Scotland on course for closed roads

Page 2-3

6 NEWS
Closed-road city sprint draws six-figure crowd

7 NEWS
Final call for specialist committee applications

24 NEWS
Top young co-drivers get two-day masterclass
TRANSPORT SCOTLAND COMMITS TO CLOSED ROADS CONSULTATION

Scottish Motor Sports (SMS) and the MSA are pleased to reveal that Transport Scotland will launch a public consultation on developing new legislation facilitating closed-road motorsport.

New legislation empowering local authorities to suspend the Road Traffic Act for authorised motorsport events commenced last year in England and earlier this year in Wales, following a long campaign by the MSA and the wider motorsport community.

Now Transport Scotland has committed to setting up a stakeholder working group this summer to develop a public consultation on the future of closed-road motorsport in Scotland. The findings of the consultation will assist in the development of future regulations allowing motorsport to take place on closed roads. The news comes after SMS and the MSA enjoyed a positive meeting with Humza Yousaf MSP, Minister for Transport and the Islands.

David Richards CBE, MSA Chairman, said: “We remain absolutely committed to our long-standing goal of achieving closed-road motorsport across mainland Britain and we’re pleased that Transport Scotland has started the journey towards new legislation. This would be a wonderful opportunity not only to revive famous events such as the Jim Clark and Mull Rallies but also to welcome new closed-road fixtures onto the Scottish motorsport calendar in years to come.”

Tom Purves, SMS Chairman, said: “I am delighted that progress is being made to get Scotland up to speed with the other constituent parts of the United Kingdom in the benefits to be gained from closed roads and the contribution motorsport can make to the general economy.”

“This would be a wonderful opportunity not only to revive famous events such as the Jim Clark and Mull Rallies but also to welcome new closed-road fixtures onto the Scottish motorsport calendar in years to come”
Michael Moore MP, former Scottish Secretary, flags cars away on the 2013 Jim Clark Rally
JIM CLARK & MULL RALLIES REACT TO NEWS

The Jim Clark and Mull Rallies have reacted positively to the news that Transport Scotland has committed to a public consultation on closed-road motorsport.

A Jim Clark Rally statement said: “We have been encouraged by the recent news that positive steps are now underway to introduce the necessary legislation. Despite the lack of detail and timescale, the formal commencement of this process is indeed most welcome.

“Hopes remain high that we can get back on the road some time next year. If any progress is reported to us we will pass it on to you.”

Meanwhile the Mull Rally thanked “all the supporters for your patience over the months since last year’s successful Targa Rally and Time Trial”. It continued: “We haven't just been sitting on our bottoms in that period, lots of work has been taking place in the background. As you can imagine much of these discussions are not the most exciting thing to be talking about; permits, insurances, Road Traffic Act for example and are not really the type of things to be sharing openly whilst discussions are still on-going.

“Maybe, just maybe we may have special stages around the perimeter roads of the Isle of Mull in the near future... Fingers crossed.”

The full statements can be found on the events’ Facebook pages: Jim Clark Rally and Mull Rally.
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

WITH THE SUPPORT OF THE FIA FOUNDATION
CLOSED-ROAD CITY SPRINT DRAWS SIX-FIGURE CROWD

The first sprint event run under new closed-road motorsport legislation drew over 130,000 spectators into the centre of Coventry earlier this month (2-3 June).

MotoFest Coventry was the first competitive motorsport event held in a city centre since the Birmingham Superprix almost 30 years ago.

Drivers from the British Automobile Racing Club’s (BARC) various sprint championships took to the Coventry Ring Road for two days of competition. Sprint legend Olly Clark – driving a Subaru Impreza – was quickest, setting a new track record of 69.64 seconds on the 1.1-mile Toyo Tires sprint course.

There were also demonstrations, including a 30-year anniversary celebration of the Jaguar XJR-9’s 1988 Le Mans victory, with wining driver Andy Wallace behind the wheel in the marque’s home city.

James Noble, Festival Director, said: “The sprint competition proved a phenomenal success with all the competitors expressing their delight at the opportunity to become history makers. It’s fitting that we have a true motorsport legend in Olly Clark as our first ever sprint trophy winner and new official lap record holder.”

The MSA took the opportunity to introduce new people to grassroots motorsport by teaming up with Loughborough Car Club to run an autotest with free passenger rides. Seven hundred people took part, enjoying a first-hand experience of club level motorsport that is open to anyone with a standard road car.
**specialist committees**

### FINAL CALL FOR SPECIALIST COMMITTEE APPLICATIONS

Anyone wishing to contribute to the governance of motorsport has until 22 June to apply for vacancies on several of the Specialist Committees representing the various disciplines of the sport.

The Specialist Committees meet two or three times a year 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](#).

---

**twitter feed**

Mark Blundell @markblundellf1 Jun 11 Very sad to hear the passing of Martin Birrane who supported the British Motorsport industry in so many ways #RIP

Scottish Motorsports @SMS_Scotland Jun 8 Positive news for the sport this morning. We’re really pleased to be part of the campaign to develop closed roads motorsport in Scotland & look forward to working with the sport & Scot Gov on the new legislation & consultation process over the coming months. #I SupportClosedRoads

Iain Campbell @skunnercampbell Jun 8 This is enormous news. A lot of work still to be done but it starts the process for @MullRally1 to come back and opens up so many other opportunities. Thanks to @MSAUK & @scotgov for all the work so far.

Watergate Bay Hillclimb @WatergateHill Jun 6 Welcome to the official Watergate Bay Speed Hillclimb twitter feed! The event is the first closed-road hillclimb to receive approval from the @MSAUK & takes place on 15/16 September near Newquay, Cornwall. Tell your friends!

Nicky Grist @nickygrist Jun 6 Just started preparing for an Audience with Nicky Grist. If fancy hearing about my career in Motorsport it will be held at Brecon Theatre on July 27th. Book your place in advance on their website. This is the Harry Flatters Rally weekend so things may be busy on the night.

Trent Valley Kart Club @TVKCpfi Jun 2 Bambino’s first ever heat at PFI. All drivers are 7 years + and have 6 MSA signatures on their licence. They have a standing start and are pleased to be here racing @MSAUK

MSA @MSAUK May 31 It’s nearly the end of Rob Jones’ last day as MSA Chief Executive. “It has never been just a job,” he says. “It has been the culmination of a lifetime’s involvement in motorsport. It’s been a privilege.” Thank you, Rob, for all that you’ve done for UK motorsport.

---

**MSA**

MOTOR SPORTS ASSOCIATION

UNITED KINGDOM

Issued by the Motor Sports Association
Motor Sports House, Riverside Park
Colnbrook, SL3 0HG
Tel: +44 (0)1753 765000
Email: media@msauk.org
www.msauk.org
twitter.com/msauk
facebook.com/msauk
instagram.com/msa_motorsport

www.msauk.org
BRITISH CREWS GET CHANCE TO SHARE WRC SPOTLIGHT

British rally competitors once again have opportunity to share the spotlight with the FIA World Rally Championship elite on this year’s Dayinsure Wales Rally GB (4-7 October).

The WRGB National Rally is open to crews wishing to compete in front of huge crowds on the same stages as their WRC counterparts. The National offers 85 competitive miles on some of the world’s most famous forest tracks.

The action starts in north Wales on the Friday. After three special stages in Clocaenog, Brenig and Pennmachno, crews face a new double-header at the Slate Mountain extreme sports venue in Snowdonia before returning to the Deeside Rally Village.

Billed as ‘Super Saturday’, the battle-ground switches to mid Wales and five more tests in Myherin, Sweet Lamb Hafren, Gartheiniog, Dyfi and Dyfnant. Crews then return to the Rally Village for the Ceremonial Finish and prize-giving.

Tom Preston (pictured), a regular in the Prestone MSA British Rally Championship, was victorious last year. “I can’t speak highly enough of the event,” he said. “It’s a great opportunity to drive some iconic stages and being involved in a round of the World Championship. It provides a less costly option and also doesn’t require quite as much time away from work and the family.”

Recent WRGB National Rallies have sold out, with the first wave of guaranteed places filling up on the first day. This year is expected to be similarly oversubscribed when entries – priced at £900 + VAT – open on Wednesday 15 August.

Entries to the National B status event can only be made online and must be accompanied by online payment in order to be processed. Visit www.walesrallygb.com.

For more ambitious local crews wishing to contest the full four-day International event, the organisers are seeking dispensation from the FIA to permit nationally-registered cars to be eligible for the main WRC rally as last year.

RALLY ICONS FUEL STREET STAGE FESTIVAL

A Rally Legends display will be created in Llandudno during Dayinsure Wales Rally GB (4-7 October), which concludes with a new closed-road stage on the resort’s streets.

The display will be open to the public throughout the rally weekend, featuring Group A, Group B, WRC and other famous machinery, parading around the Great Orme and into the town centre.

“It’s going to be a milestone weekend in British motor sport history and the presence of all these wonderful cars from yesteryear will be an integral part of an exciting rally festival in Llandudno,” said Ben Taylor, Managing Director of Dayinsure Wales Rally GB.

Admittance to the new Great Orme Llandudno street stage is free, though a limited number of Grandstand and Rally Xtra @ Llandudno upgrades are available.
“History will say that the gift motor sport gave the world was not flappy gear-change paddles and ceramic brakes but tools and technologies that are solving rea-world problems,” says Nick Wirth in the latest issue of MSA magazine.

In the cover story, journalist David Williams discovers how motor sport has benefited wider society through industries such as healthcare and energy. From the Babypod developed by Williams Advanced Engineering and used by Great Ormond Street Hospital, to a wave-energy converter being created in conjunction with Prodrive, the innovations borne of motor sport’s cutting-edge credentials are as varied as they are fascinating.

Elsewhere in the magazine, Samarth Kanal discovers how students at the University of Bolton’s National Centre of Motorsport Engineering have been getting the ultimate hands-on experience by running Mark Higgins’ Albatec car in the MSA British Rallycross Championship.

History was made in April when the Corbeau Seats Rally Tendring & Clacton became the first event run under new closed roads legislation in England. Autosport’s Jack Benyon was there and tells the full story, with exclusive photography by Motor Sport’s Lyndon McNeil.

This time last year, Wigan’s Three Sisters kart circuit faced an uncertain future but Buckmore Park’s Bill Sisley was coaxed out of retirement and has since reinvigorated the track. “It had not had a happy recent past,” says Sisley. “It was closed down and dilapidated. My brief was to use my experience to turn it around.” He tells Paul Lawrence how he did it.

There are columns from departed MSA Chief Executive, Rob Jones, young Clerk of the Course Luke Souch, and drift competitor Steve ‘Baggsy’ Biagioni. We also look at Thruxton as the Hampshire track celebrates its golden anniversary, and profile the newly MSA-registered De Dion Bouton Club UK.

MSA magazine is produced quarterly by Motor Sport magazine. It is sent to all MSA competition licence holders, licensed officials, registered marshals and clubs. An online version is available here.
CROSS COUNTRY STALWART RECOGNISED BY MACMILLAN

Selwyn Kendrick, the former organiser of the MSA British Cross Country Championship, has received a regional volunteer award from Macmillan Cancer Support in recognition of his support for people living with cancer.

The Regional Macmillan Sir Hugh Dundas Award is given to volunteers who make an outstanding contribution and commitment to Macmillan, and demonstrate a passion and dedication for volunteering with the charity.

Selwyn has been volunteering for Macmillan for 18 years, using his personal experience of cancer to help others. During that time he has run an annual cross country event, Mac4x4, which has raised a staggering £1.5 million to date.

“I have always been a great supporter of Macmillan and enjoy supporting people living with cancer, like myself,” Selwyn said. “Living with cancer can be very difficult at times but I keep telling myself that cancer is not going to kill me. I tell myself it is more likely to be a London bus so I just stay out of London!”

Selwyn recently stepped down from organising the UK’s premier cross country championship after several years. He is a long-time club competitor in cross country trials and competition safaris, and instigated the revival of the hill rally discipline in 1992 after a 20-year absence. He has driven event officials on the Dayinsure Wales Rally GB and has contributed to the current safety car training programmes as part of RallyFuture.
VNUK THREAT REMAINS BUT MOTORSPORT URGED NOT TO WORRY

The motorsport community does not need to panic following news that the sport is not excluded from the proposed text of the new Motor Insurance Directive.

‘Vnuk’ is a European Court judgement given in September 2014 that would require every car competing in motorsport to have compulsory third party insurance.

The MSA and other stakeholders lobbied for an amendment to the Motor Insurance Directive to exclude motorsport. However, the new proposal for the Motor Insurance Directive has been published and while it acknowledges the industry’s lobbying, it does not appear to remove motorsport from its scope.

“This is not cause for motorsport to be overly concerned,” said Simon Blunt, MSA General Secretary. “We know that the FIA will increase its lobbying to protect motor sport across Europe, and meanwhile our focus turns to national legislation.

“The Road Traffic Act will need to be amended to implement the proposed new Motorsport Insurance Directive (if/when it is finalised), so we will work with the Department for Transport to ensure that motorsport is excluded from any such changes to the Act.

“Brexit may also precede the implementation of the proposed new Directive. In the meantime, since the Road Traffic Act has not changed, nobody needs to fear that they are breaking the law if they take part in motorsport in the UK without this additional insurance.”

 appointments

IT SERVICES DIRECTOR

An exciting opportunity has arisen for an IT Services Director to join the MSA. The holder of the newly created role will report to the Chief Executive and will assume primary responsibility for all of the company’s IT solutions, including but not limited to:

- Taking ownership of the company’s IT strategy and budget
- Management and maintenance of desktops/laptops, network infrastructure, backup, resilience, telecommunications, security and applications including the digital platform and CRM
- Responsibility for developing and improving all IT infrastructure and systems including the in-flight development of the digital platform and CRM.

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

The ideal candidate will have excellent communication and interpersonal skills to work at all levels with internal stakeholders and external partners. A recognised IT qualification is essential, along with practical experience supporting a commercial IT infrastructure; experience with website administration and telecommunications is essential.

The remuneration package is commensurate with the position within the organisation.

Please apply by Monday 25 June 2018 to hr@msauk.org enclosing your CV and a covering letter, including contact details. A copy of the full job specification is AVAILABLE HERE.

The MSA is an equal opportunities organisation which welcomes applications from all sections of the community.
INSIGHT: MSA RALLY MEDIA ACCREDITATION

The media play an important role in rallying, since they are responsible for much of the sport’s publicity, which helps to raise awareness and take it to new audiences. Without the media, rallying would lose its voice, so it is important that we look after them. That is where media accreditation comes in.

MSA Rally Media Accreditation is designed to recognise bona fide members of the rally media, giving them the ability to sign on as media at MSA-permitted stage rallies and receive certain privileges to help them go about their work. In doing so, they are identifiable and accountable – the scheme aims to facilitate the promotion of the sport while ensuring that safety is not compromised.

Photographers and journalists can apply to the MSA for accreditation using the form on the MSA website. This simply entails providing evidence of a relevant commission or employment, evidence of previously published work and proof of public liability insurance. Applicants must also complete the online rally marshals’ training modules. Once issued with MSA Rally Media Accreditation, a photographer or journalist should be able to sign on as media at any UK stage rally.

Once signed on at an event, MSA Rally Media Accreditation holders can go wherever the event organiser agrees they can go – except any restricted or prohibited areas, of course! The Stage Rally Safety Requirements (the document outlining how UK stage rallies should be run) are flexible in this regard, saying: ‘An agreed ‘location’ for MSA Media Tabard holders does not necessarily need to be a very particular and defined area – for example, depending on the nature of the event it could be determined that the agreed media ‘locations’ are any that are not Prohibited Areas.’

There have been occasional reports of MSA Rally Media Accreditation holders being restricted to very limited areas on certain events and sometimes enjoying less freedom on the ground than ordinary spectators. However, as the SRSRs say, ‘The more restricted an accreditation holder is, the more likely they are to conclude that they might have as much freedom as an anonymous spectator. Therefore, it may be considered pragmatically that a less restrictive approach to media locations could help to ensure that the media remain accredited, identifiable and accountable.’

Paul Lawrence, a well-regarded journalist and photographer, has been an MSA accreditation holder right from the start and has worn his MSA tabard on many different events nationwide. “The new Level 2 media system is starting to settle down well,” Lawrence says. “I’ve seen it from both sides of the fence and it seems to me that the most successful events are those that allow the tabard media freedom to choose their locations, with due regard for Prohibited Areas, marshals instructions and any direction from safety cars.

“The Level 2 tabard holders are all
experienced, responsible, trained and accountable and some events and officials are now rightly seeing them as a potential asset ‘on the ground’ should the need arise during an event.”

A key relationship on the stages is that between the MSA accredited media and the MSA Safety Delegate. Three years ago, Nicky Moffitt, an MSA Director and Vice Chairman of Motor Sports Council, became the first Safety Delegate and has since performed the role on almost 40 events.

“My experiences working with the MSA accredited media have been mostly positive, with just the occasional issue here and there to be resolved,” Moffitt says. “The one thing I never want to see is a tabard holder walking on the stage when I go through; media are well aware of the event time schedule and should be in position at their preferred location prior to my arrival as I drive through the stage for a final check.

“Occasionally there may be disagreement between the media and the marshals on the ground. Like everyone else, the media are expected to obey the marshals’ instructions, however if there is disagreement or the marshal is uncertain then there is no problem with waiting to flag down the Safety Delegate and asking for guidance. As event officials we want to keep safety at the forefront of everything we do, but we needn’t be draconian and should work with our media colleagues, not against them.”

A separate issue that the Safety Delegates and other officials contend with is the presence of non-accredited photographers in dubious places. There is little the Safety Delegates can do when people emerge from the trees after they have passed, however competitors can certainly help by considering whether the images they use in their publicity materials have been captured by accredited photographers.

“If an image is from the landing zone of a jump or a similarly crazy location, then it’s almost certainly not been taken by an accreditation holder,” says Moffitt.

“It’s probably been taken by someone who has popped out of trees after the safety cars have passed and gone to stand somewhere they know they shouldn’t be. They may produce exciting images but those images are not worth risking the sport’s future for. We need to clamp down on rogue behaviour and reducing the demand for it is one way of achieving that.”

Event organisers’ guidelines for working with the media can be found in Annex H of the Stage Rally Safety Requirements, available on the MSA website HERE.
As the motorsport world absorbs the fantastic output of the FIA Sport Conference and World Motor Sport Council held in Manila (4-7 June), the new Disability and Accessibility Commission is also keen to raise awareness of its progress.

We held our first Commission meeting in April at the Region One Mobility Spring Meeting hosted in Madrid. Our FIA Commission is one of the first that encompasses both sport and mobility, and it’s very apparent from our first meeting that this collaboration will be valuable to our work. The meeting was well attended by members from both sectors and all seemed to share the same passion and enthusiasm to move forward in disabled motorsport global mobility.

Our first objectives have been outlined. The sport side will work to: standardise a global disabled licensing process; create a ‘Back To Racing’ programme for drivers who have suffered life changing injuries; and homologate adaptations that allow disabled drivers to race.

We will also build on the excellent work that has already been done by the mobility sector by tackling the global misuse of disabled parking and creating more accessible automotive transport for those living with disabilities in developing countries.

Last week I was given the privilege of speaking on stage in Manila to share my vision for disabled motorsport. The support the Commission has received from the motorsport community is very encouraging, with every country involved is offering help.

However, it’s not just the FIA who are leading the way. A month ago, Formula E drivers gave up their time to raise awareness for the Commission at an e-karting event organised and hosted by Jean-Eric Vergne. Vergne personally invited Billy Monger to a race against the Formula E drivers and the event also raised funds for a disabled motorsport charity. Billy competed on level terms against the other drivers and his team ended up taking a podium place; he is proof – if ever it was needed – that disability is completely irrelevant when it comes to competing in motorsport.

Support is also coming from other mainstream avenues in the form of sponsorship. Big brands historically associated with motorsport are starting to consider disabled drivers, teams and charities. This is a big marker in terms of progress. Disabled drivers are being taking seriously by big brands who see value in signing contracts with those who can offer something different in terms of publicity. Motorsport demands more discipline and focus of its athletes than many other sports and if you couple that with the determination needed to overcome a disability, then you start to become a person that companies want to be associated with.

Disability is not a subject people like to talk about openly due to its sensitive nature, which often means that organisations just follow regulations without any real thought about how to effect positive change. The FIA is not one of those organisations. This Commission is going to change the future of disabled motorsport for everyone.
As advised last year, the MSA annual request for Personal Record Cards (PRCs) was sent out recently. This year’s request is to examining grades across all disciplines, flag marshals and a random percentage selected from all other grades. If you’ve not had a request then you don’t need to do anything.

If however you have been selected please scan and email or photocopy and post the relevant signatures to the MSA as requested. Don’t send your original PRC in the post!

In order to comply with the current grading scheme, you must attend a training day every two years and marshal on four days per year in your graded discipline to maintain your grade. The current PRC allows you to collect these signatures on one page (at the back) making it easy to then submit to the MSA. If you are not upgrading you only need these minimum numbers recorded, so you should have space for a few years of continuous dates.

There are approximately 10,000 recorded marshals on the MSA database. However, events and clubs are not required to send sign-on information to the MSA, so the governing body doesn’t know what training events you have attended. Hence the requirement to obtain signatures in your PRC.

So why does the MSA do this?

Due to recent high profile inquiries, the MSA – as the governing body – needs to ensure that volunteers are acting responsibly in their duties and using agreed training methods and practices. It is recognised that without us as volunteers the motorsport world would struggle to continue. However, in order to make sure that everyone gets the same protection the MSA needs to ensure that standards are maintained.

As such our examining grade marshals are the gatekeepers of those standards – they pass on their vast knowledge and experience and also sign off upgrades to everyone coming through the system. It is therefore imperative that they are abreast of any rule changes which marshals need to be aware of (e.g. flag signals) and ensure they keep practising their specialism. This can only come from attending training days and actively attending events in their field of duty. Please don’t feel singled out but feel honoured that your experience is valuable and recognised.

This time, Examining grades of all disciplines have been requested to send in their PRCs – recognising that the current rally scheme has been in place a few years now, too.

Please note the PRCs will be checked in July by members of the MSA Marshals Working Group (MWG) of which I am Chair. The MWG is also reviewing the current grading schemes to enable a few tweaks here and there and to clarify some anomalies. We also intend to make the information simpler and easier to find and follow. Expect changes to be advised later this year.
Results

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

**DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP**

Matt Simpson, Colin Turkington and Rob Collard shared the wins at Oulton Park.

Provisional championship standings
1 Colin Turkington – 109 points
2 Adam Morgan – 101
3 Jack Goff – 99

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

Dennis Hauger, Ayrton Simmons, Kiern Jewiss claimed a win apiece in rounds 10-12 at Oulton Park.

Provisional championship standings
1 Kiern Jewiss – 206 points
2 Ayrton Simmons – 190
3 Jack Doohan – 137

**BRDC BRITISH F3 CHAMPIONSHIP**

Linus Lundqvist, Pavan Ravishankar and Tom Gamble shared the wins at Silverstone.

Provisional championship standings
1 Linus Lundqvist – 324 points
2 Nicolai Kjaergaard – 268
3 Kush Maini – 227

**BRITISH GT CHAMPIONSHIP**

Mark Farmer and Nicki Thiim helped TF Sport and Aston Martin claim victory in British GT’s showpiece Silverstone 500.

Provisional championship standings
1 Jon Minshaw – 101 points
2 = Phil Keen – 101
3 = Mark Farmer – 98.5
= Nicki Thiim – 98.5

**PROTYRE MSA ASPHALT RALLY CHAMPIONSHIP**

Rhys Yates has become the first British driver to win the Rally van Wervik, after he and co-driver Elliott Edmondson clinched outright victory on round three.

Provisional championship standings
1 Wayne Sisson – 76 points
2 Jason Pritchard – 58
3 Daniel Harper – 55
Dave Mosey took an immediate lead over Malcolm Livingston in the opening tests and held on to win round five of the championship in Hartlepool.

Provisional championship standings
1. Dave Evans (Blitz Special 2000) – 125 points
2. Dave Mosey (Mini Special 1430) – 117 points
3. Ian Chapman (Xmoor Riot 1700) – 111 points

Derek McGarrity and Paddy Robinson secured a dominating win at the Modern Tyres Mourne Rally, round three of the championship.

Results
1. Derek McGarrity/Paddy Robinson (Impreza WRC) 31m13.9s
2. Damian Toner/Denver Rafferty (Escort MkII) +1m04.5s
3. Camillus Bradley/Crawford Henderson (Escort MkII) 1m38.1s

Wallace Menzies and Jason Mourant shared the wins at Loton Park, as Trevor Willis held on to his championship lead.

Provisional championship standings
1. Trevor Willis – 101 points
2. Will Hall – 94
3. Wallace Menzies – 83
= Jason Mourant – 83

Matthew Robinson and Sam Collis became the third winners in three rounds of the championship when they won the ATL Carlisle Stages.

Provisional championship standings
1. Stuart Egglestone/Brian Hodgson – 64 points
2. Paul Barrett/Dai Roberts – 58
= Matthew Robinson – 58

Philip Buckle won the Wyre Forrest Car Trial in a borrowed Citroen Saxo.

Results
1. Philip Buckle (Citroen Saxo) 74%
2. Mark Hoppe (Dutton Melos) 80.7%
3. Shawn Franklin (Citroen Saxo) 89%
Results

Paul Platt is well on the way to lifting title number five after collecting two more wins at Donington Park.
Provisional championship standings
1 Paul Platt – 315 points
2 Andy Bird – 227
3 Jack Layton – 212

Oliver Richardson overcame constant pressure from Abbi Pulling to win both finals at Clay Pigeon.

Heather Calder retained her championship lead by winning both rounds at the Welsh circuit of Pembrey.

Michael Gullqvist dominated The Main Event at Santa Pod Raceway, winning from pole position and setting low elapsed time and top speed.
Provisional championship standings
1 Michael Gullqvist – 123 points
2 Jimmy Ålund – 97
3 David Vegter – 75

David Bogie recorded the 50th rally win of his career with victory on round three of the championship, the RSAC Scottish Rally.
Provisional championship standings
1 Donnie MacDonald – 76 points
2 Andrew Gallacher – 75
3 Mark McCulloch – 73
ELIGIBILITY TRAINING AND ASSESSMENT

The first Eligibility Scrutineer training and assessment days have been completed, with Eligibility Scrutineers being guided through their assessments by Technical Commissioners. In future the programme will be rolled out for regional delivery.

The MSA Technical Department extends its thanks to all the Technical Commissioners involved in developing the training and assessment programme, and to the following for providing the training equipment: Ford; Xtrac; Owen Developments; AP Racing; SPA Penske; and Laser Tools. Thanks also to ATL for providing the venue for the initial sessions.

STEERING WHEELS

The steering wheel pictured was found by a scrutineer at a hill climb event last month. Of the six bolts that should be holding the steering wheel to the boss, one bolt was completely missing, one bolt had no nut (the screw fell out upon inspection) and one bolt was loose. It is essential that competitors and preparers maintain such safety critical components to an appropriate standard.

TOBACCO ADVERTISING

There have been several recent instances of vehicles being presented for inspection or scrutineering with tobacco related advertising. Please remember that tobacco related advertising is prohibited on all competing vehicles. This also extends to support vehicles and the competitor’s equipment, such as overalls and helmet. Please see regulation H28.1.6.

The only exception to this ruling is if the specific vehicle can be proven (using its chassis number) to have used the particular livery in period. In such cases it is permitted to continue using the livery, providing that the logos are the original size and colours. Therefore, it is not acceptable to replicate a tobacco related livery on a vehicle that did not originally display that livery.

To sign up for email notifications when proposed regulation changes are posted online for consultation, click HERE.
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>
</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.
UPCOMING TRAINING

Over 130 people have taken part in four safety car workshops run so far in 2018, with two more training sessions to come.

The workshops have been run in Newtown, Loughborough, Knockhill and Taunton, with all being well received. The remaining two workshops are:

- 23 June: Penrith Area (full)
- 28 June: Isle of Man (places available – IoM residents only)

For further information on the MSA safety car workshops, please CLICK HERE.

REGIONAL TRAINING OFFICERS WORKSHOP - BIRMINGHAM

The MSA hosted a dedicated workshop for Regional Association Training Officers last month (31 May) that gave delegates from across the country a chance to share learnings from training initiatives in their respective regions.

The workshop’s outcomes are now being reviewed by the MSA and will be passed to the Training Working Group for review. A copy of the initial findings will also be sent to all Regional Association Training Officers and their Regional Chairs for consideration.

MSA APPOINTS NEW DEVELOPMENT & TRAINING ASSISTANT

Rebecca Maidment has joined the MSA as Development & Training Assistant, working across the governing body’s training, Go Motorsport and MSA Academy initiatives. Rebecca is a member of the Southern Car Club committee in a social media and PR role. She can be contacted with general enquiries on rebecca.maidment@msauk.org.
MSA TRAINING INSTRUCTORS COURSE

The MSA is currently reviewing the Training Instructors course with the intention of running a training weekend in August or September.

The course delivers non-discipline specific training on the basics of instructional delivery and is aimed at those wishing to become an MSA trainer for their local club/Regional Association. It is also mandatory for those wishing to become trainers in the Rescue and Recovery disciplines.

If you are interested in attending this course please contact the Training Department via email: training@msauk.org

MSA TRAINERS ACTIVITY SURVEY

The MSA will soon carry out a survey of all its licensed trainers to gauge their levels of activity and confirm their areas of expertise.

This survey will be sent out as a Google form and may appear in your spam folder; please keep a look-out, as your responses will give the MSA a clearer understanding of its trainer network.

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

MSA TRAINER BECOMES CATCH-ALL TITLE

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

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

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

The MSA Training Team was recently asked to write and deliver a day’s outdoor training on stage set-up and timing roles. MSA instructors Jon Binns, Karen Spencer, Neil Cahill worked with Tony Quayle (IoM MSA Trainer) to create a programme for 14 delegates from Manx Auto Sport Club and Rally Isle of Man motor club.

The aims and objectives were to provide an overview and practical experience on setting up a rally, identifying signs and determining where they are placed on a stage for National and International rallies and why.

A piece of private land with a suitable track almost a mile long was made available. We split the 14 delegates into groups of two and allocated an MSA instructor to each section of the stage, giving advice and instructions on how to build a rally stage. We then reversed the initial stage set-up to make full use of the land available and maximise training for the delegates.

The delegate marshals gained an insight into the role of a timing marshals and stage commanders, and made decisions in real-time as if the stage was live. We used genuine experiences based upon 25 years’ experience of stage commanding to recreate accurate scenarios.

Three road cars and their crews assumed the role of rally competitors and they acted out scenarios including jump-starts, lost time cards, breakdowns and tantrums!

The delegates were allocated a timing control on the stage or a rescue familiarisation session with Hogg Rescue, who kindly joined us with two units and shared their knowledge and experience. The locations were rotated every 45 minutes, allowing everyone the chance to experience timing at each control or to try the role of stage commander or rescue crew.

We had one very special visitor who joined us for the safety sign familiarisation: the local farm cat, who managed to upstage Binns! We awarded the cat a certificate of ‘cat’endance for visiting most of the time controls and participating with the Hogg Rescue demonstration. Luckily, there was no ‘cat’astrohpic incident to attend.

“Everything was very well explained very well, no matter how many questions were asked during the day,” said one delegate. “Excellent training,” said another, while further comments included, “Enjoyed the hands-on experience” and, “All segments of training were relevant and everyone learnt something.”

Our thanks to the pseudo rally car drivers, the landowner and all the delegates who attended and enjoyed the day.

The Isle of Man may be famous for the TT, which delivers its own bespoke training, but for numerous closed-road rallies and small forest events the MSA and BMSTT continue to support the island with current safety training, writes Karen Spencer.
MSA Academy co-drivers spent two days in Chesterfield earlier this week developing their pace notes with coaches and acclaimed navigators Nicky Grist and Paul Spooner.

Nicky and Paul oversaw both days of learning and led sessions on planning and preparation for an event to ensure optimum on-event performance. The final afternoon saw the students head to Dansport to head out with MSA Academy graduate and international competitor Ollie Mellors to recce a short rally stage and practice preparing notes. The navigators then read through and analysed their notes with Nicky and Paul before putting them to the test by going round the stage at full competition speed in an R5 car.

Grist explained, “The experience over the last couple of days for these guys is, from the driver’s perspective, the most important part of the job they do. It has been all about writing pace notes, how to read pace notes in a competitive environment and getting the timing absolutely right. I think that while we are classroom based for a lot of stuff, this kind of day is really important because it allows them to almost compete in a car that’s way above where they are currently. It sets them up perfectly for a future motorsport career.”

The six young navigators also underwent sessions on sports psychology and received first on scene training from MSA-registered paramedic Dave Stubbs.

The MSA Academy wishes to thank Mellors Motorsport, Steve Perez, Dansport and the team at the Casa Hotel Chesterfield for their help and support in enabling this event to happen.

For a video of the action click here.
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,” said Tom Ingram, AASE graduate. “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?”

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 Motor Sport Development Fund

The MSA Motor Sport Development Fund supported 19 clubs and organisations last year, donating almost £20,000 towards everything from a disabled driver scholarship to equipment and marketing materials.

The British Motorsport Marshals Club and the Team Wilson marshal recruitment initiative were among last year’s beneficiaries, using MSA funds for a recruitment stand and essential materials for the British Grand Prix at Silverstone. This equipment has been at the heart of the BMMC recruitment programme this year, mainly at MSA British Touring Car Championship rounds.

The MSA Motor Sport Development Fund is available to support new development initiatives by MSA-registered clubs and organisations. Grants are made on a match-funding basis; applicants are required to explain how the MSA match-funding would help the club to promote the sport and encourage more people to get involved.

The fund is not an unlimited resource; offers are made both on merit and on a first-come-first-served basis. Successful applications will result in an offer letter detailing the payment.

The MSA Motorsport Development Fund application form and guidance document are available on the MSA website here. Clubs can contact their MSA Regional Development Officer (RDO) for help completing their application.

bringing newcomers into the sport

The average age of the active motorsport participant is climbing and we need to encourage the younger generation to get involved in the sport, writes West Midlands RDO Bryn Pound. Competing is often seen as expensive and puts parents off getting their children involved but volunteering should be offered as a cheaper alternative to participate.

The cadet marshal scheme is an ideal way to introduce families to the sport and enable them to gain skills which will be beneficial in later life. More information on the cadet marshal scheme can be found on the MSA website: www.msauk.org/Get-Started/Volunteering.

I recently attended Bishops Castle Community College with Alan Page, MSA Training Executive, to enrol a number of young people onto the marshal’s register. The afternoon was arranged by teacher and active competitor Gill Medlicott. The school run an enrichment session on Friday afternoons and arranged for Alan to attend and guide the teenagers through the online assessment. It was very refreshing to see young lads keen to get involved and improve their level of knowledge of motorsport. All nine showed pride in their achievement when the certificates were presented.

Hagley and District Light Car Club are continually on the lookout for marshals for their hill climb meetings at Loton Park and have a dedicated marshal recruitment team lead by Chief Marshal Adrian Mudge. Adrian and team attend local shows and fetes in the hope of finding a new pool of volunteers.

Sixty and Worcester Motor Club are running a series of events to encourage parents and youngsters to compete on trials and autosolos under the banner of the ‘lads and dads’ series. The series is not confined to lads but actively also encourages girls to compete and hopes to increase membership in both age groups.

Taster days are a great way of introducing new blood into your club and using Autosolos and trials are an ideal, cheap way of persuading people to get involved.
Spotlight on...

JON ASTON
Software Developer, motorsport volunteer and Dakar competitor

What’s your day job?
I’m a Technical Project Manager and Software Developer.

Which motor clubs do you belong to?
I’m a member of three clubs: That’s Motorsport Ltd; Under 17 Motor Club (NW); and the British Rally Marshals Club (BRMC).

What role(s) do you volunteer in?
I began volunteering about 20 years ago and since then I’ve volunteered in almost every role to do with rallying, cross country and autotest. I’ve been everything from a marshal, training instructor, event organiser and mechanic to a radio operator, stage commander and clerk of the course.

My 2018 calendar includes being a training instructor at nine events, as well as mentoring and training new marshals. I’m stage commander on the Borders Hill Rally, Cambrian Rally, Isle of Man National Rally and for Wales Rally GB later this year.

What or who inspired you to get into motor sport?
I used to go and watch rallies when I was a kid and always aspired to be a rally driver but real life got in the way! About 20 years ago I discovered cross country hill rallies, which are similar to stage rallies but the cars are cheaper and there is more mud – I was hooked! So, I bought a car and went racing.

I had my fair share of successes with some outright wins, class wins, a fair few DNFs and a few crashes but it was good cheap fun. Through various contacts I got invited to be a mechanic on some international rallies, which led on to my being a mechanic on the Dakar, then a co-driver in a T4 assistance truck. I competed twice in a car and finished the 2013 Dakar in 11th overall, which I am extremely proud of.

Meanwhile back in the UK I wasn’t doing very well with the racing, so I sold everything! I still wanted to be involved so I started volunteering. I’ve taken a lot out over the last 20 years, so it’s now time to put something back into the sport.

What’s the best thing about being a motor sport volunteer?
It’s fun! You get to meet some great people, and when you are with a group of like-minded people you can have some proper laughs and friendly banter. I have made so many new friends through the volunteer network.

Some say we are mad when we get up at ‘daft o’clock’ and drive for miles but when the event is over and the champagne is being sprayed around the podium, you can sit back and think, ‘I was part of that’.

What piece of advice would you give to a new volunteer?
Get involved! Without volunteer marshals and officials there would be no motorsport events, so find a local club or event, contact the chief marshal and offer to help. Once you have helped on some events you might find your niche; for some this might be timing or radioing or organising – there are loads of roles that can utilise your skills, so don’t be shy!

For details of how you can get involved visit
www.gomotorsport.net/New-Get-Involved/Get-Volunteering
GoMotorsport
May 2018

9 RDOs undertook 17 visits
Engaged with 62 clubs

Reached 142 people through motor club visits

#GetInvolved

111 New volunteers and participants

24 New motor club members

18 Associations and organisations engaged with

1587 People reached through other activities
KEITH PATTISON MEMORIAL SPRINT

The third Keith Pattison Memorial Sprint at Blyton Park Driving Centre (28 May) proved a success, having been co-organised by York Motor Club and Huddersfield Motor Club, writes Heidi Woodcock Yorkshire RDO.

The event, a round of the ANWCC Sprint Championship and the Liverpool Motor Club Speed Championship, attracted 44 entries in a wide range of interesting cars, from standard road-going models to rally cars, sports cars and single-seaters.

Once again, the event used the challenging and popular ‘Eastern Circuit’ at Blyton. The sprint has a reputation for offering great value for money and this year’s event certainly did not disappoint! Competition started at 9.30am, with two practice runs followed by three timed runs before a brief lunch break. Another four timed runs took place in the afternoon, giving a total of two practice and seven timed runs. After a cloudy start, the sun soon made an appearance and by mid-morning, wall to wall blue skies were over the Lincolnshire countryside and stayed for the rest of the day.

The fastest time of the day (The Keith Pattison Memorial Trophy) was achieved by Chris Thomas (OMS 2000M) with a time of 67.32 seconds. Trophies were also awarded to the best novice (The Blyton Park Trophy) and best York Motor Club and Huddersfield Motor Club members.

York Motor Club and Huddersfield Motor Club congratulated the award winners and thanked all the competitors, officials and marshals for a great day’s motor sport!
If your Motor Club is interested in taking up similar options please contact your local Regional Development Officer.
24 motor clubs were represented over the two events:

- 60 & Worcester Motor Club
- Accrington Motor Sport Club
- Boundless by CSMA
- Bristol Motor Club
- BTRDA
- Cannock & District Motor Club
- Chelmsford Motor Club
- Coalville Car Club
- Coventry & Warwickshire Motor Club
- Farnborough & District Motor Club
- Loughborough Car Club
- Maidstone & Mid Kent Motor Club
- Mid Derbyshire Motor Club
- Owen Motor Club
- Oxford Motor Club
- Peterborough Motor Club
- Redditch & District Motor Club
- Rotherham Motor Club
- Rugby Motor Club
- Sixty & Worcester Motor Club
- Wallasey Motor Club
- West Suffolk Motor Club
- Witney Motor Club
- Yorkshire Sports Car Club
TECHNICAL TALK AT LATEST ACADEMY SESSION

Knockhill hosted the third SMS Academy session (11 April), which featured workshops on vehicle dynamics and driving techniques.

The day started with a discussion of key technical terms. SMS Academy coaches Blair Brown and Malcolm McNab then led a session on the friction circle – a model used to explain how driver inputs affect their tyre grip.

The day concluded with sessions on how the athletes can maximise their performance in competition, by preparing properly for competition weekends and carrying out effective debriefs. The athletes discussed the value of course reccees, pre- and post-event video analysis, performance logging and much more.

The fourth and final SMS Academy session will take place on 17 July, when the athletes will have media training, learn how to get the most out of social media and understand how to build their brand.

PROMOTING A CLUB IN THE DIGITAL AGE

Promoting our club activities traditionally entails a physical attendance at real-world events with high footfall. Events like the Ignition Festival of Motoring in Glasgow, for example, have served as great platforms to promote club motorsport to a new audience.

But in this digital age, is there a better and more efficient way of getting the message out to a target audience? Earlier this year, SMS supported the Scottish Motor Racing Club (SMRC) by creating a Facebook promotional campaign to attract potential members. The initiative was successful, with 59 people signing up to attend an information day at Knockhill (unfortunately called off due to poor weather).

SMS has produced a case study to help those interested in promoting their club through social media. Please CLICK HERE.

INTRODUCTION TO COACHING COURSE AVAILABLE

As part of its on-going commitment to developing coaching in Scotland, SMS has arranged for the MSA Introduction to Coaching course to be delivered to MSA and Scottish Auto Cycle Union (SACU) club members on Saturday 21 July.

The course is the first step on the MSA coaching pathway, providing an understanding of the coaching process and why it is important. Participants will explore: the roles and responsibilities of a coach; preparation and planning; the underpinnings of sport skill; the principles of the skill development process; coaching methods and simulated process; health and safety; the sport sciences; and improving/developing your coaching.

The course is free, with SMS and the MSA covering the costs. It will be held at Blair Drummond Community Hall, near Stirling, from 10am to 5pm. To sign up, email rory.bryant@scottishmotorsports.co.uk by Friday 29 June. There are limited spaces, which will be allocated on a first-come-first-served basis.
SMS VISITS NI MOTORSPORT TASKFORCE

Rory Bryant, SMS Development Manager, visited Belfast in May to meet the Northern Ireland Motorsport Taskforce, a group aiming to evaluate motorsport’s potential contribution to the country.

The group, chaired by Ian Paisley MP, was interested to hear about SMS’s work in Scotland, from securing public investment to promoting talent development and coaching.

The Department for Communities’ Tony Murphy said: “On behalf of the Taskforce, I’d like to thank Rory for taking the time to attend our meeting in Belfast. It was very useful to hear first-hand how Scotland has gone about developing motorsports, particularly in developing the clubs network, developing competitors and ways of increasing participation. This will all be very helpful in informing our recommendations for a way forward for motorsport in Northern Ireland.”

WSKC CREATES NEW SCHOOLS PROGRAMME

The famous West of Scotland Kart Club (WSKC) has introduced a brand-new schools programme aiming to raise the WSKC’s profile among 12- to 14-year-olds in the local community.

Created in partnership with SMS, Active Schools South Lanarkshire and South Lanarkshire Leisure and Culture (SLLC), the programme is delivered by the club’s MSA Level 2 qualified coaches, Chris McLean and Iain Brown.

The club visited Trinity High School in South Lanarkshire earlier this year to deliver a karting presentation to over 200 pupils. They were then invited to apply for a space on the new four-week programme, which introduces karting including driving techniques, mechanics and the role of a kart marshal.

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.”

Following its successful inaugural club development day last year, SMS is pleased to confirm that the event will run again this year on Saturday 3 November. Further information will be released in due course but any queries can be directed to info@scottishmotorsports.co.uk.
NEW ROAD CAR SERIES ATTRACTS NEWCOMERS

The Scottish Road Car Series, a new-for-2018 initiative to encourage new people into motorsport, has already attracted 37 registered competitors, over half of whom are complete newcomers to MSA motorsport.

Scottish Sporting Car Club hosted round one at Ardeer in April, with attracted a solid 11-car entry. Bob Mather came out on top in a Renault Clio that he shared with third-placed Dominic Shanahan. Lauren Austen-Maycock was also awarded a special prize after travelling for over four hours to compete her Mazda MX3.

“I was extremely nervous for doing the first event as I had never competed before with my car,” Lauren said. “Once I got there everyone was extremely friendly, approachable and helpful. I had a great laugh, even though I kept getting lost on the test due to my terrible sense of direction!”

Round two took place at Knockhill on 28 April, using a fast and flowing course set out by Glenrothes Motor Sports Club. This time there were 18 competitors, with drifter and gymkhana competitor, Steven McConnell coming out on top.

63 Car Club hosted round three at Boyndie kart track. McConnell continued his impressive form, taking another win in his BMW 328 to lead the series into the next event at Errol Airfield in Perthshire with Saltire Rally Club.

DISABILITY GROUP CROWDFUNDING FOR SECOND CAR

Disability Motorsport Scotland (DMS) has become the first Scottish charity to offer free motorsport taster sessions for people living with a disability.

The club caters to individual needs and offers appropriate, personalised provisions for those interested in motorsport. DMS currently has one adapted race car for driving experiences and passenger rides.

To cope with demand, DMS needs to raise £5,000 to buy and adapt a second car. Therefore, DMS has set up a crowdfunding campaign in partnership with SMS. To find out more or to donate, please CLICK HERE.
NEW STUDENT MANAGEMENT TEAM FORMED

Over the past year Scotland’s student motoring scene has stagnated with the demise of the Scottish Student Karting Championship and a noticeably less engaged group of student clubs. SMS believes that a vibrant student motorsport scene is important to the sport and that a new approach is required.

SMS has therefore helped to create the Scottish Student Motorsport Management Team, a new group comprising Emily Glanville (Strathclyde University), Andrew Chapman (Strathclyde University) and Taelor Shand (Robert Gordon’s University). Each has been appointed to a specific role, with Emily as Marketing Manager, Andrew as Events Manager and Taelor as Business Development Manager.

With SMS’s support, they will be responsible for building relationships with clubs and venues to develop a new student motorsport event calendar that will include a mixture of karting, autotest and trials bike activities. They will also be responsible for working with an appointed web developer to create a new digital platform to facilitate online event entries and from there, they will be responsible for creating a marketing strategy to promote the events to fellow students.

Gillian Sefton, SMS Development Officer, said: “The newly appointed team are extremely enthusiastic and dedicated towards growing the sport and creating opportunities for new students to get involved. The team have been collaborating well together and have begun to action a fresh, innovative plan for the future.”

The team’s new website and 2018/19 calendar of event is due to be up and running in advance of Freshers’ Week in September.

UPDATE ON KINGDOM OFF ROAD MOTORCYCLE CLUB

Kingdom Off Road Motorcycle Club (KORMC) has been working hard to set up a new grassroots development programme within motocross, an initiative that could be replicated by car clubs.

Through engaging with schools and the local community, the club has already successfully completed its sportscotland target of running 10 introductory sessions in 2018 and has now begun progressing members through the four-stage pathway towards achieving their competition licence.

The popular sessions are often oversubscribed and KORMC has had to set up a waiting list. Thirty-seven club members are currently working their way through the pathway, while 20 eagerly await their turn.

To deliver such a programme, the club required additional human resources. Since the beginning of the year, KORMC has increased its workforce from three to 23 – six of whom are now club coaches, with a further five awaiting an opportunity to qualify. The coaching team also runs a summer referral programme for hard-to-reach children caught up in antisocial behaviour and illegal riding. To date, 24 children have completed the programme this year and an additional 12 will take part in September.

Club coach Kevin Murray has visited Kircaldy High School in partnership with Active Fife twice since January to deliver a general introduction to motocross. Twenty pupils will be given the opportunity to take part in a coached pathway session free of charge as part of a school and community inclusion initiative that aims to provide sporting opportunities for youths facing financial barriers towards participation.
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.