Closed roads come to Wales

Pages 2-3
WALES GIVES GREEN LIGHT TO CLOSED-ROAD MOTOR SPORT

In a landmark development for Welsh motor sport, new laws facilitating closed-road events came into force this month (2 February) following a long campaign by the MSA and the motor sport community.

The MSA spent several years campaigning for a change in the law to allow local authorities to suspend the Road Traffic Act for authorised motor sport events, without requiring individual Acts of Parliament. New enabling legislation commenced in England on 10 April 2017.

Following a further consultation, the Welsh Government has now published its own statutory instrument facilitating closed-road motor sport in Wales. As in England, it names the MSA and its sister governing body for two-wheel UK motor sport, the Auto-Cycle Union (ACU), as the authorising bodies for closed-road motor sport events.

Dolgellau’s Elfyn Evans, winner of the 2017 Dayinsure Wales Rally GB, welcomed the news as a huge boost for motor sport in his home country. Evans said: “Wales has some of the best driving roads in Europe and this initiative will provide the perfect platform to showcase the very best of the Welsh countryside. With the success of events like Dayinsure Wales Rally GB, Welsh motor sport is very much on the up and this will only encourage even more visitors to our region.”

Ken Skates, Cabinet Secretary for Economy and Transport, added: “Wales is home to a dynamic automotive sector with an annual turnover of some £3 billion and this is an excellent opportunity to inspire people to become a part of automotive and engineering industries in the future. I also recognize how such events can boost local, often rural, economies through increased tourism and hospitality, and offer community opportunities such as volunteering.”

“Wales is home to a dynamic automotive sector with an annual turnover of some £3 billion and this is an excellent opportunity to inspire people to become a part of automotive and engineering industries in the future”
GB WELCOMES CLOSED-ROAD OPPORTUNITIES

International Motor Sports (IMS), organiser and promoter of Britain’s round of the FIA World Rally Championship, has hinted that this year’s event (4-7 October) may feature closed-road elements.

IMS said that it would explore a range of new opportunities for Dayinsure Wales Rally GB route. “We have been working closely with the Welsh Government on achieving this exciting piece of legislation,” said Ben Taylor, Managing Director of IMS. “We are already looking at what this might mean for this year’s event.

“Whether it’s the introduction of an entire special stage set on closed roads or just closing a small section of highway to link two existing forest tests, we will be considering all the options. It’s really exciting!”

The provisional route is expected to be announced by the end of April. Follow @WalesRallyGB on Facebook and Twitter for updates.

www.msauk.org
TODT AND STOKER CROWN
MSA BRITISH CHAMPIONS

FIA President Jean Todt and FIA Deputy President (Sport) Graham Stoker crowned the 2017 MSA British Champions during the MSA’s prestigious Night of Champions ceremony in London (27 January).

Alan Gow, MSA Chairman from 2006-2017, hosted the winners of UK motor sport’s most prestigious titles for the annual awards evening at the Royal Automobile Club. They were joined by a series of special award winners, each recognised for outstanding achievement in their areas of contribution to the sport. Master of Ceremonies Steve Rider was joined by colleague Louise Goodman.

Special guests included not only Todt and Stoker but also the likes of legendary commentator Murray Walker OBE, who was presented with the MSA Lifetime Achievement Award, the highest accolade bestowed by the MSA Board. Sir Frank Williams was also recognised with the MSA Lifetime Achievement Award and sent a video message in his absence (p6). Meanwhile Billy Monger was presented with his 2018 MSA Competition Licence, as the young racer prepares to resume his single-seater racing career (p7).

Alan Gow said: “The Night of Champions is our chance to celebrate those who have excelled in their chosen discipline to win the premier titles in UK motor sport: the MSA British Championships. It also presents a great opportunity to recognise some of the outstanding, but perhaps largely unseen, achievements by members of the British motor sport community who give their time to enable this great sport to take place.

“On behalf of the MSA, I would like to congratulate all of the night’s winners on their achievements in 2017. I also wish to thank Jean and Graham for taking the time to join us once again to reflect on another exceptional season of UK motor sport.”

For the full rundown of winners, turn to pages 26-27.
Honda Racing BTCC @hondaracingbtcc
Feb 15
The wait is over ... we’re delighted to reveal that joining @MattNealRacing at Halfords Yuasa Racing for the 2018 #BTCC is ... @DanCammish! Welcome Dan, here’s to a cracking season.

MSA @MSAUK Feb 15
Are you competing this weekend? In the @CambrianRally, perhaps? If so, why not watch our short video on FHRs over on our Facebook page? Important info for newcomers and a good refresher for more experienced crews! Watch here: http://bit.ly/2syY0Gy

MSA @MSAUK Feb 14
The @WnRC gets underway this weekend with the Llandudno based Visit Conwy @CambrianRally. 2016 Champions Luke Francis & John H Roberts will be out in their WRC Fiesta as will Hugh Hunter & Rob Fagg, while Julian Reynolds & co-driver Patrick Walsh will be in their R5 version.

Nicky Grist @nickygrist
Feb 13
Looking at making a limited edition run of a Grist and McRae rally watch to celebrate my fantastic years with him? Who wants one?? Best email to reserve it!!

Jamie Edwards @jemsport
Feb 12
Great to see the UK rallying community ‘rallying around’ @ChelmsfordMC and their @corbeaurally. First of it’s kind in England - and it looks set to be a very tough battle at the sharp end! Very high quality entry taking shape. #rally @MSAUK @VisitEssex

IMS SEEKS MOTOR SPORT EVENTS MARKETING ASSISTANT

International Motor Sports (IMS), a wholly owned subsidiary of the MSA, is offering an opportunity for one motivated graduate to undertake a maximum eight-month work placement with the company.

IMS is responsible for the organisation and promotion of some of Britain’s flagship motor sport properties, including the British Grand Prix in F1, Dayinsure Wales Rally GB, MSA British Rally Championship, and a hospitality programme for the MSA.

Based at Motor Sports House, Colnbrook, the successful candidate’s main duties will include (but not be limited to): Supporting the planning, organisation and delivery of events; Liaison with contractors, suppliers and volunteers; Copy writing and/or proofing newsletters, articles, features for inclusion in newsletters, programmes, online for differing audiences; Supporting the implementation of the Rally GB marketing campaign; and basic design work using Adobe InDesign and Illustrator.

For the full role description and how to apply, CLICK HERE.

The deadline for applications is Friday 23 February.

/Appointments

MSA SEEKS STEWARDS ADMIN INTERN

The MSA seeks a Stewards Administrative Intern to be based at its office in Colnbrook (near Heathrow Airport). This is a full-time position on a six-month fixed term contract.

Main responsibilities will include – but not be limited to – providing admin support to the MSA Stewards Coordinator, confirming Stewards’ appointments, processing Stewards’ reports and processing Stewards’ expense claims.

For the full role description and how to apply, CLICK HERE.

The deadline for applications is Friday 23 February.
WILLIAMS AND WALKER RECEIVE MSA LIFETIME ACHIEVEMENT AWARDS

Formula One greats Sir Frank Williams and Murray Walker OBE have received MSA Lifetime Achievement Awards, the highest honour bestowed by the MSA Board in recognition of outstanding achievement over many years in motor sport.

Alan Gow, former MSA Chairman, presented the first accolade to Sir Frank at the Williams F1 headquarters in Oxfordshire. Between 1979 and 1997, Williams’s eponymous F1 team team won 113 grands prix, seven drivers’ championships and nine constructors’ championships.

“This award came out of the blue but I really am very proud and will treasure it for a long, long time,” Sir Frank said. “I’ve enjoyed every single year I’ve been in Formula One, 48 to be specific. It has been hard work but very rewarding work and I’m truly privileged to have been involved in the world championship.”

Murray, whose F1 commentary made him a household name, received his award in person at the MSA Night of Champions. He became a full-time F1 commentator in 1978; his comical errors, known as ‘Murrayisms’, helped make him a national treasure, while his passion, enthusiasm and longevity made him one of the greatest sports commentators of all time.

“People used to accuse me of writing things on the commentary box wall to slip into the commentary, but it’s not like that,” said Murray. “You say what comes into your head when you’re watching the race live and that’s what I did! It’s an honour to receive this award, especially alongside Sir Frank.”
BMSTT LAUNCHES WEBSITE AND SEEKS NEW TRUSTEES

The British Motor Sports Training Trust (BMSTT) has recently launched its new website at www.bmstt.org, featuring information about the Trust and grant aid guidance for MSA clubs and organisations.

The BMSTT supports safety and training initiatives in motor sport through grant aid funding and in a typical year it provides total grants of around £400,000. The Trustees play a vital role, volunteering their time to make important decisions about the Trust’s work.

The BMSTT also wishes to increase its number of suitable and appropriately skilled independent Trustees to join the existing team headed by Lord Rooker as independent Chairman. The Trust meets at least twice a year at Motor Sports House and the Trustees carry substantial responsibilities for running the charity and looking after its affairs.

For further information about the Trust and how you may be able to become involved as an independent Trustee, send a CV and covering email to gensec@bmstt.org.

TODT PRESENTS MONGER WITH MSA LICENCE

FIA President Jean Todt presented Billy Monger with his 2018 MSA Competition Licence at the MSA Night of Champions in London (28 January).

Following representations made by the MSA, the FIA has removed a regulation prohibiting disabled drivers from competing in international single-seater racing, paving the way for Billy to restart his career.

“It has definitely been a long process trying to make this happen and obviously, as a young race driver, single-seaters are what everyone really dreams of,” Billy said. “I wanted to carry on pushing towards F1 and now that this rule has been changed, the opportunity is there if I want to take it up and push to new heights. I’ll keep doing my best.”

Billy has since tested a specially adapted Carlin BRDC F3 car at Oulton Park and Brands Hatch. “We have a completely different set of controls to what any other driver on the grid will have,” Billy said. “I’m using a hand throttle, and both up and down gears are on one side of the steering wheel. I brake with my right leg, which I have a shorter prosthetic on.

“I’ve been driving a certain way for 12 years and then someone tells you to drive a different way. It was a bit of an obstacle at first, but I’m getting used to it and it’s becoming more natural with every lap I do.”
ENVIRONMENTAL AWARD OPEN FOR NOMINATIONS

The governing body is seeking nominations for the 2018 MSA Environmental Award, which recognises outstanding contributions towards environmental responsibility and sustainability in motor sport.

Recent winners include Anglesey Circuit (pictured), Greenpower, Williams Hybrid Power and Rt Hon The Lord Drayson. The latest winner will receive the prestigious trophy during the MSA Night of Champions ceremony at the Royal Automobile Club in London next January.

The deadline for nominations is Friday, 20 October. The award process and nomination form can be found on the MSA website at www.msauk.org/awards. For further information, email media@msauk.org with the subject line: ‘Environmental Award’.

NOMINATIONS SOUGHT FOR HRH PRINCE MICHAEL AWARD

Nomination papers are available for the 2018 HRH Prince Michael Award of Merit, the highest personal award made by the UK’s Motor Sports Council.

The award is given to a maximum of two recipients per year in recognition of meritorious service to UK motor sport. This encompasses distinguished service to, significant contribution to or outstanding service in British motor sport.

Nomination papers are available directly from the MSA and should be returned before the end of October. For further information, please email media@msauk.org with the subject line: ‘Prince Michael Award’.
The first stage rally being organised under new closed-roads legislation in England, Chelmsford Motor Club’s Corbeau Seats Rally Tendring & Clacton (22 April), attracted over 100 entries within 24 hours.

Entries opened on Sunday (11 February) and by Friday morning almost 124 slots had already been taken, including 100 fully paid entries. “Chelmsford Motor Club is very heartened by the strong support the rally is receiving from competitors,” said Tony Clements, Event Director. “With crews coming from all over the country, we look forward to seeing many new faces in Clacton on 22 April.”

For more information, visit www.corbeausetrally.co.uk or follow @CSRTC2018 on Facebook and @corbeaurally on Twitter.

Bolton-Le-Moors Car Club has raised £1800 for the Wigan and Leigh branch of Headway, the brain injury association, through donations at club events.

The Paul Swift Stunt Team sponsored a raffle at the club’s annual stage rally at Oulton Park, the Neil Howard Stages in association with Graham Coffey & Co. Solicitors. The prize was a chance to sit alongside Swift during his stunt show at the end of the rally.

Competitors also made donations and the club ran a demonstration autoSOLO, offering members of the public their first taste of grassroots motor sport in exchange for a small donation.
Andrew Gallacher took his maiden rally victory on the opening round of the championship, the Arnold Clark Snowman Rally.

Gallacher and co-driver Jane Nicol held onto the lead of the unpredictable Inverness-based event from the second stage to win by a six-second margin in their Ford Focus WRC.

Quintin Milne and Sean Donnelly went on an almighty charge over the final stages to close the gap in their Subaru Impreza WRC, with Donnie MacDonald and Andrew Falconer completing the podium in their Ford Fiesta R5.

Results
1 Andrew Gallacher/Jane Nicol (Ford Focus WRC) 46m28s
2 Quintin Milne/Sean Donnelly (Subaru S11 WRC) 46m34s
3 Donnie MacDonald/Andrew Falconer (Ford Fiesta R5) 46m48s

Provisional championship standings
1 Andrew Gallacher/Jane Nicol – 30 points
2 Quintin Milne/Sean Donnelly – 28
3 Donnie MacDonald/Andrew Falconer – 27
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 msauk.org/antidoping today.
I’ve shouted about it loud enough that many people will know by now that I was extremely humbled to be awarded the BWRDC Lord Wakefield Trophy at the MSA Night Of Champions last month. This led me to think, ‘How relevant are women-only awards in motor sport and should there still be a need for them?’

I am not only a female in a male dominated sport but I’m also a disabled driver competing against a predominately able-bodied male sporting demographic. Does this affect my ability to compete in my sport? Absolutely not. Does it affect the way my sport or my competitors treat me? Not in the slightest. Does my gender and disability affect the way people outside motor sport view me as a driver? Sometimes, yes.

The gender and disability factors are two separate issues but they stem from the same fundamental prejudice that remains ingrained in society’s views of achievement; that success and power are male gendered traits.

This is something that I experience often and mainly in wider society rather than in sport. For example, last year I went to London in my 4x4 and parked in a disabled space. A woman who hadn’t seen me get out of the car commented to her friend, ‘Look at this guy parking in a disabled space. Can you imagine a disabled person owning this car?’ Premium cars are often associated with success but in two sentences this woman reflected our outdated social values: disabled people or women cannot be successful.

Women already competing and achieving in motor sport don’t view their gender as anything other than a tick box on the competition entry form; it’s society that needs to see and appreciate our importance within sport.

Initiatives that help to do this include: the BWRDC, which gives women a social support network and provides a valuable entry route for women who love our sport; D2BD, which celebrates female achievers in motor sport and changes gender stereotypes at grassroots level; and the Lord Wakefield Trophy, which confirms that the MSA values women in motor sport as much as anyone.

The point of these organisations and awards is not to segregate woman within motor sport but quite the contrary. These are the very building blocks towards an equally gendered future for the whole of the motor sport industry. The support of the MSA and more globally the FIA to pursue this goal makes it more realistic to achieve.

I for one would like to say, ‘thank you’ to the MSA and the BWRDC, not only for choosing me to receive the Lord Wakefield Trophy but also for supporting me as a woman in motor sport. And to the woman in London and others in society who think that women and the disabled can’t be successful? As your new FIA Commission President, I’m about to prove to you how wrong you are.
The winners of this month’s MSA marshals prize draw have won weekend passed to Speedmachine Festival, the UK round of the FIA World Rallycross Championship at Silverstone on 25-27 May.

The first winner, Peter Trenter, has been involved in motor sport since 1970, having started as a competitor on forest and tarmac stage rallies. In recent years, Peter has been Stage Commander on the Tempest Rally.

Frank Hill, the second winner, has a similar background – he got involved in the 1970s when he rallied a Mini Cooper S. These days he enjoys volunteering, particularly on historic events, and sees marshalling as an opportunity to put something back into the sport he enjoys.

Each month at least one person is picked at random from the MSA’s database of registered marshals. They each win a special prize and receive a signed certificate of recognition from Rob Jones, MSA Chief Executive, on behalf of the governing body.
TECHNICAL CONFERENCE

The MSA Technical Department has completed its short series of three Technical Conferences, attended by 174 scrutineers. Delegates took part in informative sessions by: the FIA on safety equipment; Lifeline on fire extinguishers; Safety Devices on roll over protection systems (ROPS); and Ford on electric and hybrid vehicle technologies.

The MSA thanks the following for their assistance: Nuria Encinas Redondo (FIA); Aeron Lloyd (Safety Devices); Chris Platt (Safety Devices); Luke Mortlock (Safety Devices); David Henry (Lifeline); Alec Parr (Lifeline); Jim Morris (Lifeline); and Roger Ratley (Ford).

‘PROTO’ STAGE RALLY CARS

The MSA Technical Department has been approached recently by a number of competitors applying for Category Two Stage Rally car approvals for what are colloquially referred to as ‘Proto’ cars. Such applications have been rejected, as the vehicles have been found not to comply with the necessary Category Two regulations.

These vehicles usually have a Mitsubishi Evolution floorpan/bulkhead grafted in to a modern small hatchback shell (Fiestas, Polos, Mirages etc. have all been seen). Category Two regulations require the original manufacturer’s chassis/unitary construction to remain, with modifications being limited to those permitted by FIA Drawings 279-1 and 279-2. For clarity, any stage rally car with a non-original floorpan and/or bulkhead would not comply with MSA regulations, which have been static on this issue since 2009.

The MSA has given scrutineers advice on what to look out for when inspecting cars for a logbook, to help ensure that non-compliant cars do not find their way into competition.

IAME X30 MINIX REGULATIONS

The 2018 class regulations for X30 MiniX have been published and can be found at www.msa.uk.org/karttech or downloaded directly HERE. The technical changes effectively reflect those already published in the Gold Book for the X30 Junior class.

To sign up for email notifications when proposed regulation changes are posted online for consultation, click HERE.
GOLD BOOK AMENDMENTS

The karting community is advised that three amendments have been made to regulations in the 2018 MSA Kart Race Yearbook. Details are as follows and full copies of each amendment can be found at www.msauk.org/karttech, or downloaded via the hyperlinks below.

**Tyres for KZ classes – 2018 MSA Kart Race Yearbook Amendment 1**

The Gold Book as published carries the nominated tyres for the KZ2 and KZ UK classes as ‘TBC’, because at the time of the book going to print the tender process had not been completed. It is now confirmed by way of this amendment that the nominated tyres are those from Le Cont as detailed in the amendment document. Download Amendment 1 [HERE](#).

**Honda GX160 technical regulations – 2018 MSA Kart Race Yearbook Amendment 2**

The new engine technical regulations for the Honda Cadet class – which become effective from 31 March 2018 – have been updated slightly and the new edition is version ‘13a’. Download Amendment 2 [HERE](#) and v13a of the GX160 technical regulations [HERE](#).

**IAME Cadet and X30 engine oils – 2018 MSA Kart Race Yearbook Amendment 3**

The regulations are updated to include the use of Shell Advance Racing M, as well as any oil from the CIK approved list. This is due to Shell M not being on the 2018 CIK approved list. Download Amendment 3 [HERE](#).

KART ENGINE HOMOLOGATION FICHES

Updated engine homologation fiches for the Rotax FR125, IAME X30 and IAME Parilla Gazelle 60cc Cadet have been updated and can be found online at www.msauk.org/karttech or via the hyperlinks below.

The Rotax FR125 engine homologation fiche – which covers Senior, Junior and Mini classes – has been updated for 2018 and the new version can be downloaded directly [HERE](#). The 2018 updates include new variants of cylinder and spark plug caps, clarifications on con rods and crankshaft ignition checks and a correction concerning the latest Junior cylinder.

The IAME X30 engine homologation fiche - which covers Senior, Junior and MiniX classes – has been updated for 2018 and the new version can be found downloaded directly [HERE](#). The 2018 updates include a new mandatory exhaust in Senior, alternative radiator and water pump assembly for Junior and MiniX, clarification of exhaust header flange thickness for Junior and MiniX, alternative fuel needle and pump diaphragm and a correction concerning low and high-speed needles for Senior and Junior.

The IAME Parilla Gazelle 60cc Cadet engine homologation fiche has been updated for 2018 and the new version can be downloaded directly [HERE](#). The changes are limited to the introduction of and alternative rotor and airbox manifold, with new and old parts being interchangeable.

To sign up for email notifications when proposed regulation changes are posted online for consultation, click [HERE](#).
What is an FHR?
A Frontal Head Restraint (FHR) is a system designed to reduce injury by limiting forward head movement in the event of an accident.

FIRE EXTINGUISHER REGULATIONS

This guidance sets out to clarify the new fire extinguisher requirements for vehicles competing in MSA-permitted events. These new requirements have been published in section (K) of the MSA Yearbook, with effect from 1 January 2018.

These regulations only apply where the discipline-specific regulations require a fire extinguisher to be carried on the vehicle as a mandatory piece of equipment.

Is a fire extinguisher mandatory in my discipline?
The fire extinguisher requirements are detailed in the discipline-specific regulations of the MSA Yearbook, and in all cases the regulations give the mandatory minimum requirement. This has not changed, so if there has not previously been a mandatory requirement for extinguishers in your discipline then the new regulations do not change this. In disciplines where there is no mandatory requirement it is nonetheless recommended that extinguishers are carried.

What are the changes and when do they apply?
Since 1 January 2018, it has been a requirement for all extinguishers to be serviced in accordance with the manufacturer’s guidelines or every 24 months, whichever is sooner.

From 1 January 2019, new build vehicles in relevant disciplines must comply with (K) Competitors: Safety; Appendix 3.

From 1 January 2022, all vehicles in relevant disciplines must comply with (K) Competitors: Safety; Appendix 3.

Which regulations apply to my vehicle?
If your vehicle has competed, or been issued with a Competition Car Log Book/Vehicle Passport, prior to 1 January 2019 then it can continue to comply with the existing regulations in (K)3 until 31 December 2021. Therefore, in existing cars, non-homologated extinguishers can continue to be used until this date, providing that the extinguisher is serviced in accordance with the manufacturer’s guidelines or every 24 months, whichever is sooner.

If your vehicle competes for the first time after 1 January 2019 or is issued with a Vehicle Passport after this date then it must comply with the new regulations in (K) Appendix 3.

After 1 January 2022, all vehicles for which there is a mandatory requirement for a fire extinguisher will need to comply with the new regulations in (K) Appendix 3. The individual discipline regulations will define whether the requirement is for a plumbed-in or hand-held system.
What do the new regulations (K) Appendix 3 require?

For a plumbed-in extinguisher system, the requirement will be for the system to be homologated by the FIA. There are currently two FIA homologation standards: Fire Extinguisher Systems in Competition Cars (1999) and FIA Standard 8865-2015.

Details of the systems homologated by the FIA can be found on the relevant FIA Technical Lists. Fire Extinguisher Systems in Competition Cars (1999) systems are found in Technical List No.16 and FIA Standard 8865-2015 systems are found in Technical List No.52. These Technical Lists can be found on the FIA Website [HERE](#). Click here for Technical List 16 Click here for Technical List 52

For FIA-homologated plumbed-in systems, the extinguisher capacity will be defined by the homologation, so there is no minimum capacity as such. However, competitors should note that only certain Fire Extinguisher Systems in Competition Cars (1999) systems are homologated for use in stage rallying; these systems are indicated on FIA Technical List No.16 with a tick in the column headed ‘Rally’. All FIA standard 8865-2015 homologated systems are eligible for rallying.

Hand-held extinguishers will need to comply with the regulations in (K) Appendix 3, articles 3.2.2 to 3.2.7, or comply with FIA Standard 8865-2015. The hand-held extinguisher must contain one of the permitted extinguishants and the regulations detail the minimum capacity of the extinguisher in either litres or kilograms depending on the extinguishant used.

Servicing

A fire extinguisher is not a ‘fit and forget’ item; regular servicing and maintenance of extinguisher systems is vital to ensure they are ready to work when needed.

Who can service my extinguisher?

Non-homologated systems compliant with current regulations (K)3 do not require the service to be carried out by the manufacturer or their agent. However, the MSA would suggest that the competitor checks with the manufacturer before submitting an extinguisher for service, because servicing outside of the manufacturer’s network may affect their recognition of that product. We will always recommend that the manufacturers servicing schedule is followed.

For any FIA-homologated extinguisher (List 16 or 52), the servicing must be carried out by the manufacturer or their agent. This is part of the FIA homologation requirements, therefore getting an FIA-homologated system serviced outside the manufacturer’s network will effectively void any homologation.

For an FIA-homologated extinguisher, the homologation regulations define what work must be undertaken as part of the service. This is a very thorough service that will involve, among other checks, the internal and external examination of the bottle, replacement of all seals, cleaning and testing of the operating heads and nozzles, and replacement of the extinguisher contents.

As this shows, the servicing schedule mandated as part of the FIA homologation is extensive and only the manufacturer will have access to the replacement parts and specialist tools required to undertake this service.

In comparison, a fire extinguisher service offered by independent companies will often only consist of the extinguisher being weighed and pressure checked, and the bottle being externally visually inspected.

What do I need to do if my fire extinguisher has not been serviced?

If your extinguisher is less than 24 months from its date of manufacture then you just need to ensure that it is serviced before it passes 24 months old. The servicing regime must then be maintained throughout the life of the system.

If you have a non-homologated fire extinguisher that is overdue a service then this extinguisher will need to be serviced before it is presented for scrutineering and then every 24 months from then on until 31 December 2021.

If you have an FIA-homologated extinguisher that is overdue a service, the first thing to do is to contact the manufacturer to see if they can assist. If the manufacturer advises that the time elapsed since the last service is too long and the system cannot be serviced then the only option is for the extinguisher to be replaced.
COLLARD, ILOTT & ROOKE SELECTED FOR TEAM UK

Young racers Ricky Collard and Callum Ilott have joined rallycross star Dan Rooke as new members of MSA Team UK, the pinnacle of the MSA Academy talent development pathway.

All three new Team UK members have been part of the MSA Academy’s Squad programme, while Collard has also completed the three-year AASE course run in conjunction with Loughborough College.

Collard (21) (left, above) was runner-up in the 2016 British F3 Championship and spent 2017 competing in the ADAC GT Masters for German team BMW Schnitzel, winning his debut GT3 Race in the series.

“Graduating to Team UK is the greatest honour,” Collard said. “Since joining the MSA Academy I have managed to put into practice the skills learnt from the workshops, which has paid dividends in my racing career, on and off the track.”
Ilott (19) (above) finished fourth in the 2017 FIA F3 European Championship with six wins and 11 podiums, and more pole positions and fastest laps than any other driver. “After joining the MSA Academy towards the middle of last year with the intention of reaching Team UK, I am very pleased to be selected as a member of the national squad,” he said.

Rooke (20) (right) won the 2016 MSA British Rallycross Championship in his debut year in the Supercar class and finished second in the 2017 RX2 International Rallycross Series. “I can’t wait to continue my development as a driver on MSA Team UK!” Rooke said. “I hope the programme will give me a more in depth understanding of what it takes to turn professional and to give me the skills to do so.”

The three new recruits join the nine existing MSA Team UK members:

- Jack Aitken (22)
- Ben Barnicoat (21)
- Jake Dennis (22)
- Jake Hughes (23)
- Chris Ingram (23)
- Jordan King (23)
- Seb Morris (22)
- Lando Norris (18)
- Osian Pryce (24).

Jordan King @42jordanking Feb 7
Proud to say I’m back on the @MSAUK #TeamUK elite squad this year.

Ben Barnicoat @BenBarnicoat Feb 7
Very happy to announce I will be continuing as a member of the MSA Team UK squad for 2018! Honoured to be regarded as one of the 12 most promising drivers in the UK and would like to thank @MSAUK Team UK for their support in my career over the past 4 years!

Chris Ingram @ChrisIngramGB Feb 7
Delighted I will be continuing as a member of the MSA Team UK elite driver squad this season for the 4th consecutive season. Very proud to be recognised by the UK’s Motorsport federation as one of the countries 12 most promising young race or rally drivers @MSAUK

Seb Morris @SebMorris31 Feb 7
Fantastic to be back for my 4th year at the pinnacle of UK drivers.

Ricky Collard @RickyCollard Feb 7
Look forward to working with @MSAUK for 2018. Joined the program back in 2014 in the @MSAAcademy great scheme which has helped me to negotiate my career path in motorsport

Callum Ilott @callum_ilott Feb 7
Happy to announce today I’ve been selected to join the @MSAUK Team UK National Squad #TeamUK

Dan Rooke @danrookeracing Feb 7
NEWS: Extremely pleased to have been invited to join the @MSAAcademy Team UK Driver Development Program!! Big thank you to the @MSAUK for this opportunity!
CALLING YOUNG DRIVERS!
APPLY NOW FOR SQUAD OPPORTUNITY

The MSA Academy is recruiting for the next intake of the Squad, an exclusive programme for 14- to 24-year-old competitors who have demonstrated potential excellence in motor sport.

The Squad programme is overseen by an MSA Academy Performance Manager and delivered by qualified MSA Coaches. It is primarily workshop-based but the bespoke approach to driver development ensures that more individual support is also available.

Rallycross driver Dan Rooke has been newly promoted to Team UK following two years on the Squad. “The Squad programme is a must for any young driver looking to make a career in motorsport,” he said.

“Since joining the Squad I have acquired many skills that I frequently use on and off the track. The programme has given me a brilliant stepping stone to move further up the Academy ladder.”

To apply for the MSA Academy Squad programme please CLICK HERE for the application form.
CAMBRIDGE CAR CLUB

The roots of Cambridge Car Club (CCC) date back to the 1930s and the Cambridge & County Motor Club, writes John Conboy, RDO for the East.

WWII caused the club to effectively close down but it soon reformed in 1950 as the Cambridge '50 Car Club, later shortened to Cambridge Car Club. Over the years it has had some illustrious members including Brian Lister, Archie Scott Brown, and Tina Kerridge-Reynolds, who competed on the London to Sydney marathon rally as part of an all-lady crew in an Austin 1800.

The club has since evolved into a group of motor sport enthusiasts who organise, marshal and compete on a full range of events, from performing timing crew duties on Dayinsure Wales Rally GB, to local club production car trials and autoSOLOs.

Cambridge CC is a member of the regional Anglia Motorsport Club and organises an MSA marshals training day at a nearby college in Cambridge, with around 100 candidates attending each year.

Regular motor sport themed social nights in the local pub ensure a healthy membership. Members are currently undertaking major roles on this weekend’s Snetterton Stage Rally, part of the MSN Circuit Rally Championship (18 February).

Upcoming events include a production car trial, open to all comers aged 14 to 94, who can compete in unmodified production to specialist built kit cars, climbing an unprepared inclined grass course and see who can progress the furthest. Another event coming up in the spring is an 80-mile classic car run, based around the Duxford Imperial War museum, and run in aid of a local charity.

A couple of large social events planned include a long-distance trip to the Le Mans 24 Hours race in June and providing a timing crew on several stages on this year’s Dayinsure Wales Rally GB.

For further information and list of events, visit www.cambridgecarclub.co.uk.
The Scottish Hill Rally Club runs cross country events across Scotland, culminating with the Scottish ‘Borders’ Hill Rally. The club was originally formed to run a large multi-venue hill rally across the Ochil Hills in Perthshire. These events almost invariably mean operating away from facilities such as buildings and power! For a decade, the club has been reliant on a former exhibition caravan to provide a base for its operations but with the passage of time the caravan had reached the end of its useful life.

“As the old caravan faced being pensioned off we started looking at our options,” says Rupert Hine, chairman of the Scottish Hill Rally Club. “We realised that we really needed more space, both for the event HQ, and also to accommodate the competitors for briefings, viewing results, awards ceremonies, and for social gatherings during the evenings at events.

“We were going to struggle to get this all into even a large caravan or trailer, particularly if it was to be moved by club members on a commonly held driving licence. This was when we started thinking about lorries…”

The club considered the potential of refitting a small truck, both to carry equipment needed to run the event and also to provide office facilities when at the event. In the end they chose the type of 7.5 tonne delivery lorry used by bakeries; complete with tail lift and side access doors, this would provide the carrying capacity to move a generator and a substantial marquee, tables, chairs and other equipment to set up a complete event HQ.

The club applied to the MSA Motor Sport Development Fund and received a grant that has enabled the project to deliver a complete control vehicle. With underfloor lockers for storage, the main area of the vehicle is split into different areas: for competitors and the secretary of the meeting to run signing-on; a separate area for results; and an enclosed office to run the event control in.

The vehicle has also been used by other clubs and the regional association as the base for further events and training, and is also being considered by the Scottish Government’s Voluntary Sector Resilience Group as part of its emergency response plans.

All of this has now been delivered. It improved the control and HQ environment at last year’s Hill Rally and will enable the club to start planning to run a second Hill Rally next year.
2017 was a fantastic year for club development and one club that shone particularly bright was the Autotest Drivers’ Club (N.I.), writes Jonathan MacDonald, RDO for Northern Ireland.

Northern Ireland’s autotest competitors are highly regarded for their well-honed skills. In fact, the Northern Ireland team has won the annual MSA inter-association Ken Wharton Memorial Autotest every year since 2012, bringing their winning tally to a record 36 victories.

However, showcasing these high-level skills can come at a price. Club members realised that they were struggling to entice new faces into the fold. Laying on demonstration events didn’t seem to help and attracting competitors from other disciplines was proving difficult too. The reason? They were just too good!

While spectators enjoy watching the autotest regulars making inch-perfect manoeuvres, those competitors were inadvertently putting off potential newcomers who immediately thought, ‘I could never do that’. The club needed to provide a stepping stone for new competitors – events that were simpler and easier to remember, providing newcomers a chance to build their skills.

So, in 2017 a new ANICC Autotest Clubman Challenge was launched, running alongside the Northern Ireland Autotest Championship events. The tests took place in the same yards and around the same pylons but were less complicated, giving the newcomers a chance to hone their skills.

“The Challenge really took off last year,” says co-ordinator Mark King. “In previous years, we had around 15 regular drivers who entered our championship rounds but the Challenge brought in an additional 18 drivers, of which 15 competed in the entire series.”

The Challenge proved to be an inspired move by the Autotest Drivers’ Club. In one fell swoop, they managed to double the number of regular entries and their ‘main’ championship will start to feel the benefit in 2018.

“I really enjoyed helping people out and keeping them going,” says King. “You could see a lot of improvements in a lot of people over the course of the year. One of those drivers is now progressing to the championship this year.”

In another new initiative, the Autotest Drivers’ Club is running an autotest marshals training day in February. It has created a 14-page handbook and will provide some hands-on training at County Antrim’s Transport Training Services venue.

“We’re going to have a presentation that’s linked directly to the handbook,” reveals King. “There will be a session in a lecture room and then we’ll go outside for a practical training session. It will generally give marshals a better understanding and will help to standardise marshalling at autotests.”
For details of how you can get involved visit www.gomotorsport.net/New-Get-Involved/Get-Volunteering
Torbay Motor Club’s success can be traced back to its organisation of events in a varied range of disciplines, allowing them to reach large numbers of people across all areas of the sport, writes Kevin Moore, RDO for the South West.

Autocross has a strong – and growing – following in the South of England, and Torbay Motor Club (TMC) has used this to its strength. In recent years the club has returned to organising regional autocross championship rounds and the subsequent boost to the club’s membership has broadened the skill set of its organising teams.

Making use of ‘taster permit’ opportunities, Torbay Motor Club has organised autoSOLOS in a local college car park to raise awareness of its activities within the local community. Other club events include the Torbay Classic Trial, the Clay Pigeon Sprint, and Hill Climbs at Wiscombe and Charmouth. TMC also runs static displays at local non-motor sport events. Although they may seem basic, these displays work wonders for club PR and for raising awareness among the public in general.

Classic car enthusiasts are also welcome and TMC organises an annual classic car run around the beautiful Devon coast and countryside. These events are attracting another genre of enthusiasts, who are often left out in the cold by mainstream motor sport. Classic car runs can also provide a reliable source of enthusiastic volunteers.
And the award goes to...

The latest MSA British title winners were crowned at the annual Night of Champions ceremony at the Royal Automobile Club in January.

1. MSA Lifetime Achievement Award: Murray Walker
2. JLT MSA Club Of The Year: Southsea Motor Club
3. JLT MSA Volunteer Of The Year – Clerks & Stewards: Jonathan Millar
4. JLT MSA Volunteer Of The Year – Marshal: Brian Wilson
5. JLT MSA Volunteer Of The Year – Medical/Rescue/Recovery/Safety: Colin Whitter
6. JLT MSA Volunteer Of The Year – Technical Official: Sue Bateman
7. JLT MSA Volunteer Of The Year – Other: Howard Joynt
8. JLT MSA Volunteer Of The Year – Overall: Barry Arundell
9. MSA Young Photographer Of The Year: Matt Sayle
10. MSA Young Journalist Of The Year: Stephen Lickorish
11. iZone MSA Young Driver Of The Year: Will Tregurtha
12. BWRDC Lord Wakefield Trophy: Nathalie McGloin

Award Presentations made by...

1, 9-12: Alan Gow, MSA Chairman
2-8: Richard Rainbow, Partner at JLT Specialty Ltd
13-21: Graham Stoker FIA Deputy President for Sport
22-31: Jean Todt, FIA President
Nobody was present to receive the Sir Malcolm Campbell Memorial Trophy, MSA British Cadet Kart Championship or Prestone Motorsport News MSA British Junior Rally Championship trophies.

For details of all the award winners and their achievements, please CLICK HERE.
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