Richards outlines vision for future

Pages 2-3

6 NEWS Historic Cat One and 2WD show signs of revival

9 NEWS McGlwin wins Lord Wakefield Trophy

12 NEWS Motofest to bring competitive motorsport to Coventry
New MSA Chairman, David Richards CBE, outlined his vision for the future of UK motorsport during the Motorsport Safety Fund Watkins Lecture at Autosport International (12 January).
During a wide-ranging speech to an audience of 500 members of the motor sport community, Richards reflected on both the challenges and opportunities facing the sport over the next five years.

“I see my new role as providing clear and decisive leadership, against the backdrop of a rapidly shifting landscape, with a singular objective: to create a sustainable future for motorsport in the UK,” Richards said.

“First, we need to identify the threats and risks to UK motorsport, then establish plans to mitigate them. Second, we need to chart a safe passage through the broader external challenges UK motorsport faces, whether they be political, economic or social, as well as the legal environment in which it must operate. Third, we must safeguard and improve the financial landscape of the MSA – for without the right financial resources we can neither promote UK motorsport effectively nor invest in its future.”

Richards explained that an immediate task is to aggregate insight from across the many UK motorsport disciplines. That research will encompass competitors, regulators, legislators and volunteer officials from across the spectrum, as well as the motorsport media. “I am very confident that the feedback we receive will help shape the future direction of the MSA and create a forward-looking plan that we can all embrace,” he said.

Richards said that this plan will cover areas ranging from participation, diversity and cost to promotion, commercial outlook and e-sports. He also placed an emphasis on volunteers, whom he described as, “the very life blood of motorsport.”
Will your plans for UK motorsport include amateur competitors as well as the professionals?

Yes, very much so. I am all too aware that the vast majority of UK motorsport is practised by amateurs: people investing their own hard-earned cash in their passion. It is the MSA’s duty as the governing body of UK motorsport to deliver safe and sustainable motorsport for all competitors.

Is economic sustainability also one of your objectives?

It is, yes, and it should encompass all levels, for UK motorsport’s very future is defined by our ability to attract and nurture new participants at grass roots level. In karting, the bottom rung of the ladder, that is evidenced by a 30 per cent drop in licence holders over the past decade. To succeed even in junior karting, we are now seeing teams financed by six-figure budgets. That is unsustainable. Costs must be limited so that karting, the first rung of the ladder, is affordable and sustainable.

You have talked a lot about sustainability, but what about diversity?

For too long, the majority of UK motorsport has been the preserve of a fairly narrow demographic, and we are still not doing enough to attract female participation. With Susie Wolff and the MSA’s Women in Motorsport initiative, positive steps are being made, however, to make it truly sustainable, we need to accelerate its impact to provide opportunities for women and girls to compete on level terms.

There is also work to be done to increase the accessibility to motorsport to lesser-abled participants. We were all shocked by Billy Monger’s accident in April last year, and equally inspired when he returned to the cockpit just 11 weeks later. Billy is just one of numerous competitors with whom David Butler and his team at the British Motor Sports Association for the Disabled have helped, and for which they deserve great credit. With the right framework, equipment and know-how, disability and profound medical conditions need not be a barrier to competing on a level playing field in motorsports.
Do you think the interests and requirements of UK motorsport are sufficiently well communicated outside motorsport-oriented audiences?

In a word, no. To ensure the sustainability of UK motorsport, it is essential that the MSA is part of conversations at the highest level of government and industry. We must be outward-looking and take every opportunity to influence and steer the narrative outside the motorsport community, enlisting those who can materially affect and improve our future.

A key group to consider is academia. The MSA needs to actively engage with schools, colleges and universities, so as to ensure the development of attractive and viable pathways for the technicians and engineers of tomorrow. They will form the backbone of a healthy and vibrant motorsport community in the future.

Financially, is UK motor sport in good health at the moment?

There’s a dichotomy that whilst UK motorsport is enjoying unprecedented success at the highest levels globally, those perceived riches do not trickle down to mainstream participation in the sport. We need to look closely at all our existing assets to really understand how we can grow them and broaden their impact.

Through this process, we can generate higher levels of revenue, which will have a direct consequence on the levels of investment available for grass roots motorsport, talent development and the promotion of motor sports in general.
HISTORIC CAT ONE AND 2WD SHOW SIGNS OF REVIVAL

Organisers of the MSA British Historic Rally Championship say they are hoping for between 80 and 100 two-wheel-drive cars on the season-opening Rally North Wales (24 March), as the category shows signs of a revival.

The event will run to the new Rally 2WD format – influenced by the 2017 Pirelli International Rally itinerary – which effectively means running two rallies back-to-back: the first for all two-wheel drive cars and the second event for all four-wheel drives.

The concept allows both events to run in a day and comply with MSA requirements and has helped to renew interest in gravel rallies among historic Category One and 1600cc crews. In response, the championship has introduced a new category, BHRC2.

Championship organiser Colin Heppenstall said: “The overall BHRC is, of course, topped by the pace-setting cars and BHRC2 will be the ideal championship for clubmen, younger drivers and those moving to historic rallying for the first time.

“The very encouraging response to the new Rally 2WD initiative includes a significant number of drivers from Category 1 and those with 1600cc cars,” said Heppenstall. “We believe that the launch of BHRC2 will help to encourage these cars back out onto the stages.”

Meanwhile the BHRC has announced that Fuchs Lubricants will be its title sponsor this year, in a partnership that further strengthens the links between Fuchs and the Roger Albert Clark Rally Motor Club.
NEW DIRECTORS APPOINTED

The MSA welcomes several new Directors in 2018, led by David Richards CBE as the new Chairman of the MSA Board.

The Royal Automobile Club has nominated its Chairman-elect, Ben Cussons, to return to the MSA Board. Cussons, who is an active competitor, previously served as a Director from 2002-14.

The MSA Directors for 2018 are:
- David Richards CBE (MSA Chairman)
- Simon Blunt (MSA General Secretary)
- Mike Broad (Motor Sports Council)
- Ben Cussons (Royal Automobile Club)
- Danesh Gangahar (MSA Finance Director)
- Christine Gaskell MBE (Royal Automobile Club)
- Tim Jackson (Nominations Committee of MSA Board appointment)
- Rob Jones (MSA Chief Executive)
- David Lapworth (Motor Sports Council)
- Nicky Moffitt (automatic appointment as Chairman of Regional Committee)
- Richard Norbury (Motor Sports Council)
- Rod Parkin (Nominations Committee of MSA Board appointment)
- Peter Read (Royal Automobile Club)
- Tony Scott Andrews (automatic appointment as Chairman of Motor Sports Council)
- Ian Watson (Motor Sports Council).

For 2018, the Motor Sports Council has nominated four new non-executive Directors: Mike Broad, former British Rally Champion co-driver and Chairman of the MSA Rally Championships Steering Group; David Lapworth, Technical Director of Prodrive and Chairman of the MSA Technical Committee; Richard Norbury, Chairman of the MSA Judicial Committee; and Ian Watson, General Manager of the British Automobile Racing Club (BARC) and Chairman of the MSA Race Committee.

The MSA is seeking a Go Motorsport Regional Development Officer (RDO) to cover the South East of England.

The role will include supporting motor clubs, regional associations and educational establishments to encourage new people into motor sport, and to develop and sustain the sport in the region through a variety of methods. The candidate must be prepared to work evenings/weekends as required due to the nature of the sport.

It is imperative that the candidate is a motivated self-starter and is confident and able to work independently including managing their own diary and workload. For the full role description and details of how to apply, please CLICK HERE.

Twitter Feed

Alice Powell @alicepowell Jan 17 I am so gutted to hear the passing of Georgie Shaw @dragonspeed She was so supportive to me throughout my racing & she lit up every room with her smile and personality! She did so much for women in motorsport. I’ll miss you Georgie & thank you for everything.

Dare To Be Different @D2BDofficial Jan 17 You could be in with the chance of winning a tour of Williams Racing in Oxfordshire on Wednesday 7th February 2018! Join the #D2BD community to find out how to enter! Closing date for this competition is Monday 22nd January 2018! #DrivingFemaleTalent

MSA @MSAUK Jan 15 We’re seeking applications from the best young #karting talent wishing to represent the UK in the 2018 CIK-FIA Karting Academy Trophy, a world championship for 11- to 14-year-olds. Have you got what it takes? http://bit.ly/2mKjsmP

David Brabham @brabsracer Jan 15 Having known Dan Gurney for sometime I am saddened to hear he has passed away. My dad thought Dan was pretty special behind the wheel, a pioneer and just a top bloke. The sport has lost a great, thanks Dan for the memories. #RIPDanGurney

Coventry MotoFest @CovMotoFest Jan 12 It’s a race! We’re to stage time trialling at this year’s event, giving the go-ahead for the return of competitive motorsport to a UK city centre for the first time in almost 30 years! Head to the news on our website for details! https://www.coventrymotofest.com #MotorSport #Coventry

Scottish Rally Champ @MSA_SRC Jan 7 - 2018 @ARRCraib @MSAUK SRC Junior Prize Announcement - 2018 SRC Junior champion will be coached by 1999 British Rally Champion @tapiolaukkanen & renowned navigator Drew Sturrock plus free entry to Wales Rally GB National. http://bit.ly/2qA5Sqr
WILLIAMS AND WORTHINGTON WIN BWRDC GOLDSTARS

National rally driver Sara Williams and club sprinter Elen Worthington were announced as the BWRDC GoldStars winners on the MSA stand at Autosport International (13 January).

Williams won the GoldStars Elite accolade for members aiming to become professional. Williams is the only female driver to have scored overall victories on UK national rallies and scored three wins in the 2017 French Renault Clio R3T Trophy. She serves as the MSA’s representative on the FIA Women in Motorsport Commission.

Worthington received the GoldStars Club award for grassroots competitors aiming to reach the next level. She started sprinting in 2010 and finished second in the 2017 ASWMC Sprint Championship. It was her second GoldStars win in a row.

NEAL CROWNS BAMBININO CHAMPION CLARK

BTCC star Matt Neal presented the 2018 MSA Bambino Kart Championship trophy to Archie Clark (1), grandson of rally legend Roger Clark, at Autosport International on Saturday (13 January).

Bambino is the entry level kart class for competitors aged six and seven. Neal joined Rob Jones, MSA Chief Executive, and Zip Kart’s Dan Parker to recognise the top ten in last year’s championship.

“These talented youngsters make me feel very old!” said Neal. “But they’re very quick as well. This is the first rung on the motorsport ladder so they should keep at it but also stay on top of their school work, which is very important for becoming better and more rounded drivers. Well done also to the parents for their enthusiasm and for making MSA Bambino such a positive environment.”
McGLOIN WINS LORD WAKEFIELD TROPHY

MSA Extra columnist Nathalie McGloin has won the BWRDC Lord Wakefield Trophy, presented annually in recognition of outstanding achievement by women in motor sport, and will receive the prestigious accolade at the MSA Night of Champions in London on 27 January.

McGloin, aged 34 from Towcester, is the first female MSA Competition Licence holder with a serious spinal injury, having been involved in a road traffic accident aged 16. She first got on track in 2015 with Mission Motorsport, and now competes in the Porsche Club Championship. She scored her first outright podium in the BWRDC all-comers race last November (pictured).

McGloin helps more people with disabilities to get behind the wheel through Spinal Track, an initiative she runs with her partner, Andrew Bayliss. She is also an ambassador for Dare To Be Different, and has been a guest speaker at FIA conferences internationally. She has recently been appointed as the inaugural President of the new FIA Disability and Accessibility Commission.

“I’m absolutely blown away that I’ve won the BWRDC Lord Wakefield Trophy,” said McGloin. “Looking back through the history of who this award has been presented to makes me feel extremely humble. I continue to be surprised by where my motor sport journey takes me and I’m extremely grateful for the continuous support I receive from the MSA, BWRDC and FIA.”
The countdown to Dayinsure Wales Rally GB (4-7 October) began with the launch of the 2018 FIA World Rally Championship (WRC) at Autosport International (11 January).

The 13-round championship begins on this month’s Monte Carlo Rally (25-28 January) and travels the globe before reaching the legendary Welsh forests in the autumn. Dayinsure Wales Rally GB will be round 12 of this year’s WRC and has moved forward by three weeks to a new date at the start of October.

Ben Taylor, Managing Director of Dayinsure Wales Rally GB, said: “The stars really aligned last year with Sébastien Ogier and the M-Sport team clinching their respective World Championship titles and Elfyn, of course, winning the event outright.

Now, judging by the incredible anticipation from all those at the WRC launch, we are going to be treated to a repeat performance come October. “It was wonderful to have all the WRC teams and drivers launching their new cars right here in Britain. It reflects the importance of the UK market to the sport and gives us a great opportunity to build awareness of our earlier date, as well as maintaining the momentum after the huge success of last year.”

Tickets for the 2018 Dayinsure Wales Rally GB will go on sale when the competitive route is revealed in April.

“It was wonderful to have all the WRC teams and drivers launching their new cars right here in Britain. It reflects the importance of the UK market to the sport.”
D2BD GETS FIA GRANT FUNDING

The MSA has successfully applied for FIA grant funding on behalf of Dare To Be Different (D2BD) to widen the women in motorsport campaign’s reach.

The MSA teamed up with Susie Wolff to launch D2BD in January 2016. Just two years later, Germany and Australia are set to come on board through their respective national sporting Authorities.

Graham Stoker, FIA Deputy President for Sport, said: “The FIA has been following the Dare to be Different campaign with interest since it began and has kept a close eye on its progress in association with the MSA. Susie Wolff is an FIA Women in Motorsport Ambassador and she has created a great campaign.

“It has been a huge success in the UK and has caught the attention of other ASNs worldwide following Susie’s exciting presentation at last summer’s FIA Sport Conference, so we are pleased to be able to help with this funding for Germany, Australia and the UK through our FIA Sport Grant Programme.”
The MSA is continuing to engage with the Department for Transport (DfT) on Vnuk, a 2014 European Court judgement that threatens the future of all UK motorsport. The court ruled that EU countries must look again at how they enacted EU motor insurance law in each country. The court interpretation would require all motorsport vehicles to have compulsory third party motor insurance. The MSA’s preferred solution is for motorsport to be excluded from the EU’s motor insurance directive; this is also the UK government’s preferred option.

The MSA is encouraging the DfT to push for an amendment to the Motor Insurance Directive in Brussels to exclude motorsport. The MSA is also due to reengage with the DfT regarding proposals to change UK law, also to exclude motorsport from any legislative changes.

Simon Blunt, MSA General Secretary, said: “While the threat to motorsport hasn’t changed, we’re still lobbying in Westminster and Brussels to ensure that any change to the EU directive excludes motorsport and if that doesn’t happen or if Brexit comes sooner, to ensure that the any changes to the Road Traffic Act exclude motorsport. While there are no specific calls-to-action at present, there is certainly no harm in members of the motorsport community continuing to raise Vnuk with their MEPs to ensure it remains high on the agenda.”
MOTOFEST TO BRING COMPETITIVE MOTORSPORT TO COVENTRY

Motofest Coventry will become the first speed event organised under the new closed-roads legislation in England when it brings competitive motorsport to the city on 2-3 June.

A series of time trial events drawn from the British Automobile Racing Club’s (BARC) various championships will run on a sprint circuit carved out of Coventry’s ring road. It will be the first time a UK city centre has seen competitive motorsport since the Birmingham Superprix in 1990.

Motofest Coventry has been working closely with the MSA and Coventry City Council since last April. Rob Jones, MSA Chief Executive, said: “The MSA is delighted to have issued an Event Organising Permit for this year’s Motofest Coventry, which will be the first Speed event organised under the new closed-roads legislation in England.

“The organisers took exactly the right approach by fully engaging with us before embarking on detailed plans and it has been a pleasure working with them to make this exciting competitive event happen. Suffice it say that we very much look forward to heading to Coventry in June for what is an important event for a city whose heritage lies in the motor industry.”

James Noble, Motofest Coventry Festival Director, added: “The Motofest Coventry team would like to thank the MSA, Coventry City Council and the BARC for all their support and assistance in enabling us to bring competitive motorsports to Coventry, the UK’s spiritual home of motoring.”

CLUBS RECEIVE BIGGEST EVER INSURANCE REBATE

The MSA has distributed its largest-ever insurance rebate of £472,000 to MSA event-organising clubs, to help boost their finances ahead of the 2018 season.

All event-organising clubs collect ‘per capita’ insurance fees from competitors and provide this to the MSA to cover the costs of insurance programmes. The MSA works hard to obtain the best possible insurance arrangements, and at the same time through careful risk management aims to produce a surplus over costs to make a rebate to the clubs. The £472,000 represents 100% of the surplus from all insurance fees collected throughout the year.

Rob Jones, MSA Chief Executive, said: “Careful management of risk means that the MSA Board has been able to agree a very substantial six-figure rebate to our event-organising clubs, who are the bedrock of UK motor sport. Through a strong partnership of organising clubs, competitors, volunteers and the MSA we have achieved the best possible insurance position in 2017 and I am delighted that we can reward our partners commitment to safety and risk management in such a significant way.”
News

MSA MOTOR SPORTS ASSOCIATION UNITED KINGDOM

ANTI-DOPING

DRIVE OUT DOPING!

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

Visit msa.uk/antidoping today.

Banned Substances can be found in:

- Over the counter medication.
- Prescribed medication.
- Performance enhancing drugs.
- Recreational drugs.
GEORGIE SHAW, 1945-2017

The MSA sends its sincere condolences to the family and friends of British Women Racing Drivers Club (BWRDC) President Georgie Shaw, who passed away peacefully on Sunday (14 January).

Georgie discovered her passion for speed as a child and learned to race in a Formula Ford 1600 at Brands Hatch. During her racing years, Georgie took several pole positions and fastest laps, including one equalled with Lella Lombardi, the reigning European Touring Car Champion at the time – something she was particularly proud of.

Georgie became the Chairman of the BWRDC in 1978. Jean Denton, the President of the BWRDC at the time, offered her a job as Motorsport Press Officer at the Austin Rover Group. A legendary career in motorsport PR and journalism followed.

Georgie accepted the BWRDC’s invitation to become its President last year and also announced the new Georgie Shaw PR Award, which will be presented for the first time in February at the club’s annual awards dinner.

Georgie will be sorely missed.

MSA SELECTS LECENT TYRES FOR OK AND OK-JUNIOR

The MSA entered negotiations with Zip Kart on behalf of LeCont as the preferred supplier of tyres for the OK and OK-Junior kart classes for 2018.

The move follows an open tender process and means that LeCont tyres will be used in the MSA British Kart and Junior Kart Championships from this year. Both classes will continue to be powered by Vortex (OTK) engines.

Simon Blunt, MSA General Secretary, said: “LeCont was the standout tenderer, not only in terms of cost to the competitor but also their promotional and awards package, worth over £12,000 including tyres and prize money.”

A set of slicks will cost £127.50+VAT, while a set of wets will be £142.50+VAT.
TODAY, 3,500 PEOPLE WILL DIE ON THE ROAD

CHECK YOUR VISION

MICHAEL FASSBENDER

SUPPORT THE FIA’S MANIFESTO FOR GLOBAL ROAD SAFETY AT FIA.COM

#3500LIVES
Spinal column

Nathalie McGloin

MSA Extra columnist on becoming FIA Commission President

Last October, I was invited to Paris to meet Gérard Salliant and Peter Bayer at the FIA and discuss my experiences with the competition licence process for disabled drivers. I was more than happy to make the trip but was puzzled as to why they had asked for a copy of my CV. The meeting was very productive and about 45 minutes in, Peter and Gérard looked at each other and said, ‘We haven’t yet told Nathalie why we asked her to come to Paris today!’. What followed was one of the proudest moments of my life.

Peter explained that Jean Todt had set up a new FIA Disability and Accessibility Commission and he wanted me to be its President. I was absolutely speechless. Of course, I accepted the role and was soon greeted by Jean, who thanked me for accepting and sparked up a conversation about the work that the Commission needed to do.

I have spoken at international FIA conferences in the past couple of years but my first introduction to a motor sport governing body was actually to the MSA in 2014. I met the MSA’s Communications Manager, Tim Swietochowski, during a photoshoot at a wet Silverstone for an article he had commissioned for MSA magazine about disabled people in motor sport.

Tim later put me forward for an ambassadorial role with Dare To Be Different, the campaign established by the MSA and Susie Wolff to connect, celebrate and showcase women in all areas of motor sport. Then he let me become the first MSA Extra columnist! I’ve no doubt that Tim and the MSA’s support has led to some of the amazing opportunities that featured in my racing career so far.

Just before Christmas I spoke to my sponsor, STANLEY’s Mike Simpson, about my role with the FIA, along with the other great things that have come my way through motor sport. I said, “I don’t really know how these things keep coming my way”. He told me I was suffering from ‘imposter syndrome’ – when others recognise your worth and value but you struggle to believe it and feel a fraud. My New Year’s resolution is to ditch this unhelpful attitude and start backing myself. After all, no one respects a weak President!

We are aiming to start work on the Commission in the coming months and I cannot wait to help build the profile of motor sport a fully inclusive activity that has so much to offer to disabled drivers. Motor sport is perhaps the only sport in the world that levels out the playing field in terms of competitors’ ages, genders, backgrounds and physical abilities, and this must be celebrated. Ours is truly a sport for all, so let’s start to show that in motor sport, anything is possible.
LATEST MARSHALS PRIZE DRAW WINNERS ANNOUNCED

Colin Hunt and Ella Tyson have won the latest MSA monthly marshals prize draw and will receive driving experiences courtesy of MotorSport Vision (MSV) and MotorSport Vision Racing (MSVR).

Colin, from Kent, started marshalling with the BRSCC in the late 1970s, before joining the Brands Hatch Marshalling team and manning a post for track days. He wins a RallyMaster voucher.

Ella, aged 14 from Cumbria, wins a YoungDrive experience, which allows young people to learn the basics of driving. Ella marshals with family members, including on stage rallies. She attended the recent Autosport International, where MSA Chief Executive Rob Jones personally presented her certificate of recognition.
SPECTATE SAFELY!

ARI NEEDS YOU TO

Be alert!
Always expect the unexpected
Stay at the designated spectator areas
Remember that in an accident anything can happen
Always follow the instructions of the marshals
Your safety – Your life

ONLY A SAFE RALLY IS A GOOD RALLY

#AriNeedsYou msa.uk.org/rallyfuture
TRUSTEES TO WIND UP MOTORSPORT SAFETY FUND

The Motorsport Safety Fund has decided to wind up its operations, handing its training resources to the MSA and transferring its remaining funds to the British Motor Sport Training Trust (BMSTT).

In its early years, much of the Fund’s activity was confined to making grants to support motor sport training initiatives – a role that the BMSTT now fulfils. In the late 1990s, the Fund became more pro-active, producing and publishing a range of training materials, aimed at marshals, rescue crews, medical staff, organisers and competitors. It also inaugurated the annual Watkins Lecture, named after the late Formula One Safety & Medical Delegate, Professor Sid Watkins.

Dr Ian Roberts, Chairman of the Fund, said: “The Fund has made a major contribution to motor sport safety in the 45 years since it was established, following the death of Roger Williamson during the Dutch Grand Prix at Zandvoort. However, recent developments in training and motor sport technology have led us to conclude that, if we continued, we would end up attempting to duplicate the activities of national and international organisations that have greater resources and access to technical expertise.”

Those developments include the creation of the FIA’s Global Institute for Motorsport Safety, the appointment of MSA Safety and Technical Executives, and the evolving role of the BMSTT.

ATTENTION ALL TRAINERS!

The MSA wishes to promote its training opportunities to a wider audience and would like to expand its stock of training day images.

Why not use this training season as the opportunity to send in a short report and images of your training day so that your event can be featured in future editions of MSA Extra? Please send your reports and images to training@msauk.org.

STAGE COMMANDER / EVENT SAFETY OFFICER & SPECTATOR SAFETY OFFICER TRAINING 2018

During 2018 the MSA will be delivering training for Stage Commanders, Event Safety Officers and Spectator Safety Officers, including those who plan to undertake these roles in the future. Full details of these courses will be announced in the near future, including dates, venues and how to register.
The MSA is pleased to announce dates for the 2018 Seminar Series for Club and Event Officials.

These roles typically include Club Stewards, Secretaries of the Meeting, Unlicensed Clerks, Chief Marshals, Safety Officers and Safeguarding Officers, all of whom are welcome to apply. There is no requirement for those that act solely as a licensed Official to attend the 2018 seminar series.

The invitation is open to all MSA registered Clubs and Recognised Groups from all disciplines. Clubs may nominate up to five individuals to represent them at the seminar. Newcomers are especially welcome as these seminars provide an opportunity to gain and share relevant knowledge and information with other clubs from their region.

Running in parallel with the seminars this year will be the Safeguarding Training Workshop. Safeguarding Officers are invited to attend the morning’s session as well as the Safeguarding Workshop in the afternoon.

The seminars are likely to run between 10.00am and 4pm, however full details will be given closer to the event date.

Topics covered in the main seminar include: Event Safety Management Systems; Club Training Days; Incident Handling; and Club Stewarding.

<table>
<thead>
<tr>
<th>Day</th>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday</td>
<td>20th January 2018</td>
<td>Woodbury Park Golf &amp; Country Club, Exeter</td>
</tr>
<tr>
<td>Sunday</td>
<td>21st January 2018</td>
<td>Holiday Inn, Newport</td>
</tr>
<tr>
<td>Saturday</td>
<td>27th January 2018</td>
<td>Solberge Hall, Northallerton</td>
</tr>
<tr>
<td>Saturday</td>
<td>10th February 2018</td>
<td>Stanhill Court, Horley</td>
</tr>
<tr>
<td>Sunday</td>
<td>11th February 2018</td>
<td>The Monterey Hotel, Jersey</td>
</tr>
<tr>
<td>Sunday</td>
<td>18th February 2018</td>
<td>The Seagoe Hotel, Portadown</td>
</tr>
<tr>
<td>Saturday</td>
<td>17th March 2018</td>
<td>Mercure Georgian House Hotel, Bolton</td>
</tr>
<tr>
<td>Sunday</td>
<td>18th March 2018</td>
<td>Jurys Inn Hotel, East Midlands Airport</td>
</tr>
<tr>
<td>Sunday</td>
<td>25th March 2018</td>
<td>Atholl Palace Hotel, Pitlochry</td>
</tr>
</tbody>
</table>

For more information email training@msauk.org or click HERE to nominate club representatives to attend a seminar in 2018 please click here to complete the online form.
NEW FIA HELMET STANDARD
The FIA has published details of a new standard for Advanced Helmets, which can be found on the FIA website here. The FIA 8860-2018 Standard is the new top-end helmet standard, intended to be the safest helmet standard in the world for motor sport. It offers several improvements in relation to the preceding FIA 8860-2010 Standard. This Standard is acceptable for use in any MSA events with immediate effect.

FIRE EXTINGUISHER SERVICING
Regulation K3 in the MSA Yearbook has been amended to require all Fire Extinguishers to be serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner. This regulation change was ratified by Motor Sports Council for 1st January 2018 implementation. Unfortunately, there was an error in the rule changes notification published in October that indicated a date of implementation of 1st January 2019. We would like to confirm that this regulation is per the MSA Yearbook effective as of 1st January 2018.

SNELL-FIA CM2016 JUNIOR HELMET STANDARD
The MSA has previously advised that the latest junior Snell-FIA CM2016 Standard for helmets had been released and was recognised for use with immediate effect. Due to a production error, this standard was omitted from the 2018 MSA Yearbook. The MSA can confirm once again that both the Snell-FIA CMR2016 and CMS2016 Standards are permitted in MSA karting. Karters under the age of 15 are reminded that they are required to wear a junior specific standard helmet as detailed in (K)10.3.1(c). The Snell-FIA CMR2016 and CMS2016 standards are both included in this list for use by under 15s, although they can also be used by anybody over this age.

CADET FRONT FAIRINGS
Karters are reminded that all Cadet karts are now required to run a dismountable front fairing, as per Junior and Senior karting. A CIK-FIA homologated dismountable front fairing mounting kit must be used between the front fairing and the bumper. Competitors should refer to MSA Kart Race Yearbook regulation B1.3.5 and MSA Yearbook regulations (U)17.1.6. and 17.5.5. for further details. This does not apply to Bambino carts, which remain with the bodywork that they were registered with.
RADIO CONNECTORS FIXED TO HARNESS

The MSA has received advice from the FIA regarding the fitment of radio/intercom connectors or microphones to harness straps. As shown in the diagram, the fixation, whether by stitching, cable tie or any other method, must only go through the material of the badge on the harness strap – it must not in any way affect the harness webbing. Competitors are advised that any holes punctured in the harness webbing for the fixation of a radio system will invalidate the harness homologation.

BROKEN SEAT BRACKETS

The images were submitted by a scrutineer at a recent circuit racing event. At pre-race scrutineering, he spotted what he thought was a hairline crack in both the left- and right-hand seat mounts. After gripping the top of the seat as normal to check for movement/tightness, the steel seat bracket broke off its left-rear mount. The crack was approximately seven inches along the bracket, with the right side also being fractured for about four inches.

The driver said that the car felt as if it was wandering at the rear. After replaying his on-board camera, it was evident that it was the seat that was flexing and not the car. Competitors are strongly advised to inspect key safety items such as seat mounts regularly, looking for signs of failure or fatigue.

FIA SAFETY FUEL TANKS

Stage rally competitors are advised that when competing in international events running in accordance with FIA regulations and the International Sporting Code (ISC), the mandatory requirement for FIA safety fuel tanks has been extended to include the following categories from 2018: N; A; E1; R1; R2; R3. Competitors will note a relaxation from the original proposal for R1, R2 and R3 cars, so that any homologated safety fuel tank from the FIA list can be used. For clarity, this means that the safety fuel tank shown in the manufacturer’s homologation form does not necessarily need to be used. Any queries should be directed to technical@msauk.org.
PERIOD DEFINED VEHICLES
The MSA has clarified the definition of Period Defined Vehicles (Non-Rally). This is also available on the MSA website by CLICKING 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
Regulation changes are shown as red additions or struck-through deletions. A dotted line (….) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons. The dates of implementation are stated immediately above the Regulations, while reasons for the changes are given below.

(B) Nomenclature and Definitions

Date of implementation: immediate

Period Defined Vehicles (Non-Rally)

Historic Vehicles
Cars which are either original competition cars or cars built to exactly the same specification as models with national or international competition history complying with the rules of the period.

A1 – (Veteran) Cars of a specification valid before 1 Jan 1905.

B1 – (Edwardian) Cars of a specification valid between 1 Jan 1905 and 31 Dec 1918.

C1 – (Vintage) Cars of a specification valid between 1 Jan 1919 and 31 Dec 1930.

D1 – (Post Vintage Thoroughbred) Cars of a specification valid between 1 Jan 1931 and 31 Dec 1946.

E1 – Cars of a specification valid between 1 Jan 1947 and 31 Dec 1961 (up to 31 Dec 1960 for single seater and two seater racing cars).

F1 – Cars of a specification valid between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two seater racing cars and up to 31 Dec 1968 for Formula 2).

G1 – Cars of a specification valid between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971.

Sign up for alerts!

To sign up for email notifications when proposed regulation changes are posted online for consultation, click HERE.
H1 – Cars of a specification valid between 1 Jan 1972 and 31 Dec 1976.

**Non-Historic Vehicles**

Non-Historic vehicles built using period specification parts. The period will be defined by the specification date of the latest major component of the vehicle. The major components being; the Chassis, Bodywork/BodysHELL, engine, transmission, brakes, Suspension and Wheels.

A2 – Cars of which the latest major component is of a specification valid before 1 Jan 1905.

B2 – Cars of which the latest major component is of a specification valid between 1 Jan 1905 and 31 Dec 1918.

C2 – Cars of which the latest major component is of a specification valid between 1 Jan 1919 and 31 Dec 1930.

D2 – Cars of which the latest major component is of a specification valid between 1 Jan 1931 and 31 Dec 1946.

E2 – Cars of which the latest major component is of a specification valid between 1 Jan 1947 and 31 Dec 1961 (up to 31 Dec 1960 for single seater and two seater racing cars).

F2 – Cars of which the latest major component is of a specification valid between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two seater racing cars and up to 31 Dec 1966 for Formula 2).

G2 – Cars of which the latest major component is of a specification valid between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971.

H2 – Cars of which the latest major component is of a specification valid between 1 Jan 1972 and 31 Dec 1976.

*Reason: Clarification*

Regulation change above has been printed incorrectly in the 2018 MSA Yearbook, the new definitions of Historic Vehicle and Non-Historic Vehicle are a sub heading of the Period Defined Vehicles (Non-Rally) definition and should replace the existing text, not be in addition to it.
MSA SEEKING APPLICATIONS FOR KARTING ACADEMY TROPHY

The MSA is seeking applications from the best young karting talent wishing to represent the UK in the 2018 CIK-FIA Karting Academy Trophy, a world championship for 11- to 14-year-olds.

Each year the CIK-FIA invites national governing bodies to nominate competitors to represent their country. UK nominations have achieved great success in recent years, including the championship title for Callum Bradshaw in 2016 (pictured).

This year’s championship features three events: Salbris, France (6 May); Lonato, Italy (15 July); and Genk, Belgium (9 September). Organisers provide identical equipment to all competitors. Entrants are required to pay their own entry fee of 2,095 EURO as detailed within the regulations. The MSA contributes towards the prize fund for the Trophy.

To apply, competitors must have been born between 1 January 2004 and 31 December 2006, and be eligible to hold a valid FIA Grade C Junior International Karting Licence (required if successful). Entrants must be the parent or guardian of the competitor and be eligible to hold a valid Kart Entrant licence (required if successful).

Eligible karters should send a CV detailing their motor sport achievements to charlotte.moore@msauk.org by no later than 09.00am on 26 January 2018. From the submissions, three karters will be invited to an interview at Motor Sports House. A winner will then be chosen to represent the UK, and he or she will receive a preparatory session with the MSA Academy.

By applying, competitors agree to the Trophy Regulations, available HERE.
MSA Team UK’s Jordan King has joined Ed Carpenter Racing for the 2018 IndyCar Series and will compete in 11 road and street course events in the No. 20 Chevrolet.

Though the 23-year-old has not yet competed in a US-based racing series, he joins the Indy car field with numerous accolades, including the FIA Institute’s 2015 Driver of the Year and the 2013 British Formula 3 championship.

“I am beyond excited to get started in the Verizon IndyCar Series,” said King. “After winning at Silverstone in 2016 and being able to drive in F1 practice, 2017 was not what I was hoping for. Going into the new season, I’m really looking forward to having the opportunity with Ed Carpenter Racing to work towards our collective goals. I believe that together, both of us have the capability to do well!”

King is currently scheduled to climb into the No. 20 Chevrolet on February 5 at Sonoma Raceway, ECR’s first test of the new year. The 2018 Verizon IndyCar Series season will open March 11 on the Streets of St. Petersburg, Florida.
CLUB RALLY SPORT WEST

The Somerset based motor club, Club Rally Sport West (CRSW), formed in 2010 to continue the running the Brean Stages Rally. Taking over the event from Weston-Super-Mare Motor Club, CRSW is an example of how a club can develop and prosper when based around a single event.

Each year the rally brings a welcome boost to CRSW’s finances through both membership fees and event income. Forging links with the local community and being mindful of public relations has always been a priority for the club chairman, Rod McKenna. This has resulted in strong links between the club and Weston College.

In addition to the obvious benefits of being able to use the college facilities for event scrutineering, CRSW has spent the last five years working closely with the college’s Automotive Technology Centre to develop a motor sport technology based training course. Hosting pre-rally scrutineering at the college provides an ideal opportunity for the students to see first-hand exactly what is involved.

The partnership between CRSW and Weston College began when a senior college manager spectated on the event. He was so impressed by the professionalism and event organisation that he wrote to the club to discuss the possible involvement of the college with the club’s activities.

CRSW continues to strengthen its partnership with the college and in 2016 eight college tutors enlisted in the MSA rally marshals accreditation scheme, with several senior students following suit. College tutors have also taken on assisting with the day-to-day running of the club, with one taking on the role of Membership Secretary.

Looking to the future, McKenna says the club plans to organise autotests and autoSLOs in conjunction with the college to widen its appeal.
LINDHOLME MOTOR SPORTS CLUB

Lindholme Motor Sports Club (LMSC) was formed in 1965 by a group of motor sport enthusiasts from the former RAF Lindholme, near Doncaster. An active and friendly club, LMSC specialises in rallies and autotests, as well as navigational scatter events and treasure hunts. Members actively volunteer as marshals on many events, too.

The club contacted Yorkshire RDO, Heidi Woodcock, last July for information on club development and the new Go Motorsport strategy. “The committee explained that they were looking for ideas to attract new members and keep current members, but felt that all avenues had been pursued,” says Woodcock. “They had previously tried to link with a local college without success. A desperate lack of new members was stopping the club from surviving, let alone developing.

“We discussed what the club had done previously to attract members and found that holding car shows drummed up new business. Two months later a car display was set up outside Lakeside Shopping Mall in Doncaster.

“The event was a great success, with a continuous stream of people coming over to chat and look at the range of competition cars on display. We actively encouraged people to sit in the cars and offered to take photos, ensuring each person left with a club leaflet. We exchanged contact details for follow up work and received much interest to join the club then and there. Success!

“We even had some past members who saw the flags and cars while shopping and came over for a nosey, when they found out it was their ‘old’ club, and it was still in existence they were wanting to return and renew their memberships.

“The club is currently in the planning stages of holding a Production Car Autotest outside the mall, with a taster event and passenger rides on offer too. The location has great public footfall and offers a fantastic opportunity for the club to gain new members. Another static car display will be held prior to the event and flyers given out to advertise.”

For advice and information on organising a taster event for your club, contact your local Regional Development Officer.
The Cheshire Kart Racing Club was created to organise MSA kart racing at the then-new Hooton Park Circuit. Located just off the M53 near Ellesmere Port, the circuit was the brainchild of former kart racer Bob Wilson and offers testing and racing alongside driver tuition, and has a very active ARKS examination course.

Bob Wilson, Chairman of Cheshire Kart Racing Club, said: “When the circuit was built we used various portacabins, but as the years passed we realised we needed a new building to meet the growing club requirements.

“At the start of the 2017 season we received planning permission and our new clubhouse was soon under construction. At that time, the club applied for an MSA Motor Sport Development Fund grant as the fitting out of the building would have been delayed due to the cost.

“Thankfully for the Cheshire Kart Racing Club the MSA provided a grant to the club which enabled the fitting out of the signing on office, the furnishings of the clubhouse, the provision of a new ARKS facility and disabled access ramps to the building. The club is very grateful to the MSA for the grant and the support it has given to the Cheshire Kart Racing Club.”

The new clubhouse facility has already attracted a high level of interest from new and existing customers and has contributed to an increase in ARKS tests over the year. For more information on the MSA Motor Sport Development Fund visit: www.msauk.org/Resource-Centre/Clubs-Organisers
**GLYN ‘WILLIE’ WILLIAMS**
A Brands Hatch regular who has been volunteering since 1980.

**What’s your day job?**
I’m employed by Motor Sport Vision at Brands Hatch, marshalling on track days and testing.

**Which motor club do you belong to?**
I’m a member of BMMC South East, North West Kent Motor Club and Sevenoaks and District MC.

**Which role(s) do you volunteer in?**
I’m a flag marshal or incident officer at track meetings and am either a sector or radio marshal at rallies – it’s warmer and drier in the car! I can also be seen out marshalling on autotests, autosolos, sprints and trials.

**What or who inspired you to get into motor sport?**
I started riding motorcycles when I was 16 and followed the sporting scene, cars were the natural progression and in the late seventies a mate and I joined a local car club to go rallying. I was hooked and became interested on the navigation side for both road and stage. As I was always competing on rallies, it seemed only fair to give back my time marshalling on other disciplines so hence the track side of things.

**Brief volunteering history to present?**
Over the years I have tried most things on both two and four wheels, which has given me the privilege to attend some wonderful meetings and meet many like-minded people, but as I get older I find myself getting fussy and being chief marshal for SDMC means they get priority on my time, yet still I manage to get to Le Mans for the 24 hours and Classic meetings.

**What’s the best thing about being a motor sport volunteer?**
I appreciate attending race meetings and usually I know someone else on post, but I also get to make new friends. If you’ve been stuck with me on post you will know I like the sound of my own voice... I like to call it friendliness!

**What piece of advice would you give to a new volunteer?**
If you want to know about marshalling just ask a marshal, when you start hearing the same answers from different marshals you are on the right path. Finally, never stop asking questions, none are ever silly!
MID WALES CHARITY FORUM

The last ever Mid Wales Charity Forum took place on 6 January at Theatre Hafren in Newtown, raising £14,000 for charities including Welsh Air Ambulance and Cancer Research.

The Mid Wales Rally Forum was set up in 2004 by World Rally Champion co-driver, Phil Mills, Howard Davies and John Whittall Williams, with the aim of raising money for local charities. The first event was held at Theatre Clera in Welshpool with a sell-out crowd raising £6000 for the Welsh Air Ambulance.

The forum has since become a firm fixture on the rally calendar, with tickets in great demand and the event attracting some of the world’s top rallying stars, including Petter Solberg, Ari Vatanen, Mikko Hirvonen, Malcolm Wilson and Kris Meeke.

As of 2016 the forum had raised £99,000 and so it was decided that one last forum would be held to lift the final total to six figures. A sell-out crowd of over 500 people attended in Newtown with usual interrogator, Go Motorsport RDO Howard Davies, speaking to local stars Dai and Ben Llewellyn, Bill Gwynne and Jason Pritchard.

Gwyndaf Evans summed up his year with Elfyn on the WRC trail, before exchanging stories with Howard from years gone by. BRC star Tom Cave announced his intention to take on WRC2 in 2018 and Ben Taylor from Dayinsure Wales Rally GB explained his hopes for this year’s event.

Following a charity auction, new MSA Chairman David Richards gave his view on the challenges and opportunities the MSA faces over the next three years. WRC star Elfyn Evans sat in front of the magnificent Wales Rally GB Peal Trophy and informed the audience of his plans for the upcoming season.

Over £14,000 was raised on the night, which pushes the total raised since 2004 to £113,000. The organisers wish to thank everyone who has supported the event and made this incredible donation possible.
Bringing new blood to our sport is always a challenge and like most things in life, there is no quick and simple fix; writes Northern Ireland RDO Jonathan MacDonald. Thankfully, the MSA’s network of Regional Development Officers (RDOs) are there to help motor clubs try different methods to bolster their membership levels...

Those activities can include running demonstration events at local schools, colleges or local shows where students or members of the public can experience the thrill of motorsport from the passenger seat.

One such Production Car Autotest (PCA) demonstration was organised at the Jordanstown campus of Ulster University in Northern Ireland last September. It was the first time a live motorsport activity had taken place within the grounds of the University. As Northern Ireland RDO I’ve built a strong relationship with some key University staff members in recent years. It was thanks to these new relationships that the University offered the opportunity to take motorsport to their campus.

Larne Motor Club organised the demonstration and students were timetabled to attend the demo where they had the option of jumping in as a passenger. Despite heavy rain, a total of 112 passenger runs were provided by the club’s volunteer drivers in less than three hours and students left the venue with more knowledge of motorsport.

However, the aim is to bring new blood into the sport on a regular basis, not just have a fleeting taste of motorsport at a demonstration event, so the work hasn’t stopped there. I’ve been involved in discussions ‘behind the scenes’ with a view to creating a new University Motor Club.

News of a potential new club doesn’t sit well with some clubs in Northern Ireland and perhaps understandably so. It’s a relatively small country and it’s fair to say that some club members can get a bit hot under the collar at the annual ANICC dates meeting, where clubs jostle for positions in a cramped calendar!

So how would a new club, potentially organising new events, fit into the mix? And how would this benefit the clubs that are already in existence?

It’s fairly simple. The University Motor Club could be ‘twinned’ with another existing MSA registered club (or clubs), thus providing a natural ladder of progression. The experienced club can provide advice, knowledge and guidance, perhaps helping the University club organise its own mid-week AutoSOLO on the campus grounds.

In return, students could help at other MSA club events, gaining vital experience while easing the burden on existing clubs. They would become increasingly aware of the other opportunities available in motorsport. And when they leave University, they could continue to be involved in a motor club closer to their own home, wherever that might be.

It sounds good on paper and the wheels are in motion to put the plan into action at Ulster University. If it works out, motorsport will have a small but steady stream of ‘new blood’ coming into the ranks. Copy the idea at other educational establishments across the country then that ‘small stream’ becomes a much larger stream and our sport would be all the healthier for it.

It won’t happen overnight but the cogs are slowly turning. If you think your motor club could take advantage of a similar idea, there’s nothing stopping you. Contact your local Regional Development Officer who will gladly help you put the wheels in motion!