



MSA lines up Portland for closed roads brief and calls for supportive local authorities

The MSA is set to appoint leading public affairs agency Portland to bolster its campaign to facilitate closed road motor sport in mainland Britain.

The campaign is seeking a change to the law that will empower local authorities to close a road temporarily in order to facilitate motor sport events on the public highway, without needing a costly Act of Parliament to suspend the Road Traffic Act.

The Portland team will assist the MSA with a strategy of grassroots campaigning combined with a targeted Westminster and media effort to deliver a change in the law.

"Portland will assist the MSA in mobilising the resources and support that we have within the motor sport community in order to demonstrate, not only to government but also to other important groups, that this would be of great benefit to local communities in terms of tourism, economic prosperity and civic pride, at no cost to the public purse," said Colin Hilton, MSA Chief Executive.

"We are grateful to the team at Bell Pottinger Public Affairs for their valuable work on the MSA's Public Affairs campaign over the past four years, which has resulted in a significant raising of motor sport's profile within Westminster."

Research commissioned by the MSA and conducted by the Sport Industry Research Centre at Sheffield Hallam University has shown that a closed road motor sport event could generate up to £1 million for the hosting community.

"We are working closely with the officials at the Department for Transport," continued Hilton. "They are currently undertaking the necessary pre-consultation work and we are currently hopeful that a public consultation will be held in the Spring of next year."

"We are particularly keen to identify any local authorities that have already expressed an interest in hosting an event on closed roads, so if clubs or individuals have these relationships it would be very helpful if they could pass the details to the MSA by emailing: media@msauk.org."

OCTOBER 2012

General News

MSA Academy

Team UK

Technical & Regulations

Championships Update

Profile

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Nick Purdie



BSA & BSRC win Superkart contracts

The British Superkart Association (BSA) and British Superkart Racing Club (BSRC) have won a tender process to promote the MSA British Superkart Championship and MSA British Superkart Grand Prix respectively.

The BSA and its member club the BSRC have successfully promoted the championship and GP for several years and will now continue to perform this role for a further five years from 1 January 2013.

"We are delighted that the MSA has chosen the BSA to continue running the MSA British Superkart Championship," said Rob Willshire, BSA Chairman. "The Superkart discipline now has a stable platform for the next five years, and we look forward to using that platform to develop the sport and the championship."

Ian Rushforth, Competition Manager for the British Superkart Racing Club, added: "As the lead club in the BSA we are immensely proud to be given the opportunity of promoting the MSA British Superkart GP for a further five years. With over 30 years under its belt the event is without doubt one of the sport's great occasions and we look forward to even greater success going forward."

Sid Watkins, 1928-2012

MSA Chief Executive Colin Hilton paid tribute to Professor Sid Watkins OBE last month after the legendary F1 doctor passed away at the age of 84.

"With the work that he undertook over the past 50 years, it is quite possible that Sid Watkins has had a greater impact on modern day motor sport than any other person," said Hilton. "Every driver in the sport owes Sid an enormous debt of gratitude for the safety advances that he introduced in Formula One and latterly through the FIA Institute that have made their way down throughout the rest of the sport."

"Sid began his involvement in UK motor sport as a member of the Royal Automobile Club's Motor Racing Medical Panel. In 1997 he was awarded the Prince Michael Centenary Award of Merit for his services to the sport and has always remained an honorary member of the MSA Medical Panel."

"Yet as well as being extremely knowledgeable and dedicated, Sid was also incredibly entertaining and engaging, something he demonstrated every year at the Watkins Lecture. He will be sorely missed."

APPLICATION FOR MOTOR SPORTS ASSOCIATION MARSHAL REGISTRATION **2013** MSA

This application can be used for first time Marshal grades. Upgrades, Additions and for changes to contact details. If you have any questions, or need help filling in this form please call our Licensing Department on 01753 765000.

Please type your answers or write in BLOCK CAPITALS (MSA Registration Number (if known))

Section 1 – Your personal details

First Name(s):

Surname:

Address and Postcode:

E-mail Address:

Telephone Numbers:

Date of Birth: Male ☐ Female ☐

Section 2 – Your Registration Grade

	Race Marshal	Specialist	Speed Marshal	Kart Marshal	Rally / Cross Country Marshal
Cadet Marshal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trainee Marshal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marshal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Experienced Marshal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flag Marshal	<input type="checkbox"/>	-	-	-	-
Incident Officer*	<input type="checkbox"/>	-	-	-	-
Post Chief/Senior Marshal (Rally)	<input type="checkbox"/>	-	-	-	-
Examining Grade/Event Official (Rally)**	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Only applicable at a limited number of venues
**Approval also required by the Volunteer Officials Advisory Panel for these grades

Section 3 – Club endorsement

Marshals' registration

In line with the revised marshals' registration process, which includes an online renewal facility for 2013, all applicants – whether first-time or renewing by post – must use the new registration form, which is available from the MSA website by clicking here: http://www.msauk.org/uploadedfiles/msa_forms/2013_Marshal_Reg_Form.pdf

Please kindly note that any older versions of the form will not be accepted by the MSA Licensing Department and will be returned to the applicant.



Racecar Engineering offer still valid

Racecar Engineering is still offering MSA members a free three-issue subscription to the digital version of the magazine.

"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," said Editor Andrew Cotton.

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



Bognor MC raises thousands for charity

Bognor Regis Motor Club's second annual classic car tour and picnic (TAP) has raised £4,000 for Sussex Air Ambulance.

Seventy-eight cars, including a 1927 Austin Seven and 1927 Alvis 12/50SD, toured the Sussex and Surrey countryside, with a large proportion of the event's profits being donated. A raffle was also held, raising £1,100.

"We are thrilled to raise such a large sum for such a great cause," said Clerk of the Course Ali Green. "This would not have been possible without sponsorship from all of our supporters and prize providers. On top of that we have to thank our wonderful team of voluntary marshals and the fantastic participants who all entered the event with such enthusiasm and gave so readily."

Final call for journalist and photographer award entries

Aspiring young motor sport writers and snappers have until 1 November to submit their entries for the 2012 Renault MSA Young Motor Sport Journalist and Photographer of the Year Awards.

Each winner will receive a trophy and a cheque for £1000 at the MSA's Night of Champions ceremony at the Royal Automobile Club in January. In addition the winning photographer's images will be framed and displayed at Motor Sports House and will appear in MSA magazine.

Candidates must have been aged 25 or under on 1 January 2012 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



ASI tickets on sale with MSA discount

Autosport International is back for another year at Birmingham's NEC on 10-13 January 2013, bringing the world of motor sport together under one roof, from karting and rallying to touring cars and BriSCA.

Show highlights are set to include the Historic Motorsport and Karting areas, as well as the Careers in Motorsport area, which features everything you need to know about getting started in the industry. There will also be a display of 2001 WRC champion Richard Burns' rally cars, while among the special guests will be sportscar legend Allan McNish.

MSA members qualify for a £5 discount on Autosport International tickets: simply quote the code MI3A when buying. Discounts are available for group bookings. To register, call +44(0)845 218 6012.



Humphrey confirmed for ASI 2012

BBC F1 anchor Jake Humphrey will return to Autosport International at the NEC in January.

On the Saturday and Sunday Humphrey will provide a behind-the-scenes insight into

the world of Formula One, before answering fans' questions and signing autographs.

"I really enjoy my time at Autosport International; it is great to spend time with such passionate fans," said Humphrey. "It's quite different to be the one being asked the questions!"



Jakob Ebrey Photography



McLaren Autosport BRDC Award

Four of the six finalists for this year's McLaren Autosport BRDC Award are members of the MSA Academy: Jake Dennis, Josh Hill, Jordan King and Josh Webster.

Dennis, Hill and King all compete in Formula Renault 2.0 NEC and engage with the MSA Academy to develop their skills. Meanwhile Formula Renault BARC title contender Webster is a graduate of the MSA's AASE programme and now a Team UK driver. The two other nominees are Star Mazda champion Jack Hawksworth and Formula Renault Eurocup driver Melville McKee.

The finalists will all take part in an on- and off-track assessment at Silverstone next month and will be judged by a panel including BRDC President Derek Warwick, DTM driver Jamie Green, McLaren's Mark Williams, circuit commentator Ian Titchmarsh, and *Autosport's* Kevin Turner and Marcus Pye.

The winner will be announced at the Autosport Awards in December and will receive £100,000, a McLaren F1 test drive, BRDC membership and a TW Steel watch.

Dutch Photo Agency



Paul Davies

Parry crowned InterSteps champion

AASE graduate and Development Squad racer Matt Parry became the new Dunlop InterSteps champion with a win and two third places in the final round of the season at Croft.

Parry's win in race two was his 13th of the season, setting the championship record. "We knew, coming into the weekend, that we just needed to keep our heads and rack up the points we needed to make sure of the title," said 18-year-old Parry. "Three podium finishes were good enough, and helped maintain our record of being in the top three in every race we finished – but it was still nice to add another victory!"

Barnicoat takes British Kart title at first attempt

MSA Development Squad member Ben Barnicoat capped a stunning maiden season in KF2 by sealing the MSA British Kart Championship title with a pair of wins in the season finale at Sherington.

Barnicoat's British title success follows his CIK-FIA European KF2 triumph at PFI earlier in the year. "It's a great way to end my first year in the series," he said. "It goes without saying that I couldn't have claimed the title without all the fantastic support I get from the Racing Steps Foundation, the RSF Zip Young Guns and ART Grand Prix who have given us an absolutely brilliant kart. Winning championships is all about team work so I'd like to dedicate the win to them. I can't say how much I appreciate everything they do for me."



Chris Walker - Kartpix.net



Harvey takes British F3 crown in final round

Team UK's Jack Harvey took a pair of victories in the Cooper Tires British Formula 3 International Series finale at Donington Park to become the first British driver to win the title since Mike Conway in 2006.

Jakob Ebrey Photography



Harvey closed to within a point of erstwhile championship leader Jazeman Jaafar with a lights-to-flag victory in race one. Sixth place in race two moved the Racing Steps Foundation-backed driver narrowly ahead and he then sealed the crown with another win in the final race of the year.

"It has been an amazing year and to win the British F3 championship today is a dream come true," said the 19-year-old. "I want to say a huge thanks to the Carlin team for all the hard work they have put in over the year. Most of the work goes on behind the scenes but these guys work so hard every day of the year to give me a fantastic car to drive. I also want to say a massive thanks to Derek and Graham from the Racing Steps Foundation for their support again this year. And of course to my family who are there for me every step of the way."

John Kendrick



Morgan and Evans take rally titles

Team UK co-driver James Morgan has completed a memorable season on the maps, claiming the MSA Asphalt Rally Championship alongside Damian Cole at the weekend to add to his MSA British Rally Championship R2 and Fiesta SportTrophy UK titles with Matthew Cathcart.

"The season has gone as well as I could have expected," said Morgan. "Being part of Team UK has definitely been a big help; I've had psychology sessions with Dave Collins and I've spent time in the lanes with Nicky Grist practising making notes."

Meanwhile Team UK's Elfyn Evans took the RS and Fiesta SportTrophy UK drivers' titles despite not even contesting the final round in Yorkshire. The 23-year-old currently leads the WRC Academy and will continue his title push on the next round in France.

APPOINTMENTS



The MSA has recruited Jess Fack to the newly created position of Development Officer, a role that will principally involve working on the Go Motorsport campaign.

For much of the last four years Go Motorsport has been run externally by MPA Creative, which continues to hold the MSA's public relations account. However, the MSA has now brought the project in-house under Director of Development and Communications Ben Taylor.

Jess, 25, is a Geography with Sport Management graduate who has spent the last three years working for British Judo, most recently in a volunteer development role. "I've grown up in grass roots motor sport and my early career has been spent in development for another National Governing Body, so I'm really excited about combining my skills and expertise with my passion and ultimately encouraging more people to get involved in club motor sport," said Jess.

A full profile can be found on page 10.

TECHNICAL / REGULATIONS

Kart regulations amended with immediate effect

The MSA wishes to clarify the wording of the following regulations as approved earlier this month by Motor Sports Council.

The full amended wording, which supersedes any previously published versions with immediate effect, is as follows:

U12.7. For Short Circuit Karting only, kart engines must not be run in the pits or paddock.

U12.7.1. Kart engines may only be started in an area designated by the organisers, which shall include the live area of the circuit. When starting engines the driver must be seated correctly in the seat with all four wheels of the kart on the ground. Exceptionally non-centrifugal-clutch classes may start their engines, in the same designated area, with the kart positioned on a trolley in a position that will not endanger others.

U12.7.2. Gearbox karts may run their engines in an area designated as above by using suitable blocks under the rear part of the chassis.

U12.7.3. Any kart engine started in a designated area (12.7.1), other than in the live areas of the circuit, must not run for more than 10 seconds.

Date of implementation: Immediate

Reason: Safety, to restrict the unsafe practice of starting engines in awnings and throughout the paddock.

Note: the reason for this amendment is that following approval by MSC it was noted that this regulation is not practical for Long Circuit Karting, which uses Car Racing Circuits. Additionally, it was anticipated that gearbox Karts, with a non-centrifugal clutch, would be

permitted to be started on a stand as there is a method of control to stop the wheels rotating.

U17.29.6. For classes that include a minimum driver weight only mandatory items of Personal Protective Equipment (PPE), as required by 13.1-13.3, are to be included when the Driver is weighed.

Date of implementation: Immediate

Reason: Safety. To negate the use of 'weighted' items such as rib protectors etc. Mandatory PPE includes helmet, gloves, boots and overalls, all as defined in U13.1-13.3

Note: the reason for this amendment is that following MSC approval it was noted that the regulation as written would put competitors at an unfair weight disadvantage within minimum total class weight by using potential additional non-mandatory safety items such as Rib Protectors. By simplifying the regulation we can ensure that drivers who are too small will not be permitted to enter the relevant classes. In addition to the change it is agreed to clarify 2012 Kart Race Yearbook regulations for the relevant Junior Classes to ensure a specific minimum driver weight is given, as follows with red additions:

Formula Rotax Junior Max

D1.8.2 Weight. Minimum of 148kg including driver at all times (driver min 40kg). Maximum kart weight without driver is 108kg. Minimum

Rotax Mini Max

D4.8.3 Weight. Minimum of 135kg including driver at all times (driver min 37kg). Maximum kart weight without driver is 98kg.

KF3

D2.6.1 Weight. Minimum 145kg with driver at any time (driver min 40kg). The minimum weight of the kart (without fuel) to conform to CIK regulations. Maximum kart weight without driver is 105kg at any time.

FORMULA TKM

D3.8.2 Weight (on completion of any part of the event)

Junior TKM 123: min 123kg with driver (driver min 38kg). Maximum kart weight without driver is 85kg

Junior TKM 128: min 128kg with driver (driver min 42kg). Maximum kart weight without driver is 86kg

Junior TKM 135: min 135kg with driver (driver min 49kg). Maximum kart weight without driver is 86kg

Junior TKM 142: min 142kg with driver (driver min 59kg). Maximum kart weight without driver is 83kg

Junior TKM 148: min 148kg with driver (driver min 67kg). Maximum kart weight without driver is 81kg

Junior TKM Extreme: min 138kg with driver (driver min 46kg). Maximum kart weight without driver is 92kg

Mud flaps on Stage Rally vehicles

Since guidance on mud flaps was issued in the last issue of MSA News, the example pictured has been encountered on an event.

Competitors are again kindly reminded that (R)48.1.12 requires mud flaps to extend to a minimum of 40mm each side of the tyre tread, which is clearly not the case in this example.

It is unclear what advantage the competitor expected to gain by modifying the mud flaps in this way.



TECHNICAL / REGULATIONS

IAME Parilla cadet engine now on sale



The new IAME Parilla Gazelle 60cc UK air-cooled engine, which will power the MSA British Cadet Kart Championship from 2013, is now on sale.

The engine is available directly from the UK importer, John Mills Engineering Ltd, or from the approved dealers listed on IAME UK website (iame.co.uk). Each unit costs £846+VAT for a complete package, including the carburettor, ignition, clutch, engine sprocket and complete exhaust system.

The draft engine fiche will be available soon on the MSA website at www.msauk.org/karttech and also at www.iame.co.uk. The final fiche will be available from 1 January 2013.

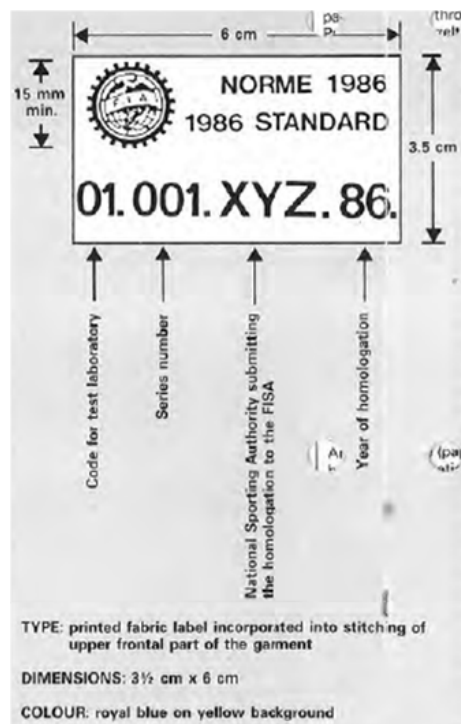
Guidance on homologation labels for overalls

The image below shows the FIA homologation label on a set of overalls presented at scrutineering recently, leading to a query as to whether the homologation was valid.



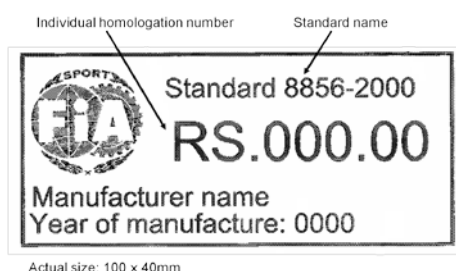
The label above was sewn onto the waist belt, which is notable because for

many years now the FIA homologation regulations for overalls have required the label to be directly embroidered onto the rear of the collar. Prior to this the requirement was for the embroidery to be sewn into the stitching of the "upper frontal part of the garment" (for the FIA 1986 Standard). Also notable is the poor quality of the stitching.



The diagram above details how the homologation label for the FIA 1986 Standard should appear, as well as where it should be located on the overalls. Because this example is not located in the correct place it does not comply.

For reference, the image below shows how the current FIA-8856-2000 overalls standard homologation should appear, noting that it must be embroidered directly onto the outermost layer of the overalls on the rear of the collar.



Drag reduction systems

The MSA Technical Department has recently been asked whether 'drag reduction systems' are permitted on cars under MSA Regulations, and can confirm that they are not due to the following regulations:

(J)5 The following technical regulations are mandatory and apply to all vehicles in all forms of competition (other than Karting)...

(J)5.20.10 Not have skirts, bridging devices or any form of aerodynamic device between the chassis and the ground/track. Any specific part of the car influencing its aerodynamic performance must:

- a) comply with rules relating to coachwork.
- b) be rigidly secured to the entirely sprung part of the vehicle.
- c) remain immobile in relation to the vehicle.

Any aerodynamic device that is not fixed, or is capable of being moved while the vehicle is in motion, infringes (J)5.20.10(c). An aerodynamic device can be altered using tools is considered 'fixed' and satisfies the above regulations, but if the adjustment can be made by a servo motor/hydraulic cylinder/pneumatic cylinder/bowden cable/mechanical linkage or similar device, then it is not fixed and not acceptable.

Ground clearance

Competitors are reminded that, in accordance with (J)5.20.11, all cars – other than those complying with International Formulae – are required to have a minimum of 4cm ground clearance. Supplementary Regulations (SRs) may require even higher ground clearance, and scrutineers have been instructed to be more rigorous when checking this area.

CHAMPIONSHIPS UPDATE

bbc.net

**Dunlop MSA British Touring Car Championship**

Gordon Shedden moved into the championship lead with a pair of wins at Rockingham, where Jason Plato was also a race winner.

Provisional championship standings

- 1 Gordon Shedden – 336 points
- 2 Matt Neal – 333
- 3 Jason Plato – 304

Jakob Ebrey Photography

**MSA British Rally Championship**

Keith Cronin sealed his third MSA British Rally Championship title with third place on Rally Yorkshire behind Osian Pryce and winner Tom Cave.

Final championship standings (provisional)

- 1 Keith Cronin – 102 points (CHAMPION)
- 2 Tom Cave – 94
- 3 Osian Pryce – 87

Jakob Ebrey Photography

**Cooper Tires British F3 International Series**

MSA Team UK's Jack Harvey became the first British title winner since 2006 with a pair of wins in the season finale at Donington Park.

Final championship standings (provisional)

- 1 Jack Harvey – 319 points (CHAMPION)
- 2 Jazeman Jaafar – 306
- 3 Felix Serralles – 299

Jakob Ebrey Photography

**Avon Tyres British GT Championship**

Michael Caine and Daniele Perfetti were crowned British GT Champions following a dramatic final round at Donington Park, won by Zak Brown Alvaro Parente.

Final championship standings (provisional)

- 1 Daniele Perfetti/Michael Caine – 130.5 points (CHAMPIONS)
- 2 David Ashburn – 127
- 3 Charles Bateman/Matt Bell – 121

Jakob Ebrey Photography

**Dunlop MSA Formula Ford Championship of Great Britain**

Antti Buri was crowned champion following a measured performance at Donington Park, where former MSA Apprentice Jake Cook was also a winner.

Final championship standings (provisional)

- 1 Antti Buri – 556 points (CHAMPION)
- 2 Cook – 490
- 3 Eric Lichtenstein – 484

fmp.com

**Kololi Beach Club MSA British Historic Rally Championship**

David Stokes and co-driver Guy Weaver took their second consecutive Tour of Flanders Historic Rally victory after fending off a strong challenge from Chris Browne and Ali Cornwell-Browne.

Provisional championship standings

- 1 Julian Reynolds – 186 points
- 2 Dessie Nutt – 170
- 3 Nick Elliott – 150

Nick Purdie

**MSA British Superkart Championship**

Dan Clark and Trevor Roberts shared the final wins of the season at Croft but Paul Platt ends the year as champion for the second time in a row.

Final championship standings (provisional)

- 1 Paul Platt – 339 points (CHAMPION)
- 2 Louis Wall – 299
- 3 Toby Davis – 284

Chris Walker - Kartpix.net

**Edgar's Hyundai MSA British Kart Championship**

MSA Academy and RSF driver Ben Barnicoat sealed the title with a pair of wins at Sherington, while rival Mark Litchfield had to settle for second.

Final championship standings (provisional)

- 1 Ben Barnicoat – 583 points (CHAMPION)
- 2 Mark Litchfield – 565
- 3 Jack Barlow – 560

CHAMPIONSHIPS UPDATE

Chris Walker - Kartpix.net

**Edgar's Hyundai MSA British Junior Kart Championship**

Alex Gill was crowned MSA British Junior Kart Champion at Shenington, where Jehan Daravula starred with a pair of wins.

Final championship standings (provisional)
 1 Alex Gill – 576 points (CHAMPION)
 2 George Russell – 570
 3 Nathan Aston – 517

Chris Walker - Kartpix.net

**MSA British Cadet Kart Championship**

Josh Smith and Zak Fulk shared the wins at Whilton Mill but Dean Macdonald clinched the championship title.

Final championship standings (provisional)
 1 Dean Macdonald – 1924 (CHAMPION)
 2 Enaam Ahmed – 1883
 3 Josh Smith – 1861

David D.J. Jones

**MSA British Drag Racing Championship**

Rain prevailed at Santa Pod but not before Roger Moore had secured his maiden MSA British Drag Racing Championship title.

Final championship standings (provisional)
 1 Roger Moore – 419 points (CHAMPION)
 2 Andy Wright – 295
 = Philip Englefield – 295

Eddie Walder

**Avon Tyres MSA British Hill Climb Championship**

Trevor Willis took his first ever MSA British Hill Climb Championship title with another strong performance at Loton Park.

Final championship standings (provisional)
 1 Trevor Willis – 261 points (CHAMPION)
 2 Scott Moran – 247
 3 Roger Moran – 205

Rich Danby - www.zip.co.uk

**MSA British Sporting Trials Championship**

Tom Bricknell took the championship lead with victory on the Warco trial ahead of defending champion Ian Bell and Roland Uglow.

Provisional championship standings
 1 Tom Bricknell – 112 points
 2 Roland Uglow – 110
 3 Ian Bell – 101

**MSA British Car Trial Championship**

John Moffatt claimed the MSA British Car Trial Championship with victory in the front-wheel-drive class on the Ernest Owen Memorial Trial.

Provisional championship standings
 1 John Moffatt – 46 points (CHAMPION)
 2 Dave Oliver – 43
 3 Barrie Parker – 42

Songasport

**Britpart MSA British Cross Country Championship**

Ian Rochelle took his second win of the season on round five to take the title battle to a final round decider.

Championship standings
 Please visit www.marches4x4.com

**Carryduff Forklift MSA Northern Ireland Rally Championship**

Derek McGarrity and co-driver James McKee claimed the championship crown with victory on the season-closing Bushwhacker Rally.

Final championship standings (provisional)
 1 Derek McGarrity – 78 points (CHAMPION)
 2 Derek McGeehan – 65
 3 Drew Stewart – 51

ralliphotowales

**REIS Get Connected MSA Asphalt Rally Championship**

Damian Cole won the penultimate round, the Patriot Stages, to help his navigator and MSA Team UK member James Morgan seal the co-drivers' crown.

Provisional championship standings
 1 Damian Cole – 122 points (CHAMPION)
 2 Steve Simpson – 101
 3 Chris Jones – 77

MEET...

MSA Development Officer **Jess Fack**

This month new recruit at Motor Sports House, Jess Fack, talks about her life in grass roots motor sport and ahead to her new role helping to get more people involved in all areas of the sport.



What's your motor sport background?

I was very much born into it. My uncle, Julian, my father, Jerome, and his twin brother, John, are all long-standing Sporting Trials competitors. I went to my first event when I was knee-high to them and as I grew up I went from spectating to marshalling to passengering and now to driving when I can get in a car!

I compete in BTRDA championships and also played a part on the Motor Sports Future committee, which was all about getting new people into the sport. We started off with some forum-style meetings, then a group of about eight to 10 of us did a lot of work on a scholarship scheme to give people a chance to actually compete; we got sponsors, sourced a Nissan Micra and created an arrive-and-drive competition across Autotest, AutoSOLO and Car Trials, with the two winners qualifying for the BTRDA All Rounders Championship.



What about your career background?

I studied Geography with Sport Management at Loughborough University. During my final year the CEO of British Judo gave a guest lecture, after which he mentioned that there was a job going as his assistant. So I applied and got the job, which wasn't quite the role I was after but which let me see how National Governing Bodies work at the top level.

After a few months I moved into a volunteer development role, which was about showing members who were no longer competing a way they could

continue in the sport. I wrote a number of volunteer programmes and young officials' courses then went out and delivered them. As in motor sport it's volunteers who run most of the events and I think we really do need to appreciate them. I don't think a lot of governing bodies realise how much time, effort and love people put into the grass roots.

Most recently the role took me to the Olympic and Paralympic Games in London, which was a fantastic experience and a great note on which to move on from judo and into a professional role in motor sport.

So how did you come by your new role at the MSA?

[Go Motorsport RDO & MSA Club Development Officer] Richard Egger approached me at Autosport International and said a job at the MSA was being advertised that might be suited to my skills and experience in sport development. So I applied for it and then at the BTRDA luncheon [MSA Director of Development & Communications] Ben Taylor introduced himself to me and said, "I've got your CV on my desk." A little while after that I went for an interview with Ben, during which we talked about grass roots motor sport and the skills, experience and ideas I had to get more people involved. Ben later called to say I'd got the job and now here I am.

What does the trials community think about your appointment?

I think they're happy for me because they know that motor sport has been such a big part of my life for so long. To be honest I never really thought I'd have the opportunity to make motor sport my profession because although it's a huge industry in Britain it relies heavily on volunteers, but I've found that if you meet the right people and make the right impression they might think of you when a door does open, which is what's happened in my case.

How can we get more people interested in motor sport?

It's a difficult task because getting people interested is one thing but actually turning those people into competitors or volunteers is another. You can get people interested by doing passenger rides and even if it's a static stand starting up a car will draw a crowd around you. But it's translating those people into actual new members, competitors or volunteers that's really difficult, but I know that through the scholarship programme quite a few of the finalists are still out and about competing.

How important is it to get more young people in particular involved?

It's certainly important but I think it's perhaps even more important to focus on bringing in first generation competitors and volunteers, whatever their age. Many people currently involved in the sport, particularly the younger people, are second or third generation such as myself, and while those people will keep coming through you can't rely on them. We need to work out how to attract brand new people without prior connections to the sport if we really want to grow the grass roots.

How do you think we can do that?

Go Motorsport is a grass roots participation drive and I think the trick is to spark that interest in the right way to actually show people that it's a lot easier and cheaper to get into motor sport than they thought. I think working with motor clubs will be key to this and should be one of our priorities, because ultimately it's the clubs who are running grass roots motor sport. Ultimately the Go Motorsport website is saying, 'go and find your local club and get involved'. That's a message we need to back up with real action, and it's going to be an exciting challenge trying to make that happen.