England’s first closed-road rally
The first closed-road event organised under new legislation in England takes place on Sunday (22 April) when competitors from across the UK tackle the Corbeau Seats Rally Tendring & Clacton.

The Essex-based event is just two shy of a capacity 120-car entry, with crews coming from England, Northern Ireland, Scotland, Wales, the Isle of Man, Channel Islands and the Republic of Ireland. First into the stages will be asphalt ace Melvyn Evans, who is seeded at number one, fresh from his victory in the opening round of the Protyre MSA Asphalt Rally Championship.

Evans and his fellow competitors will tackle 45 competitive miles across five stages on the Tendring Peninsula. There are two designated spectator areas and the rally will pass them three times during the day. Spectators will also be able to watch the cars being worked on in the Service Park, sited along the Western Esplanade in Clacton.

“This weekend’s Corbeau Seats Rally Tendring & Clacton will be a landmark event for UK motor sport,” said David Richards CBE, MSA Chairman. “After years of campaigning, the MSA and event organisers can now take motor sport to the people, engaging with new audiences and delivering a real boost to local communities. We must give credit to Chelmsford Motor Club for leading the way and getting this initiative off the ground just a year after the new legislation was passed.”

Cllr Neil Stock OBE, leader of Tendring District Council, said: “This rally, the first of its kind in England, is a brilliant opportunity to showcase our area, and adds a different dimension to what is currently on offer in Tendring. We are delighted to be bringing such a high-profile event to Tendring, and I would like to thank the rally organisers, Chelmsford Motor Club, for working so diligently with ourselves and partners to ensure this event runs smoothly, causes minimal disruption, and brings maximum benefit to everyone.”

Chelmsford Motor Club’s Tony Clements, Event Director, added: “I am very pleased that we have received such a first-class entry, not only in terms of quantity but also quality. It should all make for an exciting day’s sport with close competition.”

Programmes containing important spectator safety information will be on sale at Rally HQ (Clacton-on-Sea Bowling Club) on Saturday and Sunday, then at the Service Area and the two spectator stages on Sunday. For further spectator information, please CLICK HERE to visit the event website.
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
ROB JONES ANNOUNCES RETIREMENT AS MSA CHIEF EXECUTIVE

After twelve years at the MSA including the last four and a half years as Chief Executive, Rob Jones has announced that he is taking early retirement, effective from 31 May 2018.

“Ahead is the promise of another very significant era with an evolving role for the MSA led by a new Chairman together with a new Board and I believe that the timing is right for me to move on, having achieved what I had been tasked to do,” said Jones.

“Having travelled from marshal via competitor and karting dad to Chief Executive of the governing body, I’ve engaged with and enjoyed every possible aspect of the sport and it’s been a privilege to hold overall responsibility for what has never been just a job.”

MSA Chairman, David Richards CBE, said: “On behalf of the Board I would like to thank Rob for all that he’s achieved during his twelve years at the MSA. Securing the legislation for closed public road events in England and Wales is a legacy he can feel rightly proud of and we all wish him well for the future.”

Jones, who is a solicitor, is deputy to FIA President for Sport, Graham Stoker, on the FIA World Motor Sport Council and a member of both the FIA’s ASN Development Task Force and Anti-Doping Commission. He was inaugural President of the FIA Ethics Committee and is an FIA Steward.
**DEVELOPMENT ASSISTANT**

The MSA seeks a Development Assistant to be based at Motor Sports House in Colnbrook, near Heathrow. This is a permanent, full-time position.

The successful candidate’s main responsibilities will include but not be limited to:

- Support, develop, track and monitor the activity and progress of the development programme including Training, the Academy and Go Motorsport
- Provide the first point of contact for Regional Associations, clubs and volunteers on all training, and volunteer officials’ issues
- Provide the Secretariat to a number of working groups and panels
- Support social media activity to enhance the promotion of the programmes and success stories
- Other tasks and activities commensurate with the role / to meet the requirements of the Development programmes.

To read the full job description, please [CLICK HERE](mailto:). To apply, please send your CV to Sheila Barter, HR Manager, on Sheila.barter@msauk.org by Friday 20 April 2018.

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**TECHNICAL SUPPORT ENGINEER/TECHNICAL ADMINISTRATOR**

The MSA seeks a Technical Support Engineer/ Technical Administrator to be based at Motor Sports House in Colnbrook, near Heathrow. This is a permanent, full-time position.

The successful candidate’s main responsibilities will include but not be limited to:

- Supporting Scrutineer and Timekeeper training and licensing matters
- Understanding the process of MSA and FIA regulations
- Representing MSA at events and external meetings.

An engineering qualification preferable although not essential. The successful candidate will also be required to have good communication and written skills, high attention to detail, excellent organisational skills, proficiency with Microsoft Office and a valid driving licence.

For further information or to apply, please email Sheila Barter on Sheila.barter@msauk.org. The closing date for applications is Friday 27 April 2018.
The MSA has teamed up with IMG to offer MSA members an exclusive 20 per cent discount on day and weekend tickets to Speedmachine, the UK round of the FIA World Rallycross Championship at Silverstone on 25-27 May!

Speedmachine is the first World RX event to be held at Silverstone and will combine the championship action with live music, manufacturer test drives on the circuit, street food, Group B displays, e-gaming and more. The MSA is working with Oxford Motor Club to add grassroots motor sport to the mix by running an autoSOLO with free passenger rides. Similar initiatives have proved to be very popular at past events such as Autosport International.

As an exciting and high-profile new event in British motor sport, Speedmachine gives us the opportunity to reach new enthusiasts and show them that the sport can be affordable, accessible and local.

To claim the discount, visit www.speedmachine.com/tickets and use the relevant discount code: SPWMSA20 (weekend); SPSMSA20 (Sunday); SPSATMSA20 (Saturday).
DETAILS OF INTER-ASSOCIATION AUTO SOLO CONFIRMED

Boundless by CSMA Club will host the 2018 MSA Inter-Association AutoSOLO near Lymm in Cheshire on 24 June.

The club will organise a National B & Clubman’s AutoSOLO, Autotest and Production Car Autotest (PCA) at Poplar 2000 Motorway Services (M6 J20/M56 J9). The National B AutoSOLO event will comprise the following classes:

(A) Production Saloon Cars up to 13’ (3.96m) overall length and up to 1400cc (Must have all seats & trim fitted)

(B) Production Saloon Cars up to 13’ (3.96m) overall length and over 1400cc (Must have all seats & trim fitted)

(C) Production Saloon Cars over 13’ (3.96m) overall length (Must have all seats & trim fitted)

(D) Series Production Sports Cars hood down or hood up. (Must have all seats & trim fitted)

(E) All other cars (including low volume sports cars e.g. Westfield’s and Caterham’s) and Rally prepared cars.

Any Regional Association may nominate an A team and a B team in classes A to E, with three drivers per team but no more than one each from classes B, D and E combined.

Entries are open until Monday 18 June. All entries must be made on the official form and accompanied by the appropriate fee (£30 per competitor). Due to time constraints, entries will not be accepted on the day.

For further information, please email the Entries Secretary and Event Secretary on steven.butler9@btinternet.com.

news in brief

MSA statement on Loco 2 Stages

The MSA acknowledges the verdict of accidental death following an inquest in Basingstoke (16 April) into the tragic incident on the 2017 Loco 2 Stages rally. The MSA wishes to reiterate its sincere condolences to the families and friends of Shawn Rayner and Steve Dear.
What: MSA Team UK’s Lando Norris scores his maiden FIA F2 feature race win

Where: Sakhir International Circuit, Bahrain

When: 7 April 2018

Lando Norris continued his inexorable rise with victory in the opening race of the FIA Formula 2 season in Bahrain. Norris dominated the race from pole position. Fifth place in race two means that Norris heads to the next round at Baku, Azerbaijan, in the championship lead.
BUSY SEASON AHEAD FOR RESURFACED THREE SISTERS

The recently resurfaced Three Sisters Circuit in Wigan is under new management and has a packed season ahead, including not only kart events but also club rallies.

After some difficult years, the 1.5km circuit is now led by karting guru Bill Sisley, formerly of Buckmore Park Circuit, which was home to great talents such as Lewis Hamilton, Jenson Button and Johnny Herbert in their formative years.

“I have spent a life time in motor circuit management, initially at Brands Hatch and for the last 40 years at Buckmore Park and I understand how specialised motor racing circuits should operate,” said Sisley.

“Three Sisters is a fantastic circuit. I raced here in karts in the late ‘70s, as did my son in the 1990s. I have managed to put together some of my old team from before, including Chris Pullman, and we have combined with Ian Makinson and his existing team here at the circuit. I am sure there is a great future not just for karting, but many motorized sports here.”

This year the circuit’s host kart club, Manchester & Buxton Kart Club, is promoting 10 race meetings, including some national championships. The venue is also hosting the Blackpool South Shore Motor Club and Wigan Motor Club rallies, plus the Longton & District Motor Club Sprint events.

As the revived circuit expands, there are opportunities for clubs and groups looking to operate there. The new management team is particularly interested in meeting those with experience of operating a rally, race or bike school. Interested parties can contact Chris Pullman, Circuit Director, on 01942 719 030.

“Three Sisters is a fantastic circuit. I raced here in karts in the late ’70s. I have managed to put together some of my old team from before, including Chris Pullman, and we have combined with Ian Makinson and his existing team here at the circuit.”
The latest MSA General Regulation changes proposed by Motor Sports Council and approved by the MSA Board include a return to the use of red flags in stage rallying to align with FIA rules. Procedural use of the reds flags has also been amended following the Fatal Accident Inquiry (FAI) report.

Other changes include updates to section C to align the judicial process in long circuit karting with circuit racing, rather than short circuit karting.

Changes to section K reflect new helmet standards and updated expiry dates, while amended rules in section P introduce frontal head restraints (FHRs) to certain Cross Country disciplines.

Section Q has been updated to clarify that vehicles in junior car racing must comply with MSA Junior Formulae Technical Requirements. Meanwhile section U features a host of simplifications and clarifications or race stopping and re-starting procedures.

For all these changes and more in detail, please CLICK HERE.
Nathalie McGloin

MSA Extra columnist on her hero

This month saw me compete in my first race of the season at Donington Park on 14 April. As I prepared for this I was also thinking about saying goodbye to someone who has had—and will continue to have—a massively positive impact on my racing: Georgie Shaw.

Some of you might not have had the privilege of ever meeting Georgie, who sadly passed away earlier this year. On 1 May we will celebrate Georgie’s life at the Royal Automobile Club and as I prepare to say goodbye I have realised that I won’t be saying goodbye at all, as Georgie’s influence remains present with me in racing, work and life in general.

I met Georgie through my great friend, Lorina McLaughlin, at the BWRDC Awards Dinner two years ago. I’d met Lorina at a Pistonheads Breakfast Club at Goodwood, where she invited me the BWRDC dinner.

I had no idea what to expect from a women’s driving club and I was worried it might just be a load of women patting each other on the back for driving cars around in circles. What I saw in the women I met and what I heard in the stories that were told that evening changed my perception of what I could achieve in motor sport as a female driver for good.

Not having had the chance to get to know Lorina until that evening, I was excited to be sitting on her table and even more so when she introduced her best friend, Georgie. These two women were like no others I’d ever met before. I was completely drawn in by their passion for motor sport and their stories of success, failure, friendship and competition that had tied them together over many decades.

These two women had something about them that was so insanely brilliant I can’t help but smile every time I think of that evening. Two women competing in a ‘man’s sport’ before a time of real gender equality and doing so without a second thought. My heroes.

Before that evening, I’d always thought of my racing as having a use-by-date. At some point I’m going to want to have children and I used to see no future in racing beyond that point in my life. That is, until I met Georgie. She talked about her racing career and having children as something that happened simultaneously, not something that had to be mutually exclusive. She told me how she simply took her kids with her to races; a man would carry on racing, so why shouldn’t a woman after becoming a parent?

Georgie’s life didn’t revolve around racing; racing revolved around Georgie. From competing, to setting up her own PR company and helping run the BWRDC, right up to her final days, Georgie was completely immersed in the sport. And never did she let her gender get in the way of doing what she loved.
EXHAUST SILENCERS
The MSA Technical Department has received reports of vehicles with repackable exhaust silencers failing noise tests as they have not been maintained correctly. Exhaust silencer packing degrades over time, diminishing its silencing properties. Competitors are advised to check their silencer packing regularly to avoid failing a noise test.

TYRE LIST CLARIFICATION
A clarification to tyre List 1B confirms that the EXTREME VR2 NK is accepted under the existing VR2 listing.

TYRE CLEANING AT SPRINT AND HILL CLIMB EVENTS
Following a request for clarification of MSA Yearbook regulation (S)9.3.1.1, it has been confirmed that cleaning tyres using a heat gun and scraper within the paddock area remains permitted. Any other manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature remains prohibited.

VEHICLE PASSPORTS
There have been reports of Vehicle Passports (VPs) or Competition Car Log Books (CCLBs) being presented for scrutineering with out-of-date information, or in some cases unsigned by the owner (VPs only). A Vehicle Passport should be signed and dated immediately upon receipt in the appropriate boxes (pictured). Scrutineers have been requested to check as far as possible that VPs and CCLBs bear the correct current owner details. Where a car has changed ownership, the VP or CCLB need to be updated with the MSA.

For further information, email technical@msauk.org.

Sign up for alerts!
To sign up for email notifications when proposed regulation changes are posted online for consultation, click HERE.
KZ UK TYRES

The gearbox karting community is advised that MSA Yearbook Amendment 4 has been issued, concerning KZ UK tyres. Details are as follows, and the full amendment can be accessed at www.msauk.org/karttech:

**E2.7 Tyres.** This class is limited to 5in diameter wheels with a maximum tyre width of 7.1in.

- **Dry:** Le Cont LP (CIK Prime F/Z homologated):
  - Front: 10 x 4.5 x 5. Rear: 11 x 7.1 x 5
  - From 21 May 2018 the tyre must have the white UK sticker label attached.

- **Wet:** Le Cont LW CIK:
  - Front: 10 x 4.5 x 5. Rear 11 x 6.0 x 5
  - From 21 May 2018 the tyre must have the white UK sticker label attached.

The following may be used at Club meetings only (App 4 B.18) until 31.03.2018:

- Dunlop KT14. Front: 10 x 4.50 x 5. Rear: 11 x 6.50 x 5.

**Note:** This does not apply to ABkC Super 4 Championship or O Plates.

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RECARO ADVANCED RACING SEATS AS.015.10

The FIA has informed ASNs that during its internal quality control process, RECARO found that the PRO RACER ULTIMA 1.0 seats with the homologation number AS.015.10 and with a homologation label indicating ‘NOT VALID AFTER: 2022 or later’ do not comply with all the requirements defined in the FIA 8862-2009 standard.

Therefore, the FIA has decided that the homologation of the following advanced racing seats is withdrawn with immediate effect on safety grounds:

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Homologation number</th>
<th>Homologation label indicating NOT VALID AFTER:</th>
<th>FIA hologram homologation number</th>
</tr>
</thead>
<tbody>
<tr>
<td>RECARO</td>
<td>PRO RACER ULTIMA 1.0</td>
<td>AS.015.10</td>
<td>2022 or later</td>
<td>See details in Appendix 1</td>
</tr>
</tbody>
</table>

For further information, please contact the MSA Technical Department on technical@msauk.org or 01753 765000.
UPCOMING TRAINING

Safety Car training
Stage rally Clerks of the Course can nominate delegates to take part in the 2018 MSA Safety Car Workshops, which are now one-day training events focusing solely on event safety. The driver awareness training element will be available later in the year but it will not be a mandatory requirement for a Safety Car Licence.

As detailed in the Stage Rally Safety Requirements (SRSRs), from 1 January 2018 at least one member of each safety car crew must have attended one of the MSA Safety Car workshops.

Applications will only be accepted from events via Clerk of the Course nominations. Nominated delegates must have completed the MSA’s online rally marshals training modules. The list of workshop dates and locations, plus all other relevant information, can be found in a document on the MSA website HERE.

The nomination form is available HERE. Please note an extra course has been added in Scotland, at Knockhill on 3 June.

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

Stage Commander refresher training
One-day training workshops for MSA Registered Stage Commanders (and those currently performing the duty but not registered with the MSA) will be delivered later this year. This course is currently in the final stages of development. Nominations will be made via Clerks of the Course.
TOP TIPS FOR RADIO OPERATORS

Following on from last month’s top tips for marshals, the MSA would like to suggest a few operational tips for Radio Operators to help them through the season:

- Always call the distant station first, i.e. clip control from clip 1
- Always acknowledge that you have received a message with an “all received” reply – do not leave the controller hanging
- Listen for 10 to 20 seconds before transmitting; this avoids transmitting over the top of other conversations. Remember you won’t always hear everyone
- Check your volume control
- When someone else has finished transmitting, wait two to three seconds before you transmit
- When transmitting, press the PTT button and wait for one to two seconds before speaking
- Radio controllers must issue advice to operators and not just ignore problems
- Avoid talking too quietly when transmitting
- If you are using a handheld radio, be careful where you store it. Many operators inadvertently press the PTT button without knowing it and therefore block the frequency
- Above all, listen to the radio traffic; you never know when you might be asked for information
- Some radio sets have a light on them that indicates when the frequency is in use, even if you are too remote to hear the conversation. If this is the case, please check it
- Do not transmit if the light is lit!
- Finally, do not forget to pack your sense of humour!

The MSA regularly delivers training for Radio Operators, covering all the above and more. We strongly encourage attendance at one of these sessions at least every two years.

MSA SEMINARS COMPLETED

All nine MSA seminars for club and event officials (including Safeguarding Officers) have been completed and the evaluation forms are now being analysed.

As promised during the training, all the PowerPoint slides will be made available on the MSA website by the end of April. Regarding additional safeguarding training, the MSA’s Compliance Officer, Jennifer Carty, and the MSA Training Department are currently discussing how and when to deliver further training – further details to follow soon.

MOORE MOVES ON

The MSA says goodbye to its Development Assistant, Charlotte Moore, at the end of April, when she moves on to pursue other opportunities. Since January 2016, Charlotte provided essential support to the Sporting Executives and the Development Department, which encompasses not only training but also the MSA Academy and Go Motorsport. The MSA wishes Charlotte well for the future.
ATTENTION ALL TRAINERS

BMSTT grant aid for training days – 2017
Please note that the final submission date for submitting 2017 BMSTT grant aid training day claims has now passed and no future claims will be accepted.

BMSTT grant aid for training days – 2018
Trainers, clubs and organisations are reminded that deadlines for submitting claims to draw down on BMSTT grant aid were introduced from 1 January 2018. This is to assist the BMSTT and the MSA in reallocating any unused grant aid to other training events that, for whatever reason, may have submitted late applications.

The deadlines for claims are as follows:

<table>
<thead>
<tr>
<th>Training event dates</th>
<th>Grant aid paperwork to be returned to the MSA by no later than</th>
<th>Payment made by the BMSTT no later than</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 January - 31 March</td>
<td>30 June</td>
<td>30 July</td>
</tr>
<tr>
<td>01 April - 30 June</td>
<td>30 September</td>
<td>31 October</td>
</tr>
<tr>
<td>01 July - 30 September</td>
<td>31 December</td>
<td>31 January</td>
</tr>
<tr>
<td>01 October - 31 December</td>
<td>31 March</td>
<td>30 April</td>
</tr>
</tbody>
</table>

Please note:
Any club/organisation that cannot meet these dates must inform the MSA as soon as possible
Any unclaimed grant aid at the end of the period in column two will lapse and be reallocated by the BMSTT to support other training events/projects
Late funding applications will be held on a waiting list, with grant aid support being offered later should funds become available.
Receipts and supporting documentation must be provided with any claims. While the MSA Training Department does strive to settle claims quickly, some are delayed for lack of this supporting information, which is an audit requirement for the BMSTT.

RALLY AND CROSS COUNTRY MARSHALS URGED TO SPREAD OUT

The MSA would like to remind its dedicated rally and cross country marshals to spread out around their allocated posts while on duty, rather than standing together in groups. The Safety Delegates have reported several times that this is an issue. A well dispersed group will be better able to monitor their posts and therefore help to ensure the safety for all.
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.
Volunteers
News and updates from the orange army

M-SPORT TOURS FOR MARSHAL PRIZE DRAW WINNERS

The winners of April’s MSA marshals prize draw have won a tour of M-Sport for themselves and a guest, kindly donated by the Cumbria team.

Stanley Graham is Vice Chairman of the Association of Eastern Motor Clubs and competed as a rally navigator for 30 years before turning to organising and marshalling.

Tim Henstock is a member of Knutsford & District Motor Club and has been a rally marshal for three decades. He helps to organise the Plains Rally and marshals on various rallies around the country.

Last month Karen Kearns won a tour of Prodrive for four people. Karen has been marshalling on a wide range of motorsport events for many years and can be frequently heard on the airways as “Oxford 3”. Justin Passey from Worcester won a selection of prizes courtesy of Prodrive and Holmatro.

twitter feed

Darren Holmes @Flag.Marshal Apr 15
Thank you to everyone for this weekend at Rockingham, especially those that changed their plans last minute to come & help out, a small but awesome team that Rock’s (see what I did there) hope some of the Rockingham virgin’s return in the future. #ThanksMarshal @RockinghamUK

Joe Watts @JoeWatts92 Apr 15
Good weekend at @DoningtonParkUK for the @MSVRacing meeting. Got some good snatch experience (: & also passed my flag assessment :D just incident to go and I get a shiny red badge. @BMMC_EM #OrangeArmy #1DoitinOrange #ThanksMarshal

Scottish Road Car Series @Scot_RCS Apr 15
Big shout out to all the volunteers that helped make yesterday’s event possible! Motorsport events up and down the country simply wouldn’t happen without them #ThanksMarshal #RoadCarSport #Volunteering

Rallynuts Stages Rally
@RallynutsStages Apr 14
As we close the doors here at Rally HQ in Builth Wells we would like to thank every single marshal, official and volunteer that helped run yet another successful event. We really hope you have enjoyed it as much as we have... see you all again next year? #ThanksMarshal #RSR18

MSA @MSAUk Apr 8
Exciting #BTCC season-opener, made possible by the volunteer marshals. #ThanksMarshal!

GoodwoodMarshalsClub @GoodwoodMarShal Apr 2
Thanks for a great turnout of #Marshals today @GoodwoodRRC #Sprint. Wet but great event and great marshalling. #ThanksMarshal

#THANKSMARSHAL

more information

www.msauk.org/Get-Started/Volunteering
Volunteers

VOLUNTEER SPOTLIGHT: RICHARD LOMAX
Meet Richard Lomax, a 33-year-old rally timekeeper

What do you do on an average event day?
Having packed my car full of equipment, the morning starts by synchronising all clocks to an accurate GPS time and ensuring each one is set up correctly for the job it’ll be used for during the day. I then drive the route well in advance of the competitors, setting up traffic lights and timing beams at each control and giving refresher training to the timing marshals. During the day I liaise with the results team to resolve timing queries by interrogating clocks, reviewing checksheets and talking to the timing marshals. At the end of the day, I travel the route again to pack everything away before going back to HQ to help collate the final results.

How did you find the MSA’s training?
The training modules were easy to follow and guided you through all the key bits of the Blue Book, teaching you some of the rules and complexities you never knew existed! The structure splits the training into modules that contain both theory and practical sessions, allowing you to learn at your own pace. The local timekeepers that I buddied up with as a trainee were really helpful and allowed me to learn in a safe environment with someone always there to check what I was doing. They still get the odd call from me when I want a second opinion!

Why should others volunteer in motorsport?
If you love motor sport, nothing beats getting up close and personal with the cars, the competitors and the equipment. As a marshal you get unrivalled access to experience the cars, while knowing you’re helping the event running smoothly. No matter what role you’re doing, you work as a team with like-minded people and make lots of new friends.

How can we encourage young people to get involved in Timekeeping?
Forging links with universities and colleges and taking students along to events is key to attracting people at a young age. Educating people in how the ever-developing timekeeping technology works and asking for ideas on how to improve it will hopefully engage a new generation who grew up in the world of mobile devices and data connectivity.

How did you get involved in motor sport?
After spectating on Wales Rally GB I joined the motor sport club at Warwick University. As a club, we marshalled on various rallies and I really enjoyed getting up close to the action. When I finished university, I joined Forresters Car Club and quickly became involved in their events and wider marshalling activities.

Why did you want to become a Timekeeper?
Our club marshalled the start and finish controls on local rallies and I always seemed to end up with a clock in my hand. I was interested in how the equipment worked and started talking to the timekeepers about what else it could do. Becoming a timekeeper sounded like great fun due to the variety of roles performed on the day.

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

F4 BRITISH CHAMPIONSHIP
CERTIFIED BY FIA – POWERED BY FORD ECOBOOST

Ayrton Simmons and Sebastian Priaulx shared the wins in the season opener at Brands Hatch.

Provisional championship standings
1 Ayrton Simmons – 68 points
2 Sebastian Priaulx – 49
3 Kiern Jewiss – 48

MSA BRITISH AUTOTEST

Alastair Moffatt returned to the top of the points table, with a victory on Herefordshire Motor Club’s Foxley Autotest.

Provisional championship standings
1 Alastair Moffatt (Mini Special 1430) – 58 points
2 John Moffatt (Westfield 1800) – 53
3 Steve Morten (RAW Striker 1800) – 46

DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP

Jack Goff, Senna Proctor and Tom Ingram claimed a win apiece in the opening round of the series at a wet Brands Hatch circuit.

Provisional championship standings
1 Tom Ingram – 40 points
2 Jack Goff – 37
3 Adam Morgan – 30

FUCHS LUBRICANTS MSA BRITISH HISTORIC RALLY CHAMPIONSHIP

Reigning champion Heather Calder continued her successful career, taking both the win and a new course record at Castle Combe.

Provisional championship standings
1 Heather Calder (3.5 Gould GR55 – NME) – 110.85s
2 Colin Calder (3.5 Gould GR55 – NME) – 111.94s
3 John Graham (3.5 Gould GR55B – NME) – 118.23s

BRITISH SPINT CHAMPIONSHIP

Reigning champion Heather Calder continued her successful career, taking both the win and a new course record at Castle Combe.

Provisional championship standings
1 Ian Wright (Sherpa Indy) 59
2 Josh Veale (Sherpa) 64
3 Roland Uglow (Crossle) 66

PIRELLI MSA WELSH RALLY CHAMPIONSHIP

Matt Edwards put in a dominant performance to take outright victory and maximum championship points on the Rallynuts Stages Rally.

Provisional championship standings
1 Dylan Davies – 72 points
2 Osian Pryce – 55
3 Julian Reynolds – 51

MSA BRITISH SPORTING TRIAL CHAMPIONSHIP

Ian Wright won the JB Taylor sporting trial in difficult conditions.

Results
1 Ian Wright (Sherpa Indy) 59
2 Josh Veale (Sherpa) 64
3 Roland Uglow (Crossle) 66
Three-time MSA British Rally Champion Mark Higgins (Peugeot 208) won round two at Lydden Hill, leading the Supercar final from lights to flag.

Provisional championship standings
1 Julian Godfrey – 57 points
2 Mark Higgins – 53
3 Steve Hill – 45

Arvid Lindblad and Freddie Slater shared the wins in a close opening round at the Lincolnshire circuit.

Provisional championship standings
1 Arvid Lindblad (Synergy) – 132 points
= Freddie Slater (Synergy) – 132
3 Maxwell Dodds (Tonykart) – 129

Oliver Hodgson dominated the opening round, winning both finals at PF International.

Provisional championship standings
1 Oliver Hodgson (Birel ART) – 196 points
2 Levi King (Tonykart) – 180
3 Lewis Malin (Compkart) – 174

Clayton Ravenscroft overcame wet conditions to win both finals in the season opener at PF International.

Provisional championship standings
1 Clayton Ravenscroft (Kosmic) – 191 points
2 Luke Whitehead (Mad-Croc) – 184
3 Dragan Pinsent (Tonykart) – 183

Flick Haigh, supported by co-driver Jonny Adam, became the first woman to win a British GT race outright in the championship’s 26-year history.

Provisional championship standings
1 Flick Haigh – 25 points
= Jonny Adam – 25
3 Andrew Howard – 18

Barrie Parker won Falcon Motor Club’s Invinghoe Car Trial in a Fiat 600, despite not having driven a front-wheel-drive car for four years.

Provisional championship standings
1 Barrie Parker – 12 points
2 Dick Glossop – 8
2 Shawn Franklin – 8

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Academy
Equipping the UK’s most promising young drivers

Abbi Pulling
MSA ACADEMY ANNOUNCES LATEST SQUAD INTAKE

Seventeen young drivers have been chosen for the MSA Academy’s Squad, a group of drivers aged 14-24 who have demonstrated potential excellence in motor sport.

Squad members are selected by our experienced professionals and the programme allows them to benefit from the knowledge and resources originally developed for the Team UK and AASE programmes. The list includes names such as MSA Junior TKM National Champion Abbi Pulling and British F4 driver Kiern Jewiss.

Bradley Barrett (Kart)
Jack Bartholomew (Race)
Max Bird (Race)
William Butler (Rally)
Olli Caldwell (Race)
Alessandro Ceronetti (Kart)
Will Dyrdal (Race)
Jack Fabby (Race)
Tommy Foster (Kart)
Kiern Jewiss (Race)
Adam Mackay (Race)
Seb Perez (Race)
Abbi Pulling (Kart)
Alex Quinn (Race)
George Sutton (Race)
Ewan Tindal (Rally)
Louie Westover (Kart)

The cohort will join the 12 young athletes currently on the programme, who are continuing for a second year:

Max Bladon (Race)
Callum Bradshaw (Kart)
Matthew Cowley (Race)
Ben Green (Race)
Ashley Marshall (Race)
Sebastian Melrose (Race)
Katie Milner (Race)
Will Tregurtha (Race)
Tom Williams (Rally)
James Williams (Rally)
Teddy Wilson (Race)
Tom Wood (Race)

To find out more about the Squad, please CLICK HERE.
MSA ACADEMY CLASS OF 2018

In total there are 81 young drivers enrolled across all four MSA Academy programmes. These programmes combine to create the a talent development pathway that equips the UK’s most promising young drivers with the knowledge, skills and attitude needed to maximise their performance.

The MSA Academy uses qualified coaches and support personnel to provide free and informed guidance to help young drivers unlock their full potential as athletes.

TEAM UK

Team UK is a national squad of drivers who are hand-picked to receive a bespoke one-on-one performance management programme as they progress towards the sport’s top levels. It is the pinnacle of the MSA Academy. Current members are:

Jack Aitken
Ben Barnicoat
Ricky Collard
Jake Dennis
Jake Hughes
Callum Ilott
Chris Ingram
Jordan King
Seb Morris
Lando Norris
Osian Pryce
Dan Rooke

CO-DRIVERS

MSA Academy co-drivers are selected based on their potential to reach an elite level in rallying. This is a bespoke programme supported by experts including Nicky Grist and Paul Spooner, both of whom have competed at the pinnacle of the sport in the WRC. The current cohort are:

Peredur Davies
Jon Hawkins
Aaron Johnston
Thomas Murphy
Osian Owen
Chris Sharpe-Simkiss
Harry Thomas
Keaton Williams
Sinclair Young

Callum Ilott
Dan Rooke
Harry Thomas
Keaton Williams
AASE

The MSA Academy AASE programme is a three-year course delivered in conjunction with Loughborough College. Athletes work closely with coaches, nutritionists and psychologists, and receive performance-based sessions. The programme provides athletes with the opportunity to develop their skills and knowledge while working towards a fully accredited qualification, making competing in motor sport a responsible and legitimate career choice.

Myles Apps
Reece Barr
Peter Bennett
Adam Brown
Lewis Brown
James Clarke
Richard Crisp
Amy Duke
Nathan Edwards
Angus Fender
Paige Holden
Zak Hughes
Jake Hutchison
Greg Johnson
Harry King
Alex Kite
Hannah Lang
Jack Leese
John Mackay
Max Marzorati
Katie Milner
Sandy Mitchell
Leanna Page
Finlay Retson
Jake Robinson
Finlay Robinson
Daniel Seager
Rhys Stoneman
Joe Taylor
Joe Turney
Samuel White
GoMotorsport
Developing club motorsport for people of all ages and backgrounds

NORTH ARMAGH MOTOR CLUB

Earlier this year, North Armagh Motor Club organised a Production Car Autotest (PCA) demonstration at the Reach Motor Festival, a one-off charity motorsport festival in Portadown.

Working with their local Regional Development Officer (RDO), Jonathan MacDonald, the club offered passenger rides to members of the public, giving around 100 people their first taste of club motor sport. It provided a perfect opportunity to show the public how accessible motor sport can be. Additionally, the Autotest Drivers’ Club ran an Autotest marshal training session a week later and had seven extra attendees as a result of the PCA demo!

These types of demonstrations provide a perfect way to take motor sport to the people and boost the ranks in local motor clubs. If you would like organise something similar, contact your local Regional Development Officer (RDO) – they will be more than happy to help!
Griffin Motor Club is a South Wales Valley club, specialising in stage rallies. Club members volunteer on local events in various capacities, set up stages on Dayinsure Wales Rally GB and host an annual trip to spectate on Spain’s round of the FIA World Rally Championship. The club is organising its inaugural autonomous tarmac event on Mynydd Epynt in Sennybridge – the Drovers 2WD Challenge will run on 8 July and a full entry is hoped for. The club needed equipment for the event and new signage but were in no position financially to purchase the necessary items outright.

Julian Smith, Chairman of Griffin Motor Club, picks up the story: “We were made aware of the MSA’s Motor Sport Development Fund and having read through the guidance document on the MSA website, we felt that we met the criteria and completed the necessary forms. “This was a quick and effortless process, and the funding was forwarded on submission of the invoice from the supplier. We are eternally grateful for the help and support offered to us by the MSA, particularly [Development Manager] Suze Endean, without whose assistance we simply would not be in a position to run our first event.” The club were also supported by the BMSTT with a grant made towards safety signage.

“Get involved”

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

Colyton Grammar School approached the Association of South West Motor Clubs (ASWMC) to discuss F1 in Schools, an international competition that challenges students aged nine to 19 to design, analyse, build, test and race miniature gas-powered balsa wood F1 cars.

The school was fielding a team, Hawk F1, and looked to the ASWMC for support. The ASWMC contacted various member clubs local to the school; having established a group of interested clubs including Woolbridge Motor Club and the Vintage Sports-Car Club, the ASWMC arranged a meeting at the school to discuss opportunities for all parties.

The club and association representatives were taken aback by the Hawk F1 students’ professionalism and enthusiasm shown and were quick to offer support, including sponsorship and promotional space at events. In exchange, the team and school agreed to help promote the clubs’ activities among their peers and families. The school is also going to attend local events such as Wiscombe Hill Climb, to find out how such events are run and to assist in their organisation.

The Hawk F1 team went on to finish third in the F1 in Schools National Finals and qualify for the World Finals in Singapore at the end of the summer.

For details of how you can get involved visit www.gomotorsport.net/New-Get-Involved/Get-Volunteering
All motor clubs need newcomers, whether as drivers or marshals, so how does your club do it and how do you promote your discipline, asks Steve Johnson, North West RDO.

Looking around the North West, many clubs have the same team doing the same jobs most years. Do we, as organisers look, ever think, ‘Who else could do my role?’ Do we ask members of the club or drivers to help run events?

Under 17 Motor Club North West has been trying to get new blood into the sport by running four ANWCC Championship, AutoSOLO/Production Car Autotest events per year. All drivers, passengers and marshals arrive at 10:30am on the Saturday and sign on. All drivers, passengers and marshals are then split into three teams that set up different parts of the venue. These three groups stick together for driving, marshalling and resting during the day. All drivers are required to marshal as well at this level of the sport!

The leaders of these teams tend to be young members of the club but have lots of experience at driving on AutoSOLOs and setting up the events. Over the past 12 months the club has seen new members attend each event; about half tends to stay with the club until heading off to university, while the other half stay for good.

A testimony from the February 2018 event read: “We just wanted to express our gratitude for today. We had such a wonderful day and it was so much more than we expected. Everyone we spoke to went above and beyond to be helpful and friendly. Daniel is so excited and enthusiastic about what’s to come, as are we seeing how much he enjoyed himself today. The family-centric attitude towards everything is so appealing and refreshing. There were no egos, just people happy to share the joy they have for the sport and this was vividly evident. Please pass on our thanks to everyone. Looking forward to seeing you all again.”
When and why did you first become interested in motor sport?
As a boy watching Grandstand and World of Sport on Saturday afternoon TV, I’d watch motorcycle scrambling and rallycross from Lydden Hill and loved both.

How did you get involved in the sport?
I’d only watched it on TV until aged 19, when I went with friends to the F1 British Grand Prix at Brands Hatch. Some of us went back a few months later for a taster event and that was it, I was hooked!

Did you compete, volunteer or both?
I raced saloons at Brands Hatch, then joined the police aged 21 and had little time or money, so raced a kart for a couple of seasons before domestic bliss took over. In my late twenties I dabbled a bit with rallycross. It was only in my late thirties that I got back into a kart, then started co-driving for a local rally driver. I wanted to get back behind the wheel so I took the plunge and bought a single-seater. I began spectator marshalling at the British Grand Prix in 2003 and became an assistant team leader – I also do this for the MotoGP as I still love bikes too!

What made you want to become an RDO?
I saw the role advertised and immediately thought it was something I could make a positive contribution to and enjoy. The timing was right, so I threw my hat into the ring.

What’s your favourite motor sport memory?
I chatted with Derek Warwick, Nelson Piquet and Didier Pironi on the harbourfront behind the old pits at Monaco in the early ’80s. Also, Tony Lanfranchi was Chief Instructor at Brands Hatch and he came to race debriefs to give us feedback, which was always honest and entertaining. I consider myself a very average club driver in every discipline I’ve tried, always running on a shoestring budget, picking up occasional podiums and rare victories. 2017 was the closest I’ve ever come to a real achievement when I missed the Monoposto class title by four points after throwing it away in the last round! We still had a lot of fun over the season but it will haunt me forever!

What are your current motor sport plans?
The plan was to miss this season and just enjoy helping friends at events. But now I feel compelled to start the 2018 season to see how we get on and will take it a race weekend at a time.
Introducing...

IAN SMITH
New Go Motorsport Regional Development Officer for the East Midlands

When and why did you first become interested in motor sport?
My first ever event was at Mallory Park in the ’60s. My father had been invited to see a car race; after that I had the bug and followed whatever I could on TV, which usually included autocross and F1.

How did you get involved in the sport?
On starting work as an apprentice, I joined the company’s motor club along with South Derbyshire MC and tried my hand at a bit of navigating. I then acted as a mechanic for a friend in super karting who had connections with Tom Wheatcroft.

In 1976, Tom re-opened Donington Park and I worked for him as a member of the voluntary track staff in the evenings and at weekends. I also spent time in the preparation of tyres for the company’s involvement in rallying and truck racing attending some events at European venues.

Did you compete, volunteer or both?
In the early ’90s I became more aware of opportunities to volunteer at events and became involved in recovery and marshalling. I’ve been an MSA marshal for many years and now I’m predominantly a licenced rescue crew member for BARC.

What made you want to become an RDO?
Having spent time on the committee of two marshalling clubs (BMMC Midlands and BARC Midlands) I saw the chance to transfer my skills to encourage new people into the sport. I have experience in the delivery of marshal taster days and encouraging new competitors to join the BARC Sprint Championship – both of which have given me real enjoyment in being part of the future sustainability of motor sport.

What is your favourite motorsport memory?
I have a long-standing friend and work colleague who I have kept in touch with in Anderstorp in Sweden, who is involved with the circuit as its press officer. In 2015 I was invited to take a group of BMMC marshals to the circuit after it had been closed for several years.

We enjoyed a very memorable weekend, getting involved in marshalling the Scandinavian Touring Car Championship races, plus we were also given the chance to fly over the circuit and surrounding area by one of the Anderstorp Racing Club Directors.

What are your current motor sport plans?
I have a full calendar for 2018 season including race, rally and speed events/sprints including the closed-road events in Clacton and Coventry [Corbeau Seats Rally Tendring & Clacton (22 April) and MotoFest Coventry (2-3 June)]. I’m also hoping to return to Le Mans again, which I last attended in 2011, plus any other international events that may be on offer!
Spotlight on...

JO WILLIAMS
Chief Marshal and Safeguarding Officer at Southsea Motor Club

What’s your day job?
I’m a stay-at-home mum, Beaver leader and soon-to-be Ofsted-registered childminder.

Which role(s) do you volunteer in?
I’ve been volunteering for just over three years as Chief Marshal for Southsea Motor Club (SMC). I’m also a Safeguarding Officer and regular marshal.

What or who inspired you to get into motor sport?
It was initially my husband, Rhys, who suggested it. We had two young children and he wanted us to start doing something together that was just for us. Both of our families were heavily involved with motorsport before we were born and while we were growing up, so I’m sure that had a part to play.

Brief volunteering history to present?
Within a month of joining SMC, I attended their AGM and by the end I was the Chief Marshal! I love talking to people, so it’s an ideal role for me. Although we get lots of different marshals, there’s definitely a core group who turn out time and time again. It’s these people, the friends I’ve made in SMC, and those friends I’ve made because of the club, that make it so much fun and so rewarding.

What’s the best thing about being a motor sport volunteer?
Spending time in adult company! Although my children have ended up very involved. Being a stay-at-home mum, it’s nice to do something that doesn’t revolve around kids. They do love to be around 12 Cars and even Targas though, to wave to all the competitors. Meeting other like-minded people and being up close to motor sport is also definitely a bonus!

What piece of advice would you give to a new volunteer?
Don’t be afraid to come and have a go; there are so many friendly people who will gladly show you the ropes, it’s great to be part of any event and there are so many event types to choose from!

get involved

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