5m test should continue to be used where the 2m test is impractical.
- R18.3.5 – Only 'H' shift pattern gearboxes are permitted in manual cars.
- R18.3.6 – The number and location of the driven wheels must remain as original to the model of car.

- R18.6.6 – For Road Rallies, Navigation Rallies and Targa Rallies held between 7am and 10pm, the regulations governing numbers and advertising are being slightly relaxed.

Following the consultation process and the extensive feedback received, a number of proposed regulations were not presented to Council and will be further considered by the relevant committees or working groups:

- Straight-cut gears
- Limiting engine capacity to that that was fitted to that model of vehicle by the manufacturer
- Consideration of forced induction engines
- Reducing noise levels
- Regulations concerning E-marking of tyres and outlawing tyres marked for Racing or Competition use. NB: The MSA reminds competitors of the legal requirement to ensure that tyres are fit for purpose under existing government legislation.

Special Tests

R10.6.6 – With immediate effect, passengers may not be carried in the rear seats of open cars.

Targa Rally

Approval was given to a new type of rallying – Targa Rally – a schedule timed rally where the principal competition comprises the competitor's performance on Special Tests. Targa Rallies must not include any Standard Sections, but Regularity Sections may be included.

Historics

R19.5.4 – In exceptional circumstance, the MSA may grant written dispensation to use non-original parts, provided that their use does not confer an advantage in either reliability or performance.

R49.4 – Council gave approval to all event organisers to permit cars running to FIA Appendix K regulations.

Cross-country

P11.3.2 – Competitive Safaris with an average speed in excess of 30mph shall be referred to as 'Safari Plus' in

order to allow increased performance for some competitors without having to create onerous safety requirements for those competitors in events with a lower average speed.

Pump Fuel

The MSA has withdrawn 'Super Unleaded' from the definition of 'Pump Fuel', however there is no impact on competitors as, in the realignment of MSA specifications, it is only the maximum MON and RON values that are relevant and under British Standards these figures are the same for both Unleaded and Super Unleaded.

Lifing

Motor Sports Council considered the issue of lifing of seats in Stage Rallying and has agreed to extend for a further 12 months (to the end of 2013) Regulation 48.10.6.1 in the current 2012 Blue Book. This means that, for any vehicle issued with an MSA Competition Car Log Book prior to 1st January 2009, all seats must have previously been FIA Homologated (even if that homologation has subsequently been withdrawn for whatever reason), and must have the appropriate seat mountings in accordance with R48.10.6. This extension has been allowed to allow for further testing and research which Council feels is required to make an informed decision, and in recognition of competitors' requirements to make plans for 2013.

Track limits

The Motor Sports Council received a proposal from Race Committee regarding the subject of track limits and their enforcement in circuit racing. While agreeing in principle with Race Committee's desire to keep drivers within the white lines of the circuit, it was the view of Council that the proposals before them needed further consideration and Race Committee will be asked to make a further submission at the next meeting.

Super One to promote MSA British Kart Championships

Super One Series Ltd has won a tender process to promote the MSA British Kart, Junior Kart and Cadet Kart Championships for five years from 1 January 2013.

Super One will also run the new MSA National Comer Cadet Kart Championship for three years from 1 January 2013, although this championship will not be part of the same package as the three British titles.

"Super One is delighted not only to continue running the MSA British Kart and Junior Kart Championships but also to be entrusted with the MSA British Cadet Kart and National Comer Cadet Kart Championships from 2013," said Super One boss John Hoyle. "We are excited for the future, with new plans for cost control and even more support for competitors, who we believe will also benefit from a single promoter."

Rob Jones, MSA General Secretary and Kart Committee Chairman, added: "The MSA would like to take this opportunity to express its sincere gratitude and appreciation to Carolynn Hoy and Formula Kart Stars for their great work over the years in building up the MSA British Cadet Kart Championship."

Wales Rally GB just a week away

There is less than one week to go before Wales Rally GB kicks off with a ceremonial start in Llandudno, marking the 80th anniversary of the first Rally of Great Britain.

The promenade will feature a display of iconic rally cars such as Stig Bomqvist's 1982 Talbot Sunbeam Lotus, Kenneth Eriksson's 1986 Lancia Delta S4 and Colin McRae's 2001 Ford Focus WRC.

The start follows a Qualifying Stage at Likes Landrover Walters Arena on Wednesday. The rally then moves down to the classic Dyfnant, Hafren and Myherin tests on Friday, before taking in the Epynt military range and Celtic Manor Resort on Saturday before service in Cardiff, which is free to the public. On the final day the crews will visit Port Talbot, Rheola and Likes Land Rover Walters Arena before the official finishing ceremony in Cardiff Bay.

The postal cut-off for tickets has now passed but they can still be ordered and collected from Llandudno or Cardiff or bought on the day at each special stage.

MSA revises marshal Buddy scheme

Volunteer Officials may have noticed that the recently issued MSA Marshals Registration application forms no longer include the MSA Buddy grade. This is because the Training Working Group (TWG) carried out a review of the grade and concluded that while it still has merit, the mentoring of new or inexperienced marshals is best achieved at club level and does not require MSA registration.

While new applications are no longer possible, those already holding the Buddy grade will retain it on their registration card.

The MSA thanks all those who have carried out this role in the past and hope that they will continue to do so in the future. Training modules relating to the Buddy role can still be obtained and delivered by MSA Trainers if anyone so wishes.



NMW 2013 dates confirmed

National Motorsport Week will run from 29 June to 7 July, once again celebrating the sport with a range of high-profile and grass roots events.

This year's NMW, organised by the MSA and Motorsport Industry Association (MIA), shone a spotlight on British motor sport this summer. David Coulthard acted as an ambassador during numerous media appearances, while F1 teams offered signed components and the chance for members of the public to experience being part of the team. Meanwhile WRC squad M-Sport opened its doors for an exclusive tour, and motor clubs across the country ran novice taster days and other such events.

"When we re-launched National Motorsport Week last year we were delighted to receive widespread support from across the motor sport community, from all UK-based F1 teams right down to the grass roots through our registered clubs," said MSA Chief Executive Colin Hilton.

"This year's initiative built on that success with even greater media coverage, thanks to the likes of David Coulthard and Nick Fry lending their support as ambassadors. The challenge now is to keep the momentum going and make next year's celebration better still, so I would urge all motor clubs to pencil the date into their diaries and get behind us by organising an event in support of NMW 2013."

New Radio Coordinator in NI

The MSA is pleased to announce the appointment of Nigel Hughes as Radio Coordinator in Northern Ireland.

Hughes has been an MSA Steward for the last 12 years and has previously been Clerk of the Course on the Craigantlet Hillclimb. He was also Clerk of the Course of the Circuit of Ireland Rally until 2009, when he became chairman of the Ulster Automobile Club.



Exclusive magazine offer for MSA members

The MSA has teamed up with *Racecar Engineering* to offer members a free three-issue trial subscription to the digital version of the magazine.

“With each 100-page issue, *Racecar Engineering* brings you the very latest insight into the constantly evolving world of motor sport and gives a full round-up of the latest

results, happenings and breakthroughs in innovation, with expert commentary and in-depth analysis,” said Editor Andrew Cotton.

“MSA members can now claim the next three issues of *Racecar Engineering* in digital format absolutely free on their computer, tablet device or smartphone. This offer is usually valued at over £10 but for a limited time only you can claim your three issues on us.”

To claim your free digital issues visit www.racecar-engineering.com/msa-free

MSA taking action on EC roadworthiness proposal

There has been much discussion recently among the motor sport community regarding an EC proposal that could potentially lead to MOT-style tests for trailers and make non-standard vehicle modifications illegal if realised.

The proposals are detailed in an EC document on ‘periodic roadworthiness tests for motor vehicles and their trailers’. The full document can be viewed by clicking here: <http://ec.europa.eu/transport/doc/roadworthiness-package/com%282012%29380.pdf>

The MSA has been in contact with the Department for Transport (DfT) regarding this issue. A number of other governing bodies have raised similar concerns and the DfT as a result asked all interested parties to complete a survey on the proposals. It is anticipated that this will assist the department in formulating a UK response to these proposals, which the MSA has objected to in the strongest possible terms.

Given the potentially catastrophic impact of these proposals on the sport, it would be helpful for members to write to their local MP specifically on this subject and lodge their objections to the document.

In addition an online petition has been launched independently of the MSA which can be found by clicking here: <http://epetitions.direct.gov.uk/petitions/37784>.

MSA heads to Africa for FIA Institute workshop

The MSA was represented at the recent FIA Institute Outreach Workshop held in Mauritius, which was aimed at promoting the development of motor sport across all FIA-affiliated countries in Africa by providing grant aid resources from the FIA Motor Sport Safety Development Fund.

Presentations by Sandy Yannick, Secretary General of the Madagascan ASN, and Steve Harding of Motorsport South Africa, highlighted the success of their work over the last 12 months with support from the MSA as one of the FIA Institute’s two founding Regional Training Providers.

MSA Director of Training, Allan Dean-Lewis MBE, said: “It was very rewarding to hear two of the African countries we have engaged with praise the way in which we assisted. With our trainers delivering in Kenya later this month it is encouraging to see the regard in which the MSA is held across the world, particularly in the field of Officials Training, and I am very appreciative of the great team I have working around me to help deliver this programme.”



Entries open for Renault/MSA awards

The MSA is inviting submissions for the 2012 Renault MSA Young Motor Sport Journalist and Photographer of the Year awards.

Established in 2002 with support from Renault UK Limited, the awards are designed to recognise and encourage the new generation of motor sport reporters and photographers working within UK motor sport.

A panel of recognised experts from the sport and the media will consider the applications. Each winner will receive a trophy and a cheque for £1000 at the MSA’s Night of Champions ceremony (pictured) at the Royal Automobile Club in January. In addition the winning photographer’s images will be framed and hung at Motor Sports House and will appear in MSA magazine.

Jeremy Townsend, Renault UK Communications Director, said: “Renault UK has a great history of supporting young motor sport talent, both on and off the track. We are proud that we have now sponsored the MSA Young Motor Sport Journalist and Photographer of the Year awards for a decade, during which they have unearthed new talent, rewarded more established names and provided a real career boost for the sport’s top young media prospects.”

Candidates must have been aged 25 or under on 1 January 2011 and be able to demonstrate published work involving domestic UK motor sport. They can work in local, regional, specialist or electronic media and are required to submit a minimum of three published articles or photographs from the UK media this year.

Application forms are available by email from media@msauk.org and entries must be sent to the MSA by 1 November 2012.



Ron Smith receives top MSA award

The MSA has awarded its Lifetime Achievement award to Ron Smith, in recognition of his outstanding contribution to the sport over the last six decades.

MSA Chairman Alan Gow presented the accolade during a meeting of the MSA Board at Motor Sports House.

Ron became an RAC Steward in 1952 and has since worked on numerous RAC, MSA and FIA Committees, Sub-Committees, Panels and the Motor Sports Council.

Fondly referred to by many as "Father", he has helped a host of people in motor sport, not least Patsy Burt whose car he managed when she became an MSA British Champion. She later became his wife.

"Ron has done so much for so many years, and is so highly regarded by so many in the sport, that he was an obvious candidate to be selected for the prestigious MSA Lifetime Achievement Award," said Gow.

Free MotoExpo tickets for MSA members

Organisers of the new Qualcomm Halo Sustainable MotoExpo in Cheltenham (8-9 September) are offering a limited number of complimentary tickets to the Theatre Zone for MSA members.

The event will feature a display of low carbon vehicles, as well as talks, debates and workshops at Cheltenham Town Hall and in The Chamber, Municipal Offices, featuring speakers including the Rt Hon Vince Cable MP, Secretary of State for Business, Innovation and Skills, and Iain Gray, CEO of The Technology Strategy Board.

Meanwhile MP Martin Horwood will be taking part in a Question Time-style debate on green motor sport. "I'm supporting the expo because it will highlight the importance of sustainability in personal transport and show that electric and low-carbon vehicles can be sexy too!" he said.

To apply for your complimentary Theatre Zone tickets (the Education Zone and Paddock are free admission), email tickets@cheltenhammotorsports.com with 'MSA Complimentary Tickets' in the subject line. The tickets will be allocated on a first-come-first-served basis.

For more information visit www.cheltenhammotorsports.com

MSA launched online marshal renewals

The new online renewal function for MSA marshal registration has received strong take-up since launching last week.

"Around half of marshals applying for renewal of their MSA registration have opted to use the new online service so far, which is strong but still leaves plenty of room for improvement," said Allan Dean-Lewis MBE, MSA Director of Training and Education. "The online system is more convenient and means that we are bringing the same benefits to our volunteers as we do to competitors."

To renew your MSA marshal's registration online, please click here: <http://www.msauk.org/custom/asp/splash/officials.asp?chapter=194>



ASI tickets now on sale

Trade tickets are now on sale for Europe's largest motorsport trade show, Autosport International, which takes place at Birmingham's National Exhibition Centre (NEC) from 10-13 January.

Exhibitors confirmed to date include suspension experts Eibach, high-performance transmission producer Quaife Engineering and temperature coatings expert Zicotec. "We pride ourselves on the important position that Autosport International now holds within the motorsport industry, attracting the biggest and most influential names to the show," said Autosport International Show Director, Ian France.

Tickets cost £26, with discounts available for group bookings. MSA members are entitled to a £5 discount: simply quote M13A when buying.

For more information visit www.autosportinternational.com

GoMo road show continues with ANWCC

The next Go Motorsport club development evenings will be promoted by the Association of North Western Car Clubs and once again delivered by the MSA's Club Development Officer Richard Egger.

The first event will be hosted by Stockport 061 Motor Club at High Lane Conservative Club on 25 September, while Chester Motor Club will host the second at Airbus UK Sports & Social Club, Broughton on 7 November. Both evenings will start at 8pm, providing an open forum for club representatives to discuss ways to promote their activities and increase memberships.

The evenings are open to representatives of MSA-registered clubs that are members of the ANWCC or neighbouring Regional Associations. For more information or to register your attendance, visit www.anwcc.org



Academy drivers sweep FRenault NEC

Drivers from three different tiers of the MSA Academy locked out the podium after the opening Formula Renault North European race at Most in the Czech Republic last weekend.



Team UK's Josh Hill took the centre step after a lights-to-flag performance, with the Development Squad's Josh King second and MSA Apprentice Jake Dennis –

backed by the Racing Steps Foundation – third. They also hold the top three places in the championship standings, with Dennis currently leading the way from King and Hill.

"This is the first time that three drivers from across the MSA Academy have stood together on an international championship podium and monopolised the title race," said MSA Academy Coordinator Greg Symes. "This is testament to the success of the Academy in identifying the UK's most promising young drivers and giving them the support they need to make the most of their potential."

PMCs programme continues apace

The MSA's coaching team has enjoyed a busy month introducing young drivers in some of the UK's top championships to the concepts of sports science and human performance explored further up the MSA Academy.

Bradley Ellis and Elliot Chalifour kicked off the month's Performance Master Classes - supported by RSF - at Nutts Corner in Northern Ireland, where they delivered a Level 1 session and 100%ME anti-doping workshop to Formula Kart Stars competitors.

Tom Onslow-Cole, Duncan Tappy and the Porsche Performance Centre's Chris Chamberlain continued with a Level 2 delivery to the Formula Renault BRAC field at Donington Park, while Adam Gould & James Wozencroft visited Junior 1000 Rally drivers at Glan y Gors for a Level 1 programme.

Next up is the Formula Ford meeting at Silverstone this weekend with Onslow-Cole, Chalifour and Andy Meyrick. Meanwhile at the end of the month (29-30 September) Onslow-Cole and Wozencroft will deliver Level 2 to InterSteps competitors at Croft.



Another win for Evans as MacCrone takes podium

Elfn Evans took a step towards the WRC Academy title with his third straight victory of the season on the ADAC Rallye Deutschland.



"I'm very happy," said the 24-year-old Evans, who is also the joint leader of the MSA British Rally Championship with one round remaining. "We had a difficult to find a rhythm and the set-up

of the car so it took a while to get that going. We were lucky with a couple of moments but we got our heads together, did a solid job and built on our advantage from then on."

Meanwhile Evans' national squad team-mate John MacCrone took his maiden WRC Academy podium in Germany with third place. "I won the first two stages so was leading after SS4 but unfortunately hit the Armco on SS4 and picked up some damage," said MacCrone. "I then had a puncture on the second day, which cost even more time, so it's a case of what might have been. But it's still a podium and the positive is that I showed leading pace, which I'll aim to carry to the next round in France."

More silverware for Webster

Josh Webster continued his Formula Renault BRAC title challenge with victory last time out at Donington Park.

Webster's lights-to-flag victory in race one was his fourth win in a row and moved him to within a point of the series lead. However, his success was countered by mechanical issues in races two and three, finishing fourth and sixth respectively.



"The weekend started really well, we looked set to be top three in every race and winning the first one got things going in the right direction," said the 18-year-old. "It's

not good for the championship that we've had two less strong results but we need to stay positive and come back fighting at Silverstone where anything can happen."

TECHNICAL / REGULATIONS

Kart helmets

Kart competitors are reminded that from 1 January 2013 all under-15s will be required to use a Snell-FIA CMR2007 or CMS2007 standard helmet at MSA-permitted kart events.

Environmental spill kits

The MSA wishes to remind competitors of the definition of an Environmental Spill Kit, as stated in section (B) of the Competitors' and Officials Yearbook: *"For use in managing spills of automotive fluids, lubricating oils, fluids, gasoline, coolant additives, hydraulic oil etc..."*.

Some competitors are reported to have produced bags of sawdust, nappies and other similar products, claiming them to be Spill Kits. Such items do not meet the regulatory requirement. Purpose-made kits that meet the regulations are available from most motor sport equipment retailers and many specialist suppliers.

Frontal Head Restraints

There have been reports of competitors placing the yoke of their HANS device on top of their harness straps. The device will not work unless it is sandwiched between the shoulder straps and the upper-torso, with the shoulder straps tight. The HANS should also fit the wearer well.



Steering column couplings

Competitors are urged to take note of the image, which shows a steering column universal joint (UJ) coupling that failed as a result of the front wheel receiving a significant impact during an incident. The UJ is not forged (as is commonplace) but is formed from steel

plate. It is significant that the spline in the UJ is only 50 per cent of the depth of the spline on the rack-pinion shaft. It seems likely that the factors resulting in the failure include: inadequate depth of spline in the UJ; a possible material issue in the UJ; and the possibility that clamp was not correctly tightened.

Wet-weather karting boots

A scrutineer has contacted the MSA regarding wet weather karting boots, the concern being that competitors were using only the outer part of the boot, which does not offer suitable ankle protection as required by (U)13.3.

The MSA contacted the manufacturer in question, MIR Raceline, which replied: *"To follow your request I can confirm that this product is suitable for Karting and is used extensively at CIK races around the world. We must advise you that for safety purposes, we recommend that the shoes must be used in conjunction with the socks included to give two layers of protection."*

Taking into account the manufacturer's recommendation, the MSA can confirm that whenever the product is used both the inner and outer part must be worn. Anything less than this is not considered to offer the appropriate level of protection and would not pass scrutineering.

Gymkhanas

The Competitions and Clubs Department is concerned that there are some misunderstandings of what a Gymkhana is.

A Gymkhana is not an Autotest or a Rally Special Test. It is a type of event involving a series of fun activities or games, such as balancing items on a car, or throwing and catching footballs etc. A Gymkhana permit will not cover an event where the tests are solely determined by the speed and skill, such as with an Autotest.

The full definition of a Gymkhana can be found on page 55 of the 2012 Blue Book. If you are unsure whether your Gymkhana complies, please email competitionsandclubs@msauk.org

Kart rear axle failures

Over the last couple of years the MSA has published numerous articles regarding kart rear axle failures. Within the last month the MSA Technical Department has received a further three reports of such failures from scrutineers. One of the most common failures is for the axle to break at the keyway. Others include failure at the end of a nylon insert, and where the grub screws for sprocket or brake disc carriers have been tightened many times around the entire circumference of the axle, creating a weak point.

Please ensure that you keep a close eye on the condition of your rear axles, and replace them if you spot anything of concern.



While on the topic of kart rear axles, the image shows an example that was rejected at scrutineering due to the fact that it has an additional section welded on to the end. Scrutineers have been instructed to ask competitors to change any axles that have been modified in such a way as to contravene the regulations.

Regulations for consultation

Regulations changes proposed by the Executive Committee and Kart Committee are now available online for consultation. To view the action sheets detailing the proposed amendments, please visit www.msauk.org/regulations

CHAMPIONSHIPS UPDATE

btcc.net



Dunlop MSA British Touring Car Championship

Rob Collard took a pair of race wins in the last meeting at Knockhill, with Dave Newsham also winning a race in front of his home crowd.

Provisional championship standings

- 1 Matt Neal – 287 points
- 2 Gordon Shedden – 277
- 3 Jason Plato – 251

Jakob Ebevy Photography



MSA British Rally Championship

Keith Cronin took his third win of the season on the Todds Leap International Rally NI and shares the championship lead with Team UK's Elfyn Evans.

Provisional championship standings

- 1 Elfyn Evans – 78 points
- = Keith Cronin – 78
- 3 Tom Cave – 74

fmpr.com



Kololi Beach Club MSA British Historic Rally Championship

Julian Reynolds and co-driver Patrick Walsh won the Todds Leap Ulster Historic Rally after overhauling Tomas and Eurig Davies on the final stage.

Provisional championship standings

- 1 Julian Reynolds – 186 points
- 2 Dessie Nutt – 162
- 3 Nick Elliott – 150

RallycrossUK.com



Monster Energy MSA British Rallycross Championship

Championship returnee Liam Doran was victorious at Lydden Hill, leading home his father Pat and championship leader Julian Godfrey.

Provisional championship standings

- 1 Julian Godfrey – 82 points
- 2 Pat Doran – 78
- 3 Ollie O'Donovan – 47

Nick Purdie



MSA British Superkart Championship

Paul Platt sealed the 2012 MSA British Long Circuit Kart Championship title at Thruxton, where Louis Wall scored a double race victory.

Provisional championship standings

- 1 Paul Platt – 339 points (CHAMPION)
- 2 Louis Wall – 297
- 3 Ben Davis – 283

Chris Walker - Kartpix.net



Edgar's Hyundai MSA British Kart Championship

Ben Barnicoat and Jack Barlow were both winners last time out at Clay Pigeon, with Barnicoat maintaining his championship lead.

Provisional championship standings

- 1 Ben Barnicoat – 561 points
- 2 Mark Litchfield – 550
- 3 Jack Barlow – 544

Chris Walker - Kartpix.net



Edgar's Hyundai MSA British Junior Kart Championship

Alex Gill and Nathan Aston shared the wins at Clay Pigeon. Gill and George Russell are now only a few points apart after dropped scores.

Provisional championship standings

- 1 Alex Gill – 576 points
- 2 George Russell – 520
- 3 Nathan Aston – 495

Chris Walker - Kartpix.net



MSA British Cadet Kart Championship

Title protagonists Enaam Ahmed and Dean Macdonald were both winners at Nutts Corner, with the latter maintaining his championship lead.

Provisional championship standings

- 1 Dean Macdonald – 1560 points
- 2 Enaam Ahmed – 1516
- 3 Josh Smith – 1490

CHAMPIONSHIPS UPDATE

Eddie Walder



Avon Tyres MSA British Hill Climb Championship

Championship leader Trevor Willis won the first run-off at Prescott, with Jos Goodyear victorious in a rain-affected second encounter.

Provisional championship standings
 1 Trevor Willis – 259 points
 2 Scott Moran – 221
 3 Jos Goodyear – 186

Nic Ayre



Link Up Ltd MSA British Autotest Championship

Mark King took victory in the Loughborough Autotest to secure third place in the standings behind Richard Pinkney and champion Steven Ferguson.

Final championship standings (provisional)
 1 Steven Ferguson – 179 points (CHAMPION)
 2 Richard Pinkney – 176
 3 Mark King – 163

Paul Cherry



Britcar MSA British Endurance Championship

Mike Simpson sealed victory at Snetterton for the works development Team LNT Ginetta G55, co-driven by marque boss Lawrence Tomlinson.

Provisional championship standings
 1 Adams/Green/Byford – 215 points
 1 Morcillo/Cintrano/White – 210
 3 O'Neill/Huggins/Head/Fiorentino/Wyatt/Wilson/Harrison – 207

Steve Gregg



SWISHER MSA English Rally Championship

Julian Wilkes and co-driver Will Rutherford sealed the championship crown with their fifth maximum points haul of the season on the Woodpecker Rally.

Provisional championship standings
 1 Julian Wilkes – 125 points (CHAMPION)
 2 Mick Smith – 103
 3 Neil Matthews – 99

LindsayPhotoSport



MSA Scottish Rally Championship

David Bogie won the Ian Broll Merrick Stages to become the first driver to win four successive MSA Scottish Rally Championship titles.

Provisional championship standings
 1 David Bogie – 178 points (CHAMPION)
 2 Mike Faulkner – 165
 3 Euan Thorburn – 142

kpbphotography.co.uk



Pirelli MSA Welsh Rally Championship

Roger Chilman led from start to finish on the Woodpecker Stages but Matt Edwards did enough to secure the championship title.

Provisional championship standings
 1 Matt Edwards – 132 points (CHAMPION)
 2 Tom Naughton – 117
 3 Bob Ceen – 116



Carryduff Forklift MSA Northern Ireland Rally Championship

Frank Kelly and co-driver Russell Harold beat Camillus Bradley and Crawford Henderson to victory on the Ulster National Rally.

Provisional championship standings
 1 Derek McGarrity – 57 points
 2 Derek McGeehan – 46
 3 Drew Stewart – 44

John Kendrick



REIS Get Connected MSA Asphalt Rally Championship

Damian Cole sealed his third REIS Get Connected MSA Asphalt Rally Championship crown after winning the Eventsigns Mewla Rally.

Provisional championship standings
 1 Damian Cole – 117 points (CHAMPION)
 2 Steve Simpson – 101
 3 Melvyn Evans – 75

MEET...

Cross Country Committee Chairman **Chris Tomley**

This month Chris Tomley considers the crossover between Cross Country and Rallying and discusses tyres, his committee and the importance of stable regulations.



How did you get into motor sport?

It was back in 1984, when I read in one of the off-road magazines a letter from Dave Mitchell, who was involved with Land Rover clubs in North Wales, who was looking for anybody with a Land Rover and a winch to get involved in rally recovery. So I started doing that sort of thing, and after a while I became the secretary for the newly formed Range Rover Register, a position I held for six years.

Following on from that I was asked to be secretary of the Hill Rally Club, which was formed in 1991 to resurrect the Hill Rallies previously run in the '70s. Then in '94 I joined the Off Road Committee, as it was then known, under the chairmanship of Jim Molay. We eventually changed the name from Off Road to Cross Country to align with the FIA's nomenclature, as the FIA definition of Off Road is completely different to ours.

Sometime around the turn of the century a friend of mine successfully tendered for the MSA British Off Road Championship, so my wife and I became involved in helping him on the secretarial side. We retired from the club that was running the championship in 2008. My local club then needed somebody else to clerk the Mid Wales Stages, so that was an ideal opportunity for me to pick it up as it's a great event and a favourite among the rally community. I still hold that position, presiding over a young team; I'm probably the only over-40, which is good as it's normally old buggers like me running things!

Who do you have on the committee at the moment?

First of all we're very lucky we've got an MSA Executive, Ian Davis, who's a Land Rover club member and a club competitor, so he knows exactly where

we're coming from. On the committee itself we've got Roger Reed from Aberdeen, who represents Regional Committee and is one of the senior figures among the Scottish motor sport fraternity. We've got Dave Barker, who's a Land Rover club member from Yorkshire and a member of the press through various Land Rover magazines. There's Andrew Flanders, another Land Rover club member who's a scrutineer as well as a competitor. Karl Reilly is an active competitor and club member from London, while Ian Stuart from Edinburgh is a Clerk of the Course on the Scottish Hill Rally and Borders Hill Rally, and an experienced competitor and organiser. We've got Steve Mitchell from the All-Wheel Drive Club, and we've got Ian Culbert, who's the first representative we've had from across the water in Northern Ireland. The newest member is Dan Evans, who manufacturers roll bars and has competed in all sorts of Cross Country events both in the UK and abroad.

Cross Country rules are quite stable; is that the committee's intention?

Absolutely. We try to make sure we don't make rules for the sake of it and there must be a good reason for any changes that we do make. I think that goes for any committee. We want the regulations to provide a level playing field for competitors and to ensure safety as best we can, but we also want them to be stable and simple, too. For example there used to be about five different Cross Country regulations regarding roll bars, which we reduced to just one.

The committee has been at the forefront of tyre restriction. Why is that?

We introduced controls for 'aggressive' tyres before any of the other committees.

We have to recognise that the sport must behave in a responsible manner if we want to continue. Whether it's land owners or the Forestry Commission, the simple fact is that nobody wants their field churned up, looking like it's been ploughed, which is what can happen with aggressive tread patterns.

Is it the same situation in rallying?

I think 'responsibility' is important for every discipline of the sport. Whether it's less aggressive tyres or a restriction on the number of tyres you can use, the challenge is getting people to appreciate that they can still have fun and take a responsible attitude to it. Many of the costs of rallying are related to damage that is done to the roads, so limiting that through control of tyres can keep things in check.

Are there many similarities between Cross Country and Rallying?

Hill Rallies and Competitive Safaris certainly have some commonalities with Rallying, but Cross Country is a very broad discipline with many branches. Some, like winch recoveries and trials, are nothing like rallying because they're more about low-speed skill than high-speed car control.

How easy is it to get involved in Cross Country?

It's probably one of the most easily accessible disciplines. For some events you can just turn up with a showroom vehicle, join the organising club on the day and compete. You could do a Tyro Trial, for example, with nothing more than club membership. Some clubs are also now running Taster Events, for which you don't even need to be a club member, so the cost of competing can be really minimal.