England’s first closed-road rally

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THOUSANDS ENJOY ENGLAND’S FIRST CLOSED-ROAD RALLY

Thousands of spectators enjoyed a successful Corbeau Seats Rally Tendring & Clacton (22 April), the first closed-road event organised under new legislation in England.

Melvyn Evans and co-driver Sean Hayde made history by winning the inaugural event, organised by Chelmsford Motor Club and a team of 500 marshals and officials. “The rally was brilliant and to win the first one in England was special,” Evans said. “The event ran like clockwork and the spectators were amazing. Hopefully it’s the start of a new era with more of the same to come.” Hugh Hunter and Rob Fagg took second, while Kevin Proctor and Andrew Roughhead completed the podium.

An estimated 3500 people visited the service areas in Clacton-on-Sea, while 2500 more witnessed the competitive action from the spectator areas. Among them was David Richards CBE, MSA Chairman.

“It was an historic day in Clacton with the first closed-road motor sport event in England and it couldn’t have been a better start to this exciting new era,” Richards said. “It was wonderful to see thousands of people enjoying the event, especially so many families and youngsters getting their first taste of motor sport. Congratulations to Chelmsford Motor club and the hundreds of volunteers who made it all happen. It bodes very well for the future.”

Mick Skeels, Tendring District Council Cabinet Member for Leisure and Tourism, added: “Speaking to spectators around the start in Clacton there was a real buzz of excitement. Some were local residents, many not motor sport fans usually but who were keen to watch something different right on their doorstep. Helped by the brilliant weather, the whole rally is a wonderful advert for Tendring.”

The new closed-road laws commenced on 10 April 2017, following a long campaign by the MSA and the motor sport community. Independent research commissioned by the MSA and conducted by the Sport Research Institute at Sheffield Hallam University has shown that local communities across Britain could generate up to £40m of additional revenue by closing roads to host a limited number of motor sport events.

The next event using closed roads legislation is the MotoFest Coventry spring on 2-3 June. The Watergate Bay Speed Hill Climb is scheduled for 15-16 September.
“Speaking to spectators around the start in Clacton there was a real buzz of excitement. Helped by the brilliant weather, the whole rally is a wonderful advert for Tendring.”
CORBEAU SEATS RALLY TENDRING & CLACTON IN PICTURES

MBH Photography
“The finale through the streets of Llandudno will be very, very spectacular”

Elfyn Evans
DAYINSURE WALES RALLY GB TAKES TO THE STREETS

This year’s Dayinsure Wales Rally GB (4-7 October) will feature closed public roads for the first time, marking the start of a new era for world championship motor sport on UK streets.

New legislation facilitating closed-road motor sport in Wales came into force on 2 February, following a long campaign by the MSA and the sport. As a result, round 11 of the 2018 FIA World Rally Championship will finish on the Great Orme and the streets of Llandudno in front of thousands of spectators.

In total, Dayinsure Wales Rally GB’s route will feature 24 stages totalling more than 200 competitive miles. The first leg will include sections of closed road to create new challenges in the classic Brenig, Alwen and Penmachno forests. Friday also sees the introduction of a new doubleheader stage at Slate Mountain, home to Zip World.

A gruelling ‘Super Saturday’ will move the battleground to Mid Wales in Myherin, Sweet Lamb, Hafren, Dyfi and Gartheiniog.

Sunday morning sees two forest tests run twice in Snowdonia, before finishing with a new Power Stage that starts on the Great Orme and ends on the streets of Llandudno. The flying finish will be on the resort’s famous seafront and the winner will be crowned on the Promenade.

M-Sport’s Elfyn Evans, winner of the 2017 Dayinsure Wales Rally GB, welcomed the changes to the route. “It looks like a great route with the inclusion of the Orme combined with all the fantastic forest stages,” he said. “The finale through the streets of Llandudno will be very, very spectacular. There was an incredible atmosphere in town for the Ceremonial Finish last year and, now with the last stage finishing on the Promenade, it will just add to the incredible excitement.”

Retaining an air of familiarity, all the WRC teams will be based once again at the Deeside Rally Village, located in the grounds of the Toyota UK engine manufacturing plant, where public admittance is free.
SEEDING POSITION RELAXED TO HELP 2WD AND HISTORICS

In a move designed to support two-wheel-drive and historic competitors, the MSA has relaxed its position to allow for split fields and more flexible seeding in stage rallying.

In 2015, the MSA reinforced the principle of running a single field, seeded in performance order. However, three years’ progress with rally safety has allowed the governing body to issue new guidelines for running two fields, including a provision to run the first field in reverse seeded order and also to seed by class.

The new guidelines allowing more flexible seeding are detailed in the latest version of the Stage Rally Safety Requirements (SRSRs), published today with effect from 1 July.

David Richards CBE, MSA Chairman, said: “The MSA’s position on seeding has always been subject to regular review and I’m pleased that we have reached a point where we can once again accommodate two-wheel-drive and historic machinery on the smoothest roads at the front of the field. We have listened to feedback from the sport and trust that this revised approach will be well received by the rallying community.”

Other key updates to the SRSRs include the operational aspects of the recently announced change from yellow to red flags, in line with FIA regulations. Please CLICK HERE.

Steve Gregg @Steve_Gregg May 5 Absolutely jumping at this great news. New thinking coming out of the @MSAUK Thanks guys. Let’s get these cars out of the garages and onto the stages. #backtothefuture #BTRDA

Luke Barry @lukebarry97 May 4 A breath of fresh air for UK rallying that should only increase the number of competitors we have out on the stages! Amen to that

Jack Benyon @jackbenyon May 4 Cracking news. Providing seeding is still considered from a safety perspective, this is great and should help stimulate much-needed rally entries.

@MSAUK
MSA SEEKS SPECIALIST COMMITTEE APPLICATIONS

The MSA is seeking applications from individuals to join several of the rule-making Specialist Committees representing the various types of UK motorsport.

The Specialist Committees meet two or three times a year, normally at Motor Sports House, to discuss new regulations and other issues. They recommend regulation changes to the Motor Sports Council, which then approves them for ratification by the MSA Board.

The following Specialist Committees have vacancies available for next year:

- Autocross & Rallycross Sub-Committee
- Autotest Committee
- Cross Country Committee
- Historic Committee
- Judicial Committee
- Medical Committee
- Safety Committee
- Race Committee
- Rallies Committee
- Trials Committee.

Membership of a Specialist Committee is entirely voluntary, although expenses are paid to cover travel to meetings at Motor Sports House. Each appointment is normally for three years.

For further details, including the number of vacancies on each committee and how to submit an application, CLICK HERE.
FIA F1 Future Stars is a new initiative to bring young drivers closer to their grand prix heroes by accompanying them on the grid for the national anthem before each race. The MSA pre-selected its reigning Bambino Kart Champion, Archie Clark, as the first FIA F1 Future Star. The governing body then invited kart competition licence holders aged seven to ten to record a short video introducing themselves and saying why they want to be an FIA F1 Future Star – over 50 clips were received. Channel 4 F1's Steve Jones and David Coulthard sat down with MSA Team UK member and F2 racer Aitken at the Circuit de Catalunya to review the videos. They selected the following MSA Bambino and Cadet karters as FIA F1 Future Stars:

- Summer Chapman
- Callie Clifford
- Zain Khan
- Monde Jnr Konini
- Jason Park
- Skye Parker
- Leo Robinson
- Lucas Ross Cameron
- Ronnie Shrimpton.

Coulthard, twice British Grand Prix winner, said: “All the young karters presented very well in their videos, so whittling them down to just nine was tough. I couldn’t believe how many trophies some of these youngsters had in the background – I didn’t win as many in 30 years of racing! I’m really looking forward to meeting the FIA F1 Future Stars at Silverstone and who knows, a future F1 world champion could be among them.”

Silverstone is running its own initiative to find the remaining 10 FIA F1 Future Stars for this year’s British Grand Prix.
MOTORSPORT CELEBRATES FIA VOLUNTEERS WEEKEND

The world of motorsport is celebrating its dedicated volunteer marshals and officials during FIA Volunteers Weekend (19-20 May), with the entire community encouraged to show its appreciation on social media.

 Volunteers are the power behind motorsport; whether marshals or scrutineers, clerks or stewards, timekeepers or rescue crews, the sport could not happen without them. In the UK there are currently 9,539 registered marshals, meaning the MSA is on course to register more marshals than ever before this year. There are also over 3,200 highly trained officials, ensuring that events are run safely and fairly.

Throughout this weekend, all those involved in motor sport are encouraged to show their appreciation for volunteers on social media. People can share videos, photos and stories on Facebook, Instagram and Twitter using the hashtag #FIAVolunteersWeekend.

David Richards CBE, MSA Chairman, said: “Without the commitment, skill, training and goodwill of volunteers it would be impossible for motorsport participants to enjoy their passion every weekend. It’s not just at the side of the circuit or track that our volunteers contribute so generously, but in officiating and organising events, providing medical support, contributing to local clubs, regional associations, committees and the Motor Sports Council.

“It’s right that we shine a light on the enormous contribution that volunteers make to motor sport in the UK this weekend, however let’s also bear in mind that it is every weekend that our volunteers contribute so freely, and for that we should all be very appreciative.”

Jean Todt, FIA President, said: “Volunteers are the unsung heroes of motorsport. Without them, quite simply, we would not be able to go racing. It is important for the FIA to recognise their vital contribution, and the occasion of the Volunteers Weekend shines the spotlight on their hard work and dedication to ensuring the safety and success of events the world over. This is also an opportunity to promote the positive benefits that volunteers gain from their involvement, and help attract new people to motorsport.”
LAST CHANCE FOR SPEEDMACHINE TICKET DISCOUNT

MSA members have just over a week left to claim 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).
last weekend saw my first ever race on treaded tyres aboard the Cayman, in the CSCC New Millennium Series on the Silverstone International Circuit. I love Silverstone; it’s my home circuit and a very special place for me for many reasons, so I was really happy to be racing there again.

The CSCC is a series that runs classes based purely on engine capacity and instead of slicks the regulations allow only treaded tyres to be used. My Cayman is set up for the Porsche Club Championship, which is run on a power-to-weight class structure. The regulations dictate that I run at 1350kg (and I’m currently running at 1390kg) with stock engine and brakes, allowing little or no modification to the cars at all. I had no idea what to expect from the CSCC championship, now how the car would handle on treaded tyres.

Qualifying on Sunday morning was busy. There are three classes and we were also out with the Tin Tops, which meant there were 52 cars on track! I was happy to see that everyone was very clean, despite often having to run three-deep into a corner.

I did a few laps and then came in to adjust tyre pressures. As we were out at 9am the asphalt was fairly cool and the tyres weren’t quite up to temperature, so I went out to push and two laps in I found some clear space. I set a 1minute 18.3seconds lap time and knew that I wouldn’t find any more clear track. That time was enough for fourth in class in front of the other Porsches, so we decided to save the tyres and brakes and stick with the position. It was a 40-minute race and I knew I might be able to improve if I got a clean start.

It was the first time I’d ever done a rolling start and I made up four places on my first lap. I quickly got down to around my qualifying time but my tyres started to go off as I defended against the Golf and M3 behind me. At 27 degrees and on treaded tyres, not slicks, my excessive weaving and braking on the green flag lap had completely overheated my tyres by lap five – rookie error!

As soon as the pit window opened I dived in for my mandatory stop and reduced my pressures. I went back out having no idea where I was in the race or where anybody else in my class was either. The tyres were a lot better but I soon began to struggle with grip again and was sliding into Stowe on every lap.

About 20 minutes from the end of the race we had a Code 60, as a Ginetta was stuck in the gravel at Club corner, which was an opportunity for everyone to cool down their brakes and tyres – exactly what I needed to get back on the pace. The race got under way again and I soon took the chequered flag having absolutely no idea how I’d done or where I’d finished until I came into the pits. As I drove up to where Alex and Andrew were standing, I could see they were jumping around like mad men punching the air.

Andrew had his hand stuck out with three fingers pointing up and I knew I’d done it. My first proper podium!
COMPATIBLE KART BUMPERS AND BODYWORK

Please note that the list of compatible CIK-homologated bumpers and bodywork has been updated to include components from the latest CIK-homologation that the manufacturers have confirmed as being suitably compatible. The up-to-date list can be viewed and downloaded from the Kart Technical Resource Centre on the MSA website at www.msauk.org/karttech.

BATTERY REGISTRATION

New regulations require non-lead acid batteries to be produced by an MSA-registered manufacturer from 2019, and the MSA has now begun receiving manufacturer registrations. Competitors are advised that the list detailing the brand registrations has been uploaded to the MSA website and can be found in the Car Technical Resource Centre.

To be registered, a manufacturer is required to confirm that their products conform to UN38.3 classification and are suitable for use in motor sport. In addition, the 2019 regulations allow non-lead acid batteries that are a Standard Part (see definition of Standard Part in Section B) to be automatically permitted.

If a battery manufacturer wishes to register their products, they should contact the MSA Technical Department on technical@msauk.org to request further details.

HONDA GX160 CLARIFICATION

The following clarification must be read in conjunction with paragraph nine of the current Honda GX160 Technical Regulations v13a:

No spark plug electrode gap is specified in the regulations, and therefore the gap measurement is free. However, under the definition of “the standard, unmodified component” the electrode should still conform in shape and relative position to an original, boxed item by way of comparison.

MSA PUMP FUEL SPECIFICATION

Competitors are advised that there are changes to the permitted fuel regulations in the MSA Yearbook with effect this year, the General Regulations now include the FIA specification within our definition of Pump Fuel.

A summary of the fuel types permitted under the MSA Pump Fuel definition (Section (B) – Nomenclature and Definitions) is shown below. This now allows championships to use FIA specification fuel without specific approval by the MSA, as many have done for the last few years with MSA permission.

Pump Fuel

(a) Petrol: Motor Gasoline of the type on sale to the general public from UK roadside filling stations (see Appendix 1): BS EN 228 – Max. 100 Octane (RON)

(b) Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. Or, for Karting, Petrol in accordance with CIK Technical Regulations Article 2.21. – Max. 102 Octane (RON)

(c) LPG (Liquefied Petroleum Gas).

(d) Diesel Automotive Gas Oil (DERV)

(e) Bio Ethanol

(f) Bio Diesel

MOTORSPORT IRELAND LOG BOOKS

In accordance with (J)2.1.1, the MSA has a reciprocal agreement with Motorsport Ireland (MSI) to recognise their Log Books issued in the Republic of Ireland. However, the MSA wishes to clarify that even if it is issued with a valid MSI Log Book, the vehicle must still comply fully with the MSA Stage Rally Regulations in section (R). This includes any chassis/floorpan/bulkhead modifications that may be permitted under MSI regulations, but remain prohibited under MSA regulations.
NON-FIA HANS TETHER ANCHOR

The HANS tether anchor pictured was presented for scrutineering at a recent race meeting. Although its markings suggest this is a genuine HANS product, it is not an FIA-homologated Frontal Head Restraint (FHR) tether anchor. Competitors are reminded that FIA FHR regulations – and therefore MSA regulations – require the tether anchors to be homologated to FIA Standard 8858-2002 or 8858-2010. Anchors homologated to these standards will have the standard number clearly marked on the anchor, and they will be detailed in FIA Technical List No. 29. FIA Technical Lists can be accessed via the FIA website by clicking HERE.

ROPS WELDING: HOW NOT TO DO IT

The images were submitted by a scrutineer who inspected a stage rally car for a Vehicle Passport application. Upon inspection, the scrutineer found that the lateral bars of the front section of the Roll-Over Protection System (ROPS) were not welded to the main hoop around their entire circumferences. Following this and to rectify the welding, the preparer cut access holes in the roof panel, and it was subsequently found that the majority of the ‘weld’ was in fact plastic-metal filler. The images show what was left when the filler was removed. As can be seen, not only is the welding very poor and largely non-existent but the tubes themselves are very poorly profiled.

Sign up for alerts!

To sign up for email notifications when proposed regulation changes are posted online for consultation, click HERE.
“I first became interested in motorsport when I began volunteering alongside my father in 1961, aged 11. As a junior I began marshalling on club trials, autotests and road rallies, before navigating in my first road rally for my father, aged 13. I continued navigating until I moved to Devon to study agriculture and eventually took over the university car club.

“Work and family life took me away from the sport for a few years, until the mid-1990s when my son, Will, became interested in motorsport and we joined ECMC again.

“The tables then turned with Will navigating for me on 12 car road rallies. We also began marshalling on club and local events as well as national ones such as MCC Edinburgh Trial.

“More recently I’ve become a committee member at ECMC and was involved in the creation of Anglia Motor Sport Club, which currently represents 11 local clubs. I get involved in the organisation, and am Clerk of Course of, the club’s production car trials, autosolos and Targa rallies as well as being Chief Marshal on Chelmsford MC’s historic road rally.

“Just this last month, I put in a massive shift of approximately 80 hours setting up and breaking down stages for the Corbeau Seats Rally Tendring and Clacton and will be back out doing the same on the Preston Rally in December.

“It’s not all graft though, as I still compete on Chelmsford MC road rallies and finished second driver overall in the 2017 championship!”
Volunteers

VOUCHERS FOR MSA MARSHALS’ PRIZE DRAW WINNERS

This month, each of our winners receives a £50 voucher for Advanced Wear and Safety (AWS) them to spend at their leisure. This month the prize is sponsored by JLT.

Brian Wood, a Bournemouth & District Car Club member, is one of the May MSA monthly marshal prize draw winners, kindly sponsored this month by JLT. Brian has been marshalling for many years and really enjoys being involved, which is why he says he is still volunteering! In 2016, Brian came third in the BDCC Marshal Championship and was a joint winner of the championship in 2017.

ATL CARLISLE STAGES

8-9 June 2018

The ATL Carlisle Stages are looking for Marshals, Radio Marshals and PC crews for the event taking place on Friday 8 and Saturday 9 June.

The event kicks off on Friday evening at 18:00, with all stages take place within the Newcastleton and Kershope forests. There are three stages running on Friday evening, with the last car due back at the overnight halt in Carlisle at around 22:30.

The event re-starts at 08:00 on the Saturday morning with five further stages finishing at around 16:00. The timing makes it possible to work two stages on the Saturday.

If you could help us on the Friday and Saturday or just the Saturday, your help would be greatly appreciated. If you have already offered your assistance either to me or one of the Stages Commanders, many thanks, you are on the list and I’ll be back to you with full details in the near future.

Hoping to hear from you.

Many Thanks,
Joy Hewson
Staffing Officer
joyhewson@googlemail.com

RED KITE STAGES

24 June

For 2018 the event will move from its traditional date and home in Llandovery to the Neath Valley and surrounding area.

It will also run using the format of two-wheel-drive competitors completing the route followed on by the four-wheel-drive competitors. Crews will have 45 miles of action on some of the most challenging stages in Wales, used previous on the World Rally Championship, Wales Rally GB.

The stages which will need your invaluable help are as follows:
- SS1/4 Crynant - Mike Griffiths Stage Commander.
- SS2/5 Glyncastle - Julian Smith Stage Commander.
- SS3 Bryn - Richard Lomax Stage Commander.

If you’re able to help in any way please contact Chief Marshal, Roy Whitney on:
chiefmarshall@redkitestages.co.uk or 07974 574135

Or the Assistant Chief Marshal, Stacey Thomas on:
Staceythomas319@gmail.com or 07731 617313

Amman & District Motor Club, the organisers of the Red Kite Stages wish to thank everyone who has offered their assistance to marshal on the event.

Without you the event could not run.

marshals needed

www.msauk.org/Get-Started/Volunteering

www.msauk.org
Results

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

PROTYRE MSA ASPHALT RALLY CHAMPIONSHIP

Jason Pritchard took the championship lead by winning the Bet On Aces Manx National Rally for a fourth time in his North Road Garage Ford Focus WRC05.

Provisional championship standings
1 Jason Pritchard – 57 points
2 Wayne Sisson – 51
3 Phil Turner – 45

PIRELLI MSA WELSH RALLY CHAMPIONSHIP

Matt Edwards put in another dominant performance to claim back-to-back wins, while an absent Dylan Davies retained the championship lead.

Provisional championship standings
1 Dylan Davies – 72 points
2 Matt Edwards – 66
3 Keith Parry – 65
= Matthew Hirst – 65

MCGRADY INSURANCE MSA NORTHERN IRELAND RALLY CHAMPIONSHIP

Desi Henry and Liam Moynihan won the 'Go' sponsored Tour of the Sperrins Rally by 12.9 seconds.

Results
1 Desi Henry/Liam Moynihan (Fabia R5) 29m 51.9s
2 Garry Jennings/Michael Moran (Impreza WRC) +12.9s
3 Derek McGarrity/Paddy Robinson (Impreza WRC) +50.9s

MSA BRITISH SUPERKART CHAMPIONSHIP

Four-time MSA British Superkart Championship champion Paul Platt was unbeatable at Silverstone, adding three wins to his season’s tally.

Provisional championship standings
1 Paul Platt – 235 points
2 Tom Hatfield – 168
3 Andy Bird – 162

LINK UP MSA BRITISH AUTOTEST CHAMPIONSHIP

Dave Mosey won round four of the championship at Bobbington Airfield near Wolverhampton.

Provisional championship standings
1 John Moffatt (Westfield 1800) – 103 points
2 Dave Evans (Blitz Special) – 101
3 Ian Chapman (Xmoor Riot 1700) – 90
Abbi Pulling and Daniel Butterworth were the winners at Larkhall.

MSA TKM JUNIOR NATIONAL KART CHAMPIONSHIP

Frazer Anderson won both the pre-final and the final in the first MSA Bambino race of the season.

Final
1 Frazer Anderson (Zip) 13:12.01s
2 Skye Parker (Wright) +0.14s
3 Oscar O’Sullivan (Wright) +1.55s

Trevor Willis leads the championship after a second-place finish and a run off win at Harewood, while Wallace Menzies sits in second overall after a round five win.

Provisional championship standings
1 Trevor Willis – 54 points
2 Wallace Menzies – 52
3 Will Hall – 48

Provisional championship standings
1 Trevor Willis – 54 points
2 Wallace Menzies – 52
3 Will Hall – 48

Oliver Hodgson and Morgan Porter claimed a win apiece in round three of the championship at Larkhall.

Former champion Ollie O’Donovan became the third different winner in as many events as Croft Circuit hosted round three of the championship.

Provisional championship standings
1 Mark Higgins – 80 points
2 Julian Godfrey – 76
3 Ollie O’Donovan – 74

Mark Hoppe became one of few drivers to have won the Warwickshire Car Trial in both a front-wheel-drive and rear-wheel-drive car.

Results
1 Mark Hoppe, Dutton Melos, 52%
2 Shawn Franklin, Citroen Saxo, 73%
3 Rupert North, Rover Mini, 92%

Arvid Lindblad dominated at Larkhall winning both finals despite pressure from Maxwell Dodds.
Results

**MSA BRITISH RALLY CHAMPIONSHIP**

Matt Edwards and co-driver Darren Garrod scored their first ever BRC win at the Pirelli International Rally.

Provisional championship standings
1 Matt Edwards – 25 points
2 Rhys Yates – 18
3 Keith Cronin – 15

**PRESTONE MSA BRITISH HISTORIC RALLY CHAMPIONSHIP**

Paul Barrett and Dai Roberts were the masters of Kielder on Saturday’s Pirelli Rally, round two of The FUCHS LUBRICANTS MSA British Historic Rally Championship.

Provisional championship standings
1 Paul Barrett/Dai Roberts – 55 points
2 Stuart Egglestone/Brian Hodgson – 36
3 Nick Elliott/Dave Price – 31

**FUCHS MSA BRITISH HISTORIC RALLY CHAMPIONSHIP**

Paul Barrett and Dai Roberts were the masters of Kielder on Saturday’s Pirelli Rally, round two of The FUCHS LUBRICANTS MSA British Historic Rally Championship.

Provisional championship standings
1 Paul Barrett/Dai Roberts – 55 points
2 Stuart Egglestone/Brian Hodgson – 36
3 Nick Elliott/Dave Price – 31

**DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP**

Josh Cook, Tom Ingram and Adam Morgan claimed a win apiece at the famous Leicestershire circuit of Donington Park.

Provisional championship standings
1 Tom Ingram – 71 points
2 Adam Morgan – 64
3 Josh Cook – 56

**BRITISH GT CHAMPIONSHIP**

Lee Mowle, Yelmer Buurman, ERC Sport and Mercedes-AMG came through from last to claim their maiden outright British GT victories.

Provisional championship standings
1 Lee Mowle – 64.5 points
= Yelmer Buurman – 64.5
3 Jon Minshaw – 49

**F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA**

Johnathan Hoggard and Kiern Jewiss shared the wins at Donington Park.

Provisional championship standings
1 Ayrton Simmons – 102 points
2 Kiern Jewiss – 88
3 Seb Priaulx – 85

**BRDC BRITISH F3 CHAMPIONSHIP**

Tom Gamble, Kush Maini and Linus Lundqvist claimed a win apiece at Rockingham.

Provisional championship standings
1 Linus Lundqvist – 156 points
2 Nicolai Kjøergaard – 145
3 Tom Gamble – 119

**ARR CRAIB MSA SCOTTISH RALLY CHAMPIONSHIP**

David Bogie and John Rowan were untouchable, winning all ten stages of the McDonald & Munro Speyside Stages in Elgin.

Provisional championship standings
1 Andrew Gallagher – 52 points
2 Donnie MacDonald – 51
3 Bruce McCombie – 46
You have the right to compete in a clean, fair and safe sport – that’s why the MSA works with UK Anti-Doping (UKAD) to maintain your sport’s integrity.

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

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

**KNOW THE RULES**

Visit msa.uk/antidoping today.

**Banned Substances can be found in:**

- Over the counter medication.
- Prescribed medication.
- Performance enhancing drugs.
- Recreational drugs.
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. So far 532 delegates have completed the course.

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.
ATTENTION ALL TRAINERS

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>
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<tbody>
<tr>
<td>01 January - 31 March</td>
<td>30 June</td>
<td>30 July</td>
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<td>01 April - 30 June</td>
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<td>01 October - 31 December</td>
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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.
PROMISING START FOR UK REPRESENTATIVES IN CIK-FIA KARTING ACADEMY TROPHY

Britain’s CIK FIA Karting Academy Trophy representatives Joshua Rattican and William Orton Racing put in strong performances in round one of the championship in Salbris, France, last weekend.

13-year-old Rattican finished fifth overall in a field of 48 international competitors, while Orton finished in 18th.

The CIK-FIA Karting Academy Trophy is an international competition for 11- to 14-year-olds. Each year the CIK-FIA invites ASNs (National Sporting Authorities) to nominate competitors to represent their countries in the Trophy. This year’s calendar features three events in France (6 May), Italy (15 July) and Belgium (9 September).

The MSA chose to nominate Rattican and Orton (13) following a selection day at Motor Sports House. Rattican began karting at club level aged eight, achieving numerous titles before progressing to the MSA British Cadet Kart Championship. He graduated to junior karting in 2017, becoming an instant and regular top-ten finisher.

Orton has carved out a successful pre-junior career, with success in bamino and cadet karting. He has signed up for this year’s Super One British Championships and competed in the IAME Winter Cup in Valencia last month.

Round two takes place at Lonato, Italy, on 15 July.
Applications are open for the next AASE programme – a two-year course for drivers aged 16-18, delivered by the MSA Academy in conjunction with Loughborough College.

Now in its ninth year, AASE is vital to any young driver serious about achieving success in motor sport. It develops young athletes, providing the underpinning knowledge of what it takes to achieve success in the sport, while providing an accredited qualification from a college that understands the needs of potentially elite athletes.

“The AASE programme is a real must-do for drivers looking to forge a career out of motor sport. The coaches the MSA have chosen are the best around. Adding preparation, time management, career planning, nutrition and many more strings to your bow is a real bonus. Being part of AASE and picking up this knowledge has helped me so much in my first season in the BTCC and everything we covered on the programme has become increasingly relevant to my career. It costs you nothing but your time and commitment, so why wouldn’t you sign up?” Tom Ingram, AASE Graduate

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

Much of the AASE programme content aligns with other elements of the MSA Academy talent development pathway, such as the Team UK national squad, using the same principles of qualified coaching.

AASE alumni include the likes of Jake Dennis, Seb Morris, Tom Ingram, Chris Ingram, Matt Parry, Charlie Robertson and Sennan Fielding to name a few.

For more information CLICK HERE.
MSA TEAM UK’S SINGLE-SEATER SUCCESS

MSA Team UK’s Lando Norris is leading the FIA Formula 2 Championship in his debut year after an impressive performance over the opening three rounds.

Norris won the opening race of the season in Bahrain in April and picked up two podium finishes at last weekend’s round in Barcelona (11-13 May). 19-year-old Norris stayed on at the Spanish circuit to take part in Tuesday’s F1 Test (15 May), completing 76 laps for McLaren.

Fellow Team UK athlete Jack Aitken (pictured right) picked up his maiden F2 win in race two at Barcelona and sits sixth overall in the championship standings.

Aitken also took part in the F1 Test, completing 120 laps for Renault F1.
ILOTT IMPRESSES ON GP3 DEBUT

Callum Ilott kicked off his 2018 season with a podium on his debut in the GP3 Series Championship in Barcelona last weekend.

The Team UK member, racing for the first time for ART Grand Prix, took a third place in Saturday’s feature race (12 May); the curtain-raiser to the FIA F1 race weekend at Circuit de Barcelona-Catalunya. Combined with a seventh place in Sunday’s wet sprint race, Ilott now sits fourth in the championship.

“Coming into the weekend, my goals were to learn as much as possible about the car in race conditions, whilst banking the points,” says Ilott. “To finish my first main feature race on the podium, first-time out was a good feeling.”

“This is a solid start to the season and hopefully I can show more of my true pace next time out.”

Fellow MSA Team UK member, Jake Hughes, finished third in the wet sprint race. The next round of the series will again support the FIA F1 World Championship and take place at Paul Ricard in France next month.
WEST OF SCOTLAND KART CLUB (WSKC)

The Summerlee Raceway circuit in Larkhall, Scotland plays host to the esteemed West of Scotland Kart Club (WSKC), writes Gillian Sefton, National Development Officer at Scottish Motor Sport (SMS).

Many big names in motorsport started their careers here including former F1 driver, Paul di Resta and multiple Le Mans winner, Allan McNish. David Coulthard, Dario Franchitti, Marino Franchitti, and Ryan Dalziel were all members and raced at the track as did the late, great Colin McRae. More recently Dexter Patterson became World Junior CIK-FIA Champion, Angus Moulsdale became Junior X30 European Champion and Lewis Gilbert became MSA National Minimax Champion. Truly a club where champions are born!

2018 is shaping up to be a busy one for the club as WSKC are once again playing proud hosts to the Superone Championship, the Little Green Man Championship, the Northern Karting Federation Championship, the RAF MSA Inter Services Championship and for the first time, the NATSKA School Championship is to visit Summerlee.

In addition to this, WSKC has been working hard on creating and introducing a brand new schools programme in partnership with Scottish Motor Sports (SMS), Active Schools South Lanarkshire and South Lanarkshire Leisure and Culture (SLLC). This exciting new programme, partly funded by SLLC, saw the club visit Trinity High School in South Lanarkshire earlier this year to deliver a karting presentation to over 200 S1 pupils. Following this, pupils were invited to apply for a space on the club’s four-week programme. In total, 40 strong applications were made and the nominated delegates had the unenviable task of selecting the 12 most suitable pupils to join the programme.

Aimed at raising the profile of WSKC amongst 12- to 14-year-olds within the local community, the programme delivered by the club’s MSA level two qualified coaches – Chris McLean and Iain Brown – was set up to provide an all-round introduction to karting including driving techniques, mechanics and the role of a kart marshal. By the end of the programme, successful pupils will have gained WSKC certificates in Marshalling and Kart Maintenance alongside a WSKC practice membership.

Through introducing young people to the thrill of karting, with proper coaching and support, it is of course the intention that these participants become more involved in the club after the programme is complete; be that in the driving seat, as a marshal or as a mechanic. For this reason, there will be follow up opportunities for the programme participants to get involved in the sport through additional marshal training and track time.

Paul Wright, Active Schools Coordinator for South Lanarkshire said: “The project has been a great success and we are delighted with the response from the pupils who took part. Their confidence has grown massively from the first visit and it’s clear that they have taken a lot from the experience. The tuition was first class, as was the reception at WSKC who made sure that the pupils were made to feel very welcome. We hope to continue our partnership with Scottish Motorsports and WSKC to develop a recognised programme which other schools can invest in. We are pleased that Trinity High seized the opportunity to lead the way.”
FREE MONEY! GOT YOUR ATTENTION? GOOD!

The MSA’s Motor Sport Development Fund has been offering ‘free money’ to registered motor clubs and organisations for years, and more than £1 million of this grant aid has been distributed, many clubs have yet to take up the offer, writes Jonathan MacDonald, Northern Ireland RDO.

Of course, the governing body can’t give out money willy-nilly so there are some stipulations, one of them being that funding must be matched by the clubs/organisation applying for the funding. Secondly, as the name of the Fund suggests, funds must be used towards development-type activities.

They can include activities that help a club grow by attracting new volunteers (perhaps a stand at an event), or the funds can be used towards promotional material such as flyers or websites.

They can even be used towards the development of qualified coaches or coaching activities, can be put towards the development and delivery of new (National B or lower) events, or for projects that help clubs build links with educational establishments.

There are many more ways in which the fund could be used and thankfully the MSA has a really useful guidance document that can be downloaded (along with the fund application forms) from the Clubs & Organisers ‘Resource Centre’ at www.msa.uk.org.

Larne Motor Club is a Northern Ireland based club that made great use of the fund towards the end of the 2017 season. It enabled the club to purchase a trailer that was subsequently decaled by a local graphics company with Larne Motor Club logos and photographs. It proved to be worth its weight in gold when the club subsequently organised what transpired to be a very wet PCA demonstration with passenger rides at Ulster University!

“It was really easy to apply for the fund,” says Club Treasurer, Robert Kelly. “We received the funds very quickly and it was a big help towards what would have been a £4,000 cost for the club. We were really grateful for the help.”

The Fund is there to help MSA registered clubs/organisations grow and flourish. It’s easy to apply for funding and it will ultimately help to make your club/organisation stronger.

If you would like support with an application, contact your local Go Motorsport Regional Development Officer. Guidance documents and application forms can be found online at www.msa.uk.org within the Clubs & Organisers’ Resource Centre.
Having been formed pre-1960, the North West Leicestershire Club became the earliest established motor club in Leicestershire and has had many years organising and delivering motorsport events, writes Ian Smith, East Midlands RDO.

The main functions of the club revolved around its interests in rallying and membership was at its peak in the 1980s and ‘90s, with a healthy membership of over 100 members. During this period the club organised successful single-venue stage rallies at Wilbarston Airfield, which gave the club a purpose and source of revenue.

During the ‘Millennium years’ the membership reduced to a handful, putting the existence of the club in jeopardy. During the 2000s the club’s continued existence was mainly due to the efforts and input of Chris Faulkner, who took on the role of Club Secretary and Treasurer, running the club almost single-handedly.

Suddenly in May 2017 Chris sadly passed away, leaving a major gap in the knowledge base of how the club functioned. This has taken a toll on the committee who have to date been trying to take on board the tasks Chris performed and oversaw without any external assistance. Obviously, losing such a major influence in the club’s running has become a serious problem for the remaining committee, however they have worked together to reengage with the club’s focus. Thing such as the website, newsletter and social events all suffered with the passing of Chris but are being overhauled and restarted by the current committee, with a view to attracting new membership to ensure the sustainability of the club.

Currently the membership stands at a level of 33 paid members including the junior members in their early teens (children of older members), a small number in their late 20s and early 30s, and the remainder at 40-plus.

The club now organises two 12-car rallies a year in the Mercia Motor Sports series and last September oversaw the inaugural ‘Charnwood Classic Tour’. Planning is well under way for the next tour in September this year. The club has been trying to organise autotests and solos but has struggled to find suitable long-term venues, usually finding they have to end up competing in Rugby MC events at Lutterworth or in the Donington Winter Series. As a small club everyone finds themselves getting involved in servicing and any other tasks required on the day.

Members range from competitors in the MGCC Cockshoot Cup, Stage Rally Drivers, Navigators, BTRDA, Autosolos and Car Trials along with volunteer marshals working with other clubs such as Dukeries Motor Club. Recently members have competed in the first closed road event at Tendring & Clacton (see photo of the Geoff Dean Green BMW E30).
Go Motorsport

April 2018

10 RDOs undertook 22 visits

Engaged with 119 clubs

#GetInvolved

Reached 158 people through motor club visits

2 MSA Motorsport Development Fund applications

30 New motor club members

20 Associations and organisations engaged with

2588 People reached through other activities
Bringing newcomers to the sport

THOUSANDS EXPERIENCE MOTOR SPORT FOR THE FIRST TIME

The recent closed-road Corbeau Seats Rally Tendring & Clacton was a real eye opener, writes Andrew Bisping, South RDO who was one of over 500 volunteers on the event.

One of the key messages of RallyFuture has been that organisers should work to the principle that they are staging a public event first and a competition second. This was appreciated by Chelmsford Motor Club who organised the event with vital support from Tendring District Council.

Planning for the event started many years before the closed-road legislation was enacted and the organisers recognised the importance of working with Parish Councils and residents along the route and its surrounding roads. Resident Liaison Officers had key roles and Resident Handbooks brought together key information so it was always to hand for people. This included direct telephone numbers so event personnel were always accessible in case of questions or concerns.

There was a wonderful atmosphere on Clacton seafront where the service area was located. The day before the event crews, their support teams and residents chatted about what was to come. This sense of anticipation built up and come the sunshine of the event day itself there was a fantastic buzz around the service area. Every crew I spoke to was amazed and appreciative of the public support. Families were out with their deckchairs and picnics smiling and waving at the passing cars and that was just on the road sections. The largest spectator area alongside a stage filled almost to capacity.

I was looking after social media during the event weekend which was useful for reiterating safety messages and sharing results updates and news stories with people, many of whom were completely new to rallying. It was also interesting to see this method of communication used by people to raise questions about things like road access to attend a hospital appointment. Answers could be given with support from the Resident Liaison Officers and I was struck by how accepting people were of changes to daily routine, provided we communicated promptly and clearly.

Resident and visitors comments on social media praised the organisation of the event and the friendly helpful marshals. Many
were offered drinks and even barbeque food in one instance. The overwhelming response was that local people had thoroughly enjoyed the rally, were delighted it had come to the Clacton and Tendring area and they’d love to see it back next year. The organisers hope so too.

Colleague John Conboy, East RDO was out at the spectator stages promoting getting involved. With some social media posts reaching over 8,000 people it was clear the event had reached far outside the motor sport community and even appeared on BBC TV for two days. With many of our venues ‘off limits’ to spectators there is a real opportunity here for closed road events to promote competing and volunteering to a new audience.

Moving from trying to bring newcomers to the sport, to taking the sport to newcomers is a fantastic opportunity, reiterated with news of the town centre finish to Wales Rally GB. Please talk to your RDO and we’ll share as much learning as we can!
TODAY, 3,500 PEOPLE WILL DIE ON THE ROAD

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