MSA pays tribute to British GP volunteers

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Head of Education & Training and Safety Administrator
MSA PAYS TRIBUTE TO BRITISH GP VOLUNTEERS

MSA Chairman David Richards has paid tribute to the British Grand Prix marshals in an open letter praising their contribution to a “near-perfect weekend”.

Cover
Richards wrote: “After a record race-day crowd and a heroic drive by Lewis Hamilton, it’s difficult to pick a highlight of the British Grand Prix. However, one of mine was certainly visiting the marshals’ campsite to meet some of the men and women who helped make it all happen.

“There were nearly 1000 volunteers at Silverstone and their dedication was evident throughout the weekend, as they kept everything running smoothly through the extraordinary heat. Whether marshals, recovery crews, scrutineers, timekeepers or medical personnel, they delivered a showpiece event that demonstrates why the British Grand Prix deserves its place on the F1 calendar for many years to come.”

“This year Silverstone offered one volunteer a ride in the two-seater F1 car and we’re delighted that one of our marshals, Stuart Glanfield, was the lucky passenger. As usual the MSA will also be running a random prize draw among the marshals for a chance to win grandstand tickets to next year’s race and passes to Dayinsure Wales Rally GB.”

The MSA offers its sincere thanks to all those who made the 2018 British Grand Prix such a wonderful occasion for both UK and world motorsport.
GRAYLING AND TODT DISCUSS VNUK AT SILVERSTONE

The Secretary of State for Transport, Chris Grayling, met FIA President Jean Todt at Silverstone (8 July) to discuss Vnuk, an insurance issue threatening all motorsport across Europe.

Vnuk is a 2014 European Court judgement, which ruled that EU member states had been misinterpreting the Motor Insurance Directive and that all vehicles must have compulsory third party insurance, even on private land. This would make motorsport unworkable.

The MSA facilitated the meeting between Grayling and Todt ahead of the British Grand Prix; MSA Chairman David Richards also attended, along with Graham Stoker, FIA deputy President for Sport, and Lord Robertson, Chairman of the FIA Foundation.

Ahead of the meeting, Grayling said: “The sport is already well-regulated to ensure safety, and I don’t want to see unnecessary red tape stopping budding young drivers from following their dreams – not to mention the enjoyment brought to millions of fans.”

Richards said: “We had a very good discussion at Silverstone and it’s clear that both the Transport Secretary and the FIA are of the view that third parties are already suitably protected at motorsport events.

“The Vnuk threat is real but the motorsport community can rest assured that the MSA continues to lobby at the highest levels to ensure common sense prevails.”

“That’s why I’m calling on the European Commission to consider protecting the future of motorsport by limiting the directive to vehicles used in public places.”
McGLOIN PRESENTS
THIRD-PLACE TROPHY

Nathalie McGloin, the first female MSA Race Licence holder with a serious spinal cord injury, presented the third-place to Kimi Raikkonen following the British Grand Prix at Silverstone.

Normally the Chairman of the host National Sporting Authority (ASN) presents the trophy for the final podium place after each F1 race. Having assumed MSA Chairmanship in January, the British Grand Prix due to be Richards’ first time performing this duty, however instead he elected to nominate McGloin. McGloin is President of the FIA Disability and Accessibility Commission and a consultant to the MSA in respect of disability in motorsport.

“I was so excited about presenting the third-place trophy after the F1 race at Silverstone on Sunday but the reaction of the three drivers to my being on that podium with them was more than I could have hoped for,” said McGloin. “The atmosphere, the occasion, the sense of enormous pride I felt representing disabled drivers in front of millions of people was quite overwhelming. It was a truly humbling experience that I'll never forget.”
Lewis Hamilton has received the Hawthorn Memorial Trophy for a record-equalling seventh time after ranking as the top Commonwealth driver in F1 last year.

David Richards CBE, MSA Chairman, presented the trophy at Silverstone, where Hamilton scored his sixth British Grand Prix pole position. While Hamilton is Britain’s latest F1 champion, Mike Hawthorn was the first, winning the title in 1958. Hawthorn tragically died a year later and the Memorial Trophy has been presented every year since to the highest place British or Commonwealth grand prix driver.

Hamilton’s remarkable 2017 season yielded nine race victories en route to his fourth F1 title – sealed with two races to spare. Along the way he surpassed Michael Schumacher as the all-time pole position record holder.

His efforts also helped the UK-based Mercedes AMG Petronas team to earn its fourth consecutive title and extend its dominance of the V6 turbo hybrid era.
LATEST RULE CHANGES PUBLISHED

The latest MSA regulation changes include changes to rallying rules to permit special features such as donuts on stages. Other amendments to section R include a recommendation that road rally competitors carry a high visibility vests or jackets and, where appropriate, a torch.

There are changes to section E, Circuit and Venues, prohibiting the use of cement or sawdust to clear up spillages with immediate effect. Also for immediate implementation are changes legitimising certain existing roll cage installations.

For all these changes and more, please see July 2018 on the MSA website HERE.

RULE CHANGES

Decisions taken at the Motor Sports Council that affect regulations in the MSA Yearbook

Consultation and ratification

The Motor Sports Council must consider all new regulations proposed by the Specialist Committees. The regulations are first published on the MSA website so that comments may be received before they are presented to the Motor Sports Council for approval, incorporating any modifications that result from the consultation process (which may have included review by another Specialist Committee or Advisory Panel). Approved rule changes will be published here and will be incorporated into the next edition of the relevant MSA Yearbook(s).

Explanation of format

Regulations changes are shown as red additions or deletions. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted for space reasons. The dates of implementation are stated immediately above the relevant Regulations, while reasons for the changes are given below.

(C) Judicial

Date of implementation: immediate

2.1.8. ‘Stop-Go’ or ‘Drive Through’ penalties (Q12.8), are not subject to penalty points and neither is there any right of appeal against either the decision for imposing the penalty or Step process. This includes any such penalties converted to time penalties in accordance with Q12.6(h).

2.6.2. For offences involving abusive language or behaviour, physical assault or threat of physical assault, the Stewards of the Meeting after holding an enquiry can impose an immediate suspension of licence for up to 30 days. On imposing such a sentence, the Stewards should confiscate the licence of the person concerned which will be forwarded to the MSA together with a report on the enquiry. The matter may then be considered by the MSA National Court, who can impose a further penalty if appropriate.

Where Stewards of the Meeting are satisfied that a physical assault or threat of physical assault has occurred, then no appeal against their sentence (either the decision for imposing the suspension or the suspension itself) is allowed.

Reason: Clarification. To make explicit that neither the finding of
OPPORTUNITIES FOR NEW MSA REGISTRARS

Historic motorsport enthusiasts with knowledge of period specifications and associated FIA regulations can become MSA Registrars, inspecting vehicles and processing applications for FIA Historic Technical Passports (HTPs).

Although licensed by the MSA, registrars operate independently; those needing HTPs deal directly with the registrars, who inspect vehicles and complete applications on behalf of their customers. Registrars typically charge customers an inspection fee and travel expenses. They handle applications from start to finish, including answering any queries from the FIA following submission.

MSA Registrars must have: a good understanding of period competition vehicle specifications; an understanding of period FIA homologations and regulations, plus the current FIA Appendix K historic regulations; good attention to detail and good IT skills.

Anyone interested in becoming an MSA Registrar should email michael.duncan@msauk.org.
The Racing Steps Foundation (RSF) celebrated 10 years of supporting young British racing drivers by launching a new commemorative book at Silverstone ahead of the British Grand Prix.

Graham Sharp and Derek Walters launched the RSF in 2008 to support youngsters with the talent but not the funds to climb the racing ladder. Over the following decade it spent millions of pounds backing the likes of Oliver Turvey, James Calado, Jake Dennis, Jack Harvey, Oliver Rowland and Ben Barnicoat. It was also a founding partner of the MSA Academy talent development pathway.

Greg Symes, MSA Academy Manager, said: “The MSA Academy has supported hundreds of young British drivers over the last decade and that wouldn’t have been possible without the RSF. We were incredibly fortunate to find a group that was not only launching at the same time as us but which shared our vision and wanted to help us achieve it. We owe the RSF a huge debt of gratitude and their legacy will continue to be felt through our work for many years to come.”

In 10 years, RSF beneficiaries scored 20 championship titles, 169 wins, 399 podiums, 124 poles and 128 fastest laps across many junior championships.

www.msauk.org
MSA members can claim an exclusive discount on tickets to the inaugural MotorsportDays.LIVE, an industry event at Silverstone (2-3 November) designed to make it easier to get on track, enhance grids and sign up drivers for next season.

MsD.LIVE offers industry professionals, drivers, track day users, newcomers and performance car buyers the opportunity to experience products live on the track. MSA race licence holders will also be able to test cars from over 30 different championships, track day organisers, manufacturers and independent race teams running in the UK and Europe.

There will be a range of industry exhibitors – everything from competition parts and supplies, to technical products and services – to help visitors get ready for the following season.

Panels of industry experts will discuss relevant topics, with the opportunity for audience members to engage in an open Q&A session and take away invaluable advice.

Tickets cost £25 but the MSA has teamed up with MsD. LIVE to offer its members a £10 discount – enter the ‘coupon code’ MSA102018 when purchasing from www.MotorsportDays.LIVE.
MSA SEEKS HEAD OF EDUCATION & TRAINING

A new opportunity has arisen for a Head of Education & Training to join the MSA. The holder of this newly created role will report to the Chief Executive, with responsibilities including but not limited to:

- Volunteer Officials and Marshals training, grading, registration and licensing
- Regional Development Officer (RDO) support and growth
- MSA Academy – building on the established Programmes of Excellence
- MSA Coaching Pathway
- Promote external accreditation with higher educational establishments
- Fulfilling MSA responsibilities as an FIA Regional Training Provider
- Social Responsibility (road safety, education, schools and community programmes).

As a member of the Senior Management Team the successful applicant will also have general management responsibilities, including related budget controls.

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 some overseas travel.

Please apply by 31 July 2018 to Sheila Barter HR Manager at hr@msauk.org enclosing a covering letter, your CV and contact details. A copy of the full job specification is AVAILABLE HERE.

MSA SEEKS SAFETY ADMINISTRATOR

The MSA seeks a Safety Administrator to be based at its office in Colnbrook but with travel to UK motorsport venues. This is a permanent, full-time position.

The main responsibilities of this role will include but not be limited to:

- Supporting the Safety Team on all matters of safety, risk management, safeguarding, anti-doping and immigration in particular
- Provision of administrative support for all elements of the MSA safety management system across UK motorsport
- Administration of the track licencing system & venue inspections
- Administrative support on matters relating to safety
- Co-ordination of documentation and records for insurance claims
- Provide administrative support to the Safety Committee
- Support the track licencing system with processing track licence applications and collating information
- Assist in processing of ‘closed road’ motor race permit applications
- Support the incident reporting system by logging incident reports
- Enter incident reports onto the FIA World Accident Database
- Maintain the register of Club Safeguarding Officers
- Support the process and database for DBS checks
- Assist with arrangements for Safeguarding training

The ideal candidate will be keen to learn all aspects of the job, have a high level of initiative and motivation, and good timekeeping. They will be flexible, willing to help colleagues and work as part of a team. Knowledge of UK motorsport at grassroots level is desirable.

To apply, please send a copy of your CV to sheila.barter@msauk.org by Friday 20 July. A copy of the full job description is AVAILABLE HERE.
It’s been a few days since the British Grand Prix and it’s still feeling slightly surreal. Wow, what an experience!

It all started a couple of months ago when David Richards told me that he was arranging for his opportunity, as MSA Chairman, to present the third-place trophy to be handed over to me. I was speechless.

The MSA invited my partner, Andrew, and I to its hospitality suite at Brooklands. The view from the balcony is probably the best on the circuit, spanning three corners and most of the Wellington Straight. After watching a few races, we headed to the F1 paddock so I could check out the podium and familiarise myself with protocol. The Wing is familiar to me through Spinal Track but being up on that podium didn’t feel familiar at all! Was I really going to be doing this?

As race day came around, I was nervous and excited in equal measure. I had a live interview on Channel 4 with Susie Wolff about my podium presentation and my new role with the FIA Disability and Accessibility Commission. Shortly afterwards we headed on to an extremely busy grid with supervision from two FIA ‘bouncers’ who would make sure I didn’t get trampled. It was a great experience and despite my best efforts not to run anyone over, I did manage to almost knock Chase Carey – of all people! – off his feet. We headed back to the FIA hospitality truck to watch the start of the race and await my call to head to the podium.

I didn’t know who had finished third as I waited at the bottom of the podium. As I sat waiting in the English sunshine, it dawned on me what a momentous occasion this was. I was about to become the first disabled sports person ever to present a trophy at a British Grand Prix.

What happened next is something I did not expect and it blew me away. I had introduced myself to Kimi Raikkonen in the paddock the day before, and as I approached him with the third-place trophy, his face lit up. He came down from his podium with a huge smile and helped me pick the trophy off my lap. “It’s you!” he said, to which I replied, “I told you I’d be here!”

I couldn’t get past the third step of the podium due to the lack of space, so I waved my congratulations to Lewis Hamilton and Sebastian Vettel. They both then got down from their own steps to shake my hand, with Lewis giving a particularly warm two-handed handshake.

I don’t think any of the drivers knew what my role was, or even that I race, but all three of them could not have made me feel more welcome. It felt like a perfect metaphor for motorsport – a disabled female and three F1 World Champions, all brought together as equals competing in the same sport. The best thing about it was that the whole world was watching and if they didn’t know it before the weekend, they most certainly do now: this sport is for all of us and I can’t wait to welcome more disabled drivers to the party.

The views expressed by the individual contributors are not necessarily those of the MSA.
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WITH THE SUPPORT OF THE FIA FOUNDATION
The latest winners of the MSA’s monthly prize draw have won a pair of tickets to Brooklands Museum, kindly donated by the museum itself.

Richard Lewis (left) returned to motorsport this year after a 30-year break. He started rallying while still at school and subsequently competed at all levels, from club to international events to as a navigator/co-driver, until career and family priorities prevailed.

“I marshalled on the Corbeau Seats Clacton and Tendering Rally in April, which was to be the first closed roads special stage rally in England, and was amazed how much stage rallying has changed since I was last involved,” he said. “Since then I have marshalled on another Chelmsford event and look forward to continuing my involvement.”

Richard Egger (below) started rallying in 1969 and began marshalling and organising events soon after.

“The thing that gives marshalling its buzz is twofold, the craic that you get from a team of people working together and the satisfaction of going home knowing that you helped deliver an enjoyable event,” he said. “This year’s plans had a bit of a setback when I broke my leg in January, but even so it looks like by the end of the year I will have been Clerk of the Course on a daylight regularity, a sporting trial, a brace of autosolos, as well as six evening autotests and probably running a 12 car rally.”
The Motor Cycling Club Ltd is looking for marshals, observers and timekeepers for the 94th running of the Edinburgh Trial. The trial will start at Tamworth Moto Services M42 Junction 10/A5 at midnight and finishes at the Duke of York Ashbourne Road (A515) in Derbyshire on Saturday.

There are 15 observed sections and two timed tests spread around the Derbyshire Peak Park, the earliest starting at 2am and last test starting at 11:30am. Each section is open for five hours as the field of 250 two, three and four wheeled vehicles attempt to pass.

If you're available to help, please contact Chief Marshal Dave Malin on 07885 553109 or email info@themotorcyclingclub.org.uk.

The ARR Craib MSA Scottish Rally Championship returns to the Kincardineshire forests on 11 August for the Grampian Forest Rally, the seventh and penultimate round.

Stonehaven & DMC require a large team of volunteers to ensure the safe and smooth running of the event. Marshals of all disciplines are required regardless of experience; newcomers will be buddied up with experienced marshals, and other positions are available for those who don’t want to venture into the forests.

If you can help please email chief.marshall@grampianforestrally.co.uk and our Chief Marshal, Brian Black, will get back to you.

There will be a Marshals Training Day prior to the event on Saturday 4 August at Grampian Transport Museum Alford. More details and the registration form can be found HERE.
Volunteers
Volunteers

MARSHALS OF THE BRITISH GRAND PRIX

www.msauk.org
STAGE COMMANDER REFRESHER TRAINING LAUNCHED

The MSA has announced the 2018 dates for the one-day refresher workshop for Rally Stage Commanders, designed to ensure they remain equipped to meet the challenges of the role and understand the latest Stage Rally Safety Requirements (Edition 4).

The workshop dates are:
- 4 August – Bolton
- 8 September Llandrindod Wells
- 24 November Stirling
- 9 December Donington, East Midlands.
- The dates for 2019 will be published in due course

All currently registered Stage Commanders are invited to attend, along with anyone who has performed the role in the last three years, providing that they have completed the MSA’s online rally marshal training modules.

A mileage allowance will be payable and as always, car sharing is encouraged. Those needing to fly can claim up to the equivalent maximum mileage rate of £75 in total. The MSA is unable to pay any accommodation costs, however the workshops have been scheduled to allow suitable travel time.

The workshops will provisionally run from 09.30 to 17.00; full details will be confirmed closer to the event dates. Final joining instructions will indicate lunch arrangements.

To register, please CLICK HERE. Any questions can be directed to training@msauk.org.

SAFETY OFFICER TRAINING IN PIPELINE

The MSA will be running one-day training workshops for Event and Spectator Safety Officers during the second half of the year. As with the Safety Car courses, nominations will be made via the Clerk of Course using an electronic form. Full details will be published in due course.

REMEMBER: MSA TRAINER BECOMES CATCH-ALL

The MSA and the Training Working Group have agreed that from 1 January 2019 all those licenced to deliver the MSA’s training modules will be given the same title: MSA Trainer.

This will allow events and clubs the opportunity to organise training sessions led by an MSA trainer where previously a Lead Trainer was required.

The MSA will retain the list of current grades (Trainer, Lead Trainer and International Trainer) as part of the revised database as this information will be required when selecting trainers for international work.

NEW ONLINE TRAINING MODULES IN DEVELOPMENT

The MSA continues to work on four additional e-learning modules to be launched at the end of September. These modules are:
- Circuit racing media – safety
- Marshals – phase 2
- Officials – generic module 1 (based on the existing Modular Training Programme booklets)
- Technical – scrutineering phase 1.

In addition, the Dayinsure Wales Rally GB training team will use the MSA’s e-learning platform to deliver some of its 2018 training modules.
SAFETY CAR TRAINING CONTINUES

Five of the six MSA Safety Car Workshops planned for this year has now completed, with over 165 delegates attending.

The workshops have run in Newtown, Loughborough, Knockhill, Tauton and Penrith, with universally positive feedback. The remaining workshop is on the Isle of Man (IoM residents only) on 28 July – places are still available. Email training@msauk.org for more information.

MSA TRAINERS ACTIVITY SURVEY

The MSA has launched a survey of all its licensed trainers to gauge their level of activity and confirm their areas of expertise. It has been sent out as a Google form and may appear in trainers’ spam folders – please keep a look out for it as your responses will help the MSA to better understand its trainer network.

The survey will also seek permission to publish your name and email address on a revised postcode map of the UK so that clubs or individuals can contact you directly with requests for training. Please advise the MSA via the survey if you do not wish your details to be published.
ROPS MOUNTING FEET

Competitors are advised that the MSA has published regulation amendments concerning the welded fitment of ROPS (Roll Over Protection Systems), specifically requirements for feet and reinforcement plates. The relevant amendments – effective immediately – can be found in the latest (July 2018) rule changes that can be viewed and downloaded from the MSA website HERE.

The amendment clearly defines how a ROPS should be mounted, initially dealing with a bolted fitment, with the inclusion of a mandatory reinforcement plate and mounting foot. It then goes on to confirm that the ROPS can alternatively be mounted by welding, with or without a mounting foot included.

There are new drawings under (K)13 (shown below) that have been included to add more clarity – and the regulations allow for a welded fitment in accordance with any of the four drawings (a)-(d). In the case of (a) and (b) the bolts need not be included if the fitment is fully welded (i.e. tube to foot and foot to reinforcement plate/chassis).

DUAL STANDARD HELMETS

The MSA wishes to clarify that it is acceptable for a helmet to be approved to more than one standard (for example Snell and FIA) providing that at least one of those standards is valid.

For an example, although the Snell SA2005 standard will expire at the end of 2018 the FIA 8860-2004 standard remains valid until the end of 2020, so such a helmet remains acceptable beyond 2018 – until that FIA standard expires at the end of 2020.

You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in (K)10.3.1, as the FIA helmet standard label is very similar to the FIA 8858-2010 standard label (for non-8859/8860 helmets compatible with FHRs), which is not a helmet standard alone and requires an accompanying valid helmet standard, such as a Snell label.

To sign up for email notifications when proposed regulation changes are posted online for consultation, click HERE.
FHR DAMAGE
The above photo shows an obviously damaged Simpson FHR (Frontal Head Restraint) that was presented at pre-event scrutineering for a Cross Country event. The MSA FHR sticker had been removed and 'void' markings were clearly showing. Competitors are advised that an FHR in this condition is not suitable for use.

FUEL FOR KARTING
The MSA Technical Department would like to clarify that the definition of Pump Fuel in section (B) now makes reference to FIA or CIK specification fuel (102 RON max.) in part (b) alongside the previous BS EN 228 specification (100 RON max.) in part (a). However, it is important to read the Pump Fuel definition in context alongside regulation (U)16.17, which declares that for Karting, fuel must be “Pump Fuel as defined in Nomenclature and Definitions part (a)” – i.e. 100 RON max.

There is the option in (U)16.17 for Championship Regulations to specify CIK specification fuel, however there is currently known to be only one long-circuit Championship that has utilised this allowance.

To summarise, unless CIK specification fuel is specified in the Championship Regulations, then the fuel requirements for Karting are the same as they have been in previous years.

HARNESS MARKING
Competitors are reminded that it is only the left shoulder strap of a harness that carries the FIA hologram and unique number (from the perspective of the wearer). The MSA has received multiple reports of harnesses being found with the hologram incorrectly on the right shoulder strap. Please remember: label on the left.

KART AXLES
The photos show a broken kart axle that was handed over to a scrutineer. It appears to be a typical example, with the failure appearing to have manifested in the area where a number of grub screw indentations have been made around the axle. The MSA wishes to remind to competitors of the importance of good axle maintenance and regular checks.
ACADEMY CREW ARE FIRST RECIPIENTS OF R5 PRIZE DRIVE

MSA Academy members James Williams and Ross Whittock are the first recipients of a test with Hyundai Motorsport Customer Racing in the latest specification Hyundai i20 R5, their prize for leading the Prestone MSA Motorsport News Junior British Rally Championship after the opening two rounds.

The prize gives Williams and Whittock the chance to join the Korean manufacturer for a day-long test in southern Europe.

Twenty-year-old Williams clinched his first podium in Ypres last year in a Ford Fiesta R2T before repeating the feat on his home round – the Nicky Grist Stages. He swapped the Fiesta for a Vauxhall ADAM this season and has been tipped as one of the main title protagonists. Second on the opening round on the gravel of the Pirelli International Rally was a strong start to his campaign, and was swiftly followed by a breakthrough Junior BRC win in Belgium – the first front-wheel-drive car across the finishing line.

“Getting a win so early on in the season has exceeded my expectations and to win in Ypres is fantastic,” said Williams.

“I knew I could do it, but thought it may come later in the season. It still hasn’t sunk in yet, and not only was it good for Ross and me, but for my team, HT Installations and all my supporters.

“To work with Hyundai, the team leading the World Rally Championship is a dream come true. To see Tom Cave, Keith Cronin and Thierry Neuville all do well in the car shows how great a package it is. It’s such an awesome experience and it’s that natural step for any R2 driver and I’m very excited to get going and learn as much as I can inside and outside of the car.”
Last month MSA Academy Manager Greg Symes joined MSA Coach James Wozencroft on the Renties Ypres Rally, 22-23 June.

Wozencroft was on hand to support MSA Academy members and junior competitors during shakedown and the recce. He delivered a workshop offering advice for competing on your first ‘foreign event’ and offered support for the rest of the event. This will be the second and final event James attends for this championship having been present at the Pirelli rally too.
Twenty-five prospective students attended the MSA Academy AASE open day at Loughborough College last week, (5 July).

Students were shown around the state-of-the-art facilities, viewed accommodation and met staff. MSA Academy Manager, Greg Symes, and Loughborough College Sport Related Course Manager, Matt O’Dowd, then outlined the academic programme and answered any queries the students and parents had.

Applications are still open for the 2018 AASE programme – a two-year course for drivers aged 16-18, delivered by the MSA Academy in conjunction with Loughborough College.

Now in its ninth 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.

The full programme framework will run for two years, beginning in September 2018 and will be based around four-day sessions twice a month at Loughborough College.

For more information about the MSA Academy AASE programme and how it could help you, please CLICK HERE.
SMRC COACHING

Last month the MSA Academy delivered an Introduction to Coaching course to the Scottish Motor Racing Club (SMRC) at Knockhill Circuit (30 June).

Facilitated by Scottish Motor Sports (SMS) Development Manager Rory Bryant and MSA Trainer Rupert Hine, the pilot course was designed to equip club members with the knowledge and basic skills of coaching to enable them to help others engage, sustain and progress within the SMRC.

For more information on the MSA Academy Coaching Pathway, CLICK HERE.
recruitment

NI autotest demonstration

I have been busy working with several clubs in recent weeks, including the Thoroughbred Sports Car Club (N.I.), writes Jonathan MacDonald, Northern Ireland RDO.

Towards the end of May the club organised an autotest demonstration, which ran alongside the popular Bangor Car and Motorcycle Show in Co. Down. Thousands of people attended and while the drivers performed their demo runs, another club member used the PA system to explain autotesting to the spectators.

A few spectators subsequently asked club members how they could get involved. The club also received a £500 donation from the show organisers, which it decided to give to charity. The initiative has potentially opened up a new venue for the club to use in future events, and should give other clubs food for thought.
Organisers of the Carryduff Forklift Down Rally (21 July) enlisted my help to arrange visits to a couple of educational establishments near the event route, writes Jonathan Macdonald, Northern Ireland RDO.

Students at St. Matthew’s Primary School (Castlewellan), Anahilt Primary School and Belfast Metropolitan College enjoyed seeing a variety of rally cars, while the primary school students were also given an opportunity to enter a Down Rally design and colouring competition.

The playground at St. Matthew’s Primary School was a hive of activity as Rathfriland Motor Club’s Malcolm Johnston revved into the playground with his Subaru Impreza. Pupils inspected the car inside and out, taking turns to sit in it before enjoying a chat in the classroom about motorsport, safety and the upcoming event.

There was an equally excited response when Gary Rodgers took his Mitsubishi Lancer Evo 9 to Anahilt Primary School. On this occasion, the Chairman of Ballynahinch and District Motor Club, Brian Crawford, fielded plenty of technical questions from a very knowledgeable young student audience.

Finally, students at Belfast Metropolitan College enjoyed a closer look at Kyle White’s Peugeot 208 R2 rally car. Kyle, 22, told them all about his car and his rallying exploits. The older students also had the opportunity to shadow some of the Down Rally personnel during the July event.

As for the competitions, the primary school students submitted some excellent Down Rally logo designs. The winning students will each receive a t-shirt with their logos printed and competitors at the rally will select which logos they would like to display on their cars.

“All of the schools were delighted by our visits,” said Ballynahinch Motor Club’s Lissa McCully. “I know the primary school kids are still talking about it and we were impressed by the level of understanding that children of such a young age have of cars.

“It was a hugely worthwhile exercise. Now we’re looking forward to seeing some of them again at the Eikon Centre in Lisburn and spectating on the stages.”

If your club would like to carry out similar activities, or you have some ideas of your own, why not contact your local Regional Development Officer?

To find out how your club might benefit from the fund, contact your Go Motorsport RDO or CLICK HERE for more information.
Spotlight on...

PAM HARTILL
Club Secretary of Camel Vale Motor Club

Which role(s) do you volunteer in?
I’m an MSA and club steward, club secretary, event secretary and also a marshal at Dayinsure Wales Rally GB.

What’s your volunteering history?
As a teenager I joined Crawley Motor Club and competed in autocross events, sprints and hill climbs. I began navigating for my boyfriend and my sister’s boyfriend on both road and stage rallies, winning the Association of South East of England Novice Navigator of the Year award in 1970.

After a brief break from the sport I was dragged back into marshalling on the Tour of Cornwall Rally and ended up on the organising team. That set the ball rolling. I joined Camel Vale Motor Club as a marshal, stepped up to the committee in the late 1990s and was elected as Club Secretary in 2004.

Since 2000 I have been Event Secretary for the club’s hill climbs at Lostwithiel and a number of other club events run each year. I still marshal frequently across most motorsport disciplines and was awarded the ASWMC Marshal of the Year Trophy in 2006 and 2013.

For the past 20 years I have marshalled on Dayinsure Wales Rally GB, only missing one year. Some would call me nuts but I still enjoy spending the weekend in a van camped out in a Welsh forest. I’m often up and about in the dark waiting for the stage to start, while one of my team cooks breakfast. Over the years we have fed competitors, other marshals who were living on sandwiches and even some spectators.

In 2008 I was invited to join the Executive of the ASWMC as Liaison for Cornwall and in 2010 took on the Championship Registrations tasks.

What’s the best thing about being a motorsport volunteer?
You are never alone as you will always meet other likeminded people. When Wales Rally GB ran in South Wales we used to go into a fish and chip shop in Llandovery and you can bet that at least one group of marshals would know me by name.

What piece of advice would you give to a new volunteer?
Volunteering in motorsport is something you can do as much as you want – there are no limits to how much you can get stuck in, so just go for it. If you’re marshalling, enjoy the fresh air but remember your waterproofs and sun cream!

For details of how you can get involved visit www.gomotorsport.net/New-Get-Involved/Get-Volunteering
Go Motorsport

June 2018

- 9 RDOs took 19 visits
- Engaged with 51 clubs
- Reached 559 people through motor club visits
- 18 New volunteers and participants
- 13 New motor club members
- 19 Associations and organisations engaged with
- 1429 People reached through other activities

#GetInvolved
OXFORD MOTOR CLUB

Oxford Motor Club not only plans affordable events including autoSOLOs, grass autotests, scenic tours and rallies, but also runs social events and support other clubs’ activities, writes South RDO Andrew Bisping.

There are challenges though, including the availability and sometimes loss of local MOD venues due to operational changes. For example, the Carfax Stages Rally has taken place at nine different venues over its 30-year history and is currently looking for another. However, challenges can be healthy, as they encourage change, and the club has run an impressive range of initiatives to remain vibrant.

I attended a club night where experienced members shared knowledge and checklists to help newer members run 12-car rallies. A lot of thought had gone into how jobs could be shared among a wider team, reducing the load on individuals.

The club has also introduced a Facebook group as well as its own Facebook page and Twitter account to encourage a greater dialogue between members, competitors and volunteers.

The MSA invited the club to run an autoSOLO with free passenger rides at Speedmachine, the British round of the FIA World Rallycross Championship held at Silverstone in May. Six hundred people enjoyed rides over the two days but rather than resting afterwards, the club returned the following weekend for a new joint venture with the MG Car Club, running an autoSOLO as part of MG Live.

"Motorsport can sometimes seem out of reach for people," says Simon Phillips, club Chairman. "So, since I became Chairman, my focus has been to organise activities that appeal to a wider audience. This includes affordable events that can be done in a standard road car. We’ve also tried to encourage the social side of the club via social media and feature club nights where we share knowledge within the club to make competing and organising seem less daunting."

Chris Hambly, Vice Chairman, adds: “It’s sometimes great to step back and take a look at what we’re doing to grow. It can be lots of small steps that lead to bigger long-term changes. For me the highlights have been the way we’ve pulled-together to try some new events and the fact we’ve seen new club members and competitors as a result.”

The future looks bright for Oxford Motor Club and its story will hopefully inspire others to come up with fresh ways to attract new members.
This year’s Shaw Trophy (10 June) was the second to be organised by a new team at Whickham & District Motor Club (WDMC), writes Mick Kinghorn, North RDO.

The club began a gradual changeover to younger committee members several years ago. With an average age under 30, the new team took over in 2017 and has revived the event after a few years off the calendar.

The targa rally takes place across the Tyne valley in Northumberland, starting and finishing at High House Brewery in Matfen. This year featured seven venues offering a total of 15 tests, linked by around 120 scenic road miles.

The event used classic tests such as Turpins Hill but also benefitted from new relationships with landowners to create original test venues. Pheasant Rise Farm on the A68 used a six-acre grass field in which the owner had very kindly carved out a course using his ride-on lawn mower!

The 27 crews gave glowing feedback about the new format roadbook and new venues. Dave Short and Roy Heath were especially pleased after winning aboard their yellow MkII Escort.

“The event showed how determination by event organisers to seek out new venues and speak to local landowners and businesses can be rewarded,” says Kinghorn. “This is a great example of a club taking succession planning seriously and having the courage to put younger people in key positions.”

WDMC was helped by marshals from the neighbouring Hexham & District Motor Club, and will reciprocate by sending marshals to its Northern Dales Rally at Eastgate, Co.Durham on 15 July. This is a fine example of close cooperation between neighbouring groups for mutual benefit.

“This is a great example of a club taking succession planning seriously and having the courage to put younger people in key positions.”

To find out how your club might benefit from the fund, contact your Go Motorsport RDO or CLICK HERE for more information.
Results

Latest results across the different types of motor sport governed by the MSA

**DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP**

Reigning champion Ashley Sutton ignited his title defence with a double victory at Croft, before Daniel Lloyd took the honours in the final contest at the North Yorkshire venue.

**Provisional championship standings**

1. Colin Turkington – 162 points
2. Tom Ingram – 143
3. Matt Neal – 127

**PIRELLI MSA WELSH RALLY CHAMPIONSHIP**

Dylan Davies and Llion Williams consolidated their championship lead with a victory in their Subaru Impreza on the Vale of Neath based Red Kite Stages.

**Provisional championship standings**

1. Dylan Davies – 102 points
2. Wug Utting – 85
3. Osian Pryce – 82

**F4 BRITISH CHAMPIONSHIP, CERTIFIED BY FIA – POWERED BY FORD ECOBOOST**

Kiern Jewiss extended his championship lead, as Dennis Hauger won two out of three races at Croft.

**Provisional championship standings**

1. Kiern Jewiss – 267 points
2. Ayrton Simmons – 210
3. Dennis Hauger – 182

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**MSA BRITISH DRAG RACING CHAMPIONSHIP**

Five of the top six qualifiers set career-best times and speeds during Saturday’s qualifying sessions. The exception was Michel Tooren, who went on to win the race on Sunday.

**Provisional championship standings**

1. Andy Robinson – 129 points
2. Michael Gullqvist – 123
3. Bobby Wallace – 115

**ARR CRAIB MSA SCOTTISH RALLY CHAMPIONSHIP**

Andrew Gallacher and Jane Nicol have returned to the top of the standings with victory on round four, the Dunoon Presents Argyll Rally.

**Provisional championship standings**

1. Andrew Gallacher – 105 points
2. Donnie MacDonald – 104
3. Bruce McCombie – 97
Ollie O’Donovan moved into the championship lead by claiming a pair of victories at Pembrey Circuit in South Wales.

Provisional championship standings
1. Ollie O’Donovan – 134 points
2. Mark Higgins – 128
3. Julian Godfrey – 124

Matt Edwards and Darren Garrod stretched their championship lead on the Rentes Ypres Rally.

Provisional championship standings
1. Matt Edwards – 50 points
2. Keith Cronin – 30
3. Alex Laffey – 22
*Denotes joker used

Richard Spedding and Trevor Willis shared the wins at Harewood Hill Climb.

Provisional championship standings
1. Trevor Willis – 160 points
2. Will Hall – 146
3. Wallace Mzens – 120

Paul Barrett and Will Rogers took maximum points on round four, the Red Kite Stages.

Provisional championship standings
1. Paul Barrett – 92 points
2. Stuart Eggestone/Brian Hodgson – 84
3. Steve Bennett/Osian Owen – 74

Mark Hoppe won his fourth trial of the year, oozing with confidence all day despite misrouting in the first round.

Provisional championship standings
1. Mark Hoppe – 27 points
2. Barrie Parker – 27
3. Shawn Franklin – 25
Results

**MSA BRITISH SUPERKART CHAMPIONSHIP**
Paul Platt put in a faultless performance at Snetterton to collect a further three wins in the championship and edge closer to title number five.

Provisional championship standings
1. Paul Platt – 435 points
2. Andy Bird – 329
3. Tom Hatfield – 276

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2. Andy Bird – 329
3. Tom Hatfield – 276

**MSA JUNIOR TKM NATIONAL CHAMPIONSHIP**
Abbi Pulling and Ethan Newsham shared the wins at Glan-Y-Gors.

Provisional championship standings
1. Abbi Pulling – 902 points
2. Ross Deal – 896
3. James Pashley – 878

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**MSA SENIOR TKM NATIONAL KART CHAMPIONSHIP**
Adam Sparrow and Joe Stockford claimed a win apiece as the championship continued in Wales.

Provisional championship standings
1. Simon Vercoe – 875
2. Stephen Letts – 857
3. Sam Fowler – 847

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**MSA X30 JUNIOR NATIONAL KART CHAMPIONSHIP**
Dragan Pinsent dominated, winning both finals at Glan-Y-Gors.

Provisional championship standings
1. Louie Westover – 905 points
2. Sean Butcher – 879
3. Dragan Pinsent – 876

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**MSA BRITISH CADET KART CHAMPIONSHIP**
Taylor Barnard won both rounds at Glan-Y-Gors.

Provisional championship standings
1. Taylor Barnard – 972 points
2. Matthew Rees – 844 points
3. Freddie Slater – 827 points

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**MSA SENIOR TKM NATIONAL KART CHAMPIONSHIP**
Steve Addison Photography

**MSA X30 SENIOR NATIONAL KART CHAMPIONSHIP**
Kartpix

**MSA BRITISH CADET KART CHAMPIONSHIP**
Kartpix
CYFFRO RHY DDA I’W GOLLI I’R TEULU CYFAN AM DDIM I BLANT!

UNMISSABLE ACTION FOR ALL THE FAMILY KIDS GO FREE!
You have the right to compete in a clean, fair and safe sport – that’s why the MSA works with UK Anti-Doping (UKAD) to maintain your sport’s integrity.

All competitors, coaches and athlete support personnel must abide by anti-doping rules. These are consistent with the World Anti-Doping Code, which governs anti-doping internationally.

If you hold an MSA Competition Licence then you are bound by anti-doping rules, regardless of the level at which you compete.

**KNOW THE RULES**

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