

MARCH 2013

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## McNish addresses Council dinner

The Motor Sports Council's annual dinner took place this week at the Royal Automobile Club in London. Attended by members of the Council, together with special guests and other luminaries, the dinner provides an informal gathering to thank those that volunteer their time to shape British motor sport.

After dinner, MSC Chairman Tony Scott Andrews addressed the audience and made a presentation to MSA Chief Executive, Colin Hilton, who will retire later this year. Mr Scott Andrews paid tribute to the extraordinary transformation of the organisation that had been effected under Mr Hilton's leadership.

Allan McNish was invited to reply on behalf of the guests and entertained them with stories of a glittering motor sport career which began back in 1981 and which has taken him to the very top of the sport. A particular highlight was his evocative description of approaching the Mulsanne Straight at 3 o'clock in the morning.

McNish went on to talk about his involvement with the newly-formed Scottish Motor Sport group and his ambition that it can help Scotland to retain its important motor sport heritage. He also endorsed the excellent work of the MSA Academy in helping to train young British drivers for future success and wished that it had existed during his own formative years.

## MSA keeps media up to date

The MSA welcomed some of the UK's leading motor sport journalists, broadcasters and commentators to Motor Sports House last month to update them on the governing body's work.

MSA Chairman Alan Gow and Chief Executive Colin Hilton joined Ben Taylor, Director of Development and Communications, and Robert Reid, Performance Director, to discuss the changing role of the MSA. Topics covered included the MSA Academy, Go Motosport, National

Motorsport Week, Year of the Volunteer and the campaign for closed-road motor sport.

Also on hand was Andrew Coe, Chief Executive of the MSA's commercial subsidiary, International Motor Sports. Coe briefed the assembled guests on exciting new plans to refresh Wales Rally GB, scheduled to take place this year on 14-17 November as part of a new three-year agreement with the Welsh Government.

## Strong take-up of IAME engine

The new IAME Parilla Gazelle 60cc UK engine, which powers the MSA British Cadet Kart Championship, has already proved highly popular among competitors and the trade alike, with UK importer JM Engineering reporting over 350 sales since last October.



Chris Walker - Kartpix.net

The MSA has offered all registered kart clubs the opportunity to purchase one of 20 scrutineer's eligibility tool sets through JM Engineering at a price heavily subsidised by the governing body. Fourteen of the sets have been purchased to date, leaving six remaining.

Any clubs interested in taking advantage of this offer who have not yet applied should contact Joe Hickerton in the MSA Technical Department on 01753 765000 or [joe.hickerton@msauk.org](mailto:joe.hickerton@msauk.org)

## NMW 2013 kicking into gear

Behind-the-scenes preparations are gathering pace for this year's National Motorsport Week, a nationwide celebration of our sport running from 30 June to 7 July.



The MSA is currently formulating a unique single-day, cross-discipline event to headline the week and hopes to reveal more details soon. Meanwhile the governing body is also working to bring the UK-based F1 and WRC teams on board once again, while also calling for clubs, venues and individuals to support the initiative.

"Since we re-launched National Motorsport Week with the Motorsport Industry Association three years ago it has gone from strength to strength and has become one of the highlights of the domestic motor sport calendar," said Colin Hilton, MSA Chief Executive. "The MSA team is working hard to deliver a special event and bring the major teams and stars on board, but local support is the key to getting more people involved in grass roots motor sport across the country, which is why we need as many as possible of our 750 registered clubs to get behind us."

The MSA has produced a toolkit to assist the motor sport community in generating ideas for NMW. Click here: [www.msauk.org/uploadedfiles/NMW2013Toolkit.zip](http://www.msauk.org/uploadedfiles/NMW2013Toolkit.zip)

## Trial victory for LARA & Bristol MC

A popular test section of Bristol Motor Club's Allen Trial, first run in 1946, has been saved from closure by a traffic regulation order issued by Bath and North East Somerset Council.

The public road in question features an ancient stone surface and has been a feature of the event for over four decades. However in recent years 4x4 drivers have deviated from the stone carriageway and carved ruts into the roadside banks, leading to suggestions that the road should be closed to vehicles.

However the Land Access and Recreation Association (LARA), of which the MSA is a founding member, met with BANES council and suggested a 'prohibition of driving order' that allowed gates at the end of the road to be locked, with an agreed number of 'open days' each year for 4x4 and classic car trial traffic.



## Howard Strawford, 1935-2013

The MSA extends its deepest sympathy to the family and friends of former BRSCC chairman and Castle Combe owner Howard Strawford, who passed away last month aged 77.

Howard's motor sport career began in the 1950s with the Welsh Motor Racing Club. He later became chairman of Swansea Motor Club and was a founding member of the Welsh Association of Motor Clubs. He saved motor racing at Castle Combe during uncertain times in the early 1970s, buying the venue in '76 and turning it into one of the most successful in the UK with invaluable support from his wife Pat.

Howard chaired the BRSCC for almost two decades and was still a trustee of the Motorsport Safety Fund at the time of his death. He received the MSA Lifetime Achievement Award in 2010 in recognition of six decades' service to the sport.

## MSA investigates Snowman Rally

The MSA offers its sincere condolences to the family and friends of Joy Robson, who tragically succumbed to injuries sustained during an incident while spectating on last month's Snowman Rally in Scotland.

As with any serious incident in or around UK motor sport, the MSA is now working closely with the organising club, the police and other agencies to establish precisely what happened on this occasion.

The MSA would like to stress that safety and risk management are the foremost considerations in each of the 5,000 motor sport events organised each year in the UK and the sport has an excellent record in this respect.



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Jakob Ebrey Photography



## MSA meets with tyre companies to chart future direction for gravel rally tyres

The MSA will work with tyre companies involved in UK stage rallying to move towards a definitive list of acceptable tyres for use in the sport, as part of the governing body's commitment to reducing motor sport's environmental impact.

The announcement follows a meeting of the reconvened Stage Rally Tyre Working Group, attended by representatives from DMACK, Dunlop, Hankook, Michelin, Pirelli, Protyre and Yokohama. Only Kumho were unable to make the meeting due to prior testing commitments.

"It was a really excellent first meeting," said Mike Broad, who is now chairing the Working Group. "We have been talking around this subject for a number of years, but I feel that we started to make proper progress this week. All the manufacturers agreed to submit details of their construction in time for our next meeting, so we can then begin the process of establishing a consensus for the direction of travel for the development of stage rally tyres.

"We are grateful for everyone's constructive input and would like to reaffirm that any other manufacturers not currently represented on the group should get in touch."

## Cameron invites Powell on India mission...

Single-seater racer Alice Powell joined Prime Minister David Cameron for a UK trade mission to India last month.

Powell was invited after having dinner with the Prime Minister last year. "He's been fantastic and very supportive of my racing," she said. "He is very keen to get a female into Formula 1, which is one of the main reasons he invited me on the trip."



The 20-year-old was the youngest of more than 100 delegates. After arriving in Mumbai she visited Hindustan Unilever before a conference at Chhatrapati Shivaji Maharaj Vastu Sangrahalays Museum, hosted by BP. She also visited the British High Commission and the Golden Temple before flying back to the UK.

## ... And visits Caterham HQ back in the UK

David Cameron visited Caterham F1's Leaffield Technical Centre in his Witney constituency recently for a guided tour with Caterham Group Co-Chairman Tony Fernandes.

"This is the dream investment for any constituency," said Cameron. "Caterham F1 is bringing high-end jobs, engineering and manufacturing to West Oxfordshire. Not only will it create jobs but it will be a real boost to our local economy. On a national scale, it is great to see Britain designing and selling more cars. It is businesses like this which are helping to lift our economy out of a very difficult time and making sure that Britain thrives in the global race. I am so excited to welcome this great business to Leaffield and I wish them every success."

Fernandes added: "It was an honour to give Mr Cameron a tour of Leaffield Technical Centre and to demonstrate the cutting-edge technology and innovative thinking that is at the heart of Caterham Group. Representatives from each of the arms of Caterham Group were on hand to demonstrate to Mr Cameron how Caterham Cars, Caterham Technology and Innovation (CTI) and Caterham Composites are setting new standards for innovative thinking and cutting-edge technology across a wide range of industries."



Caterham F1 Team

## Euroclassic entries open on Friday

Entries for the 21st MSA Euroclassic, a pan-European classic car tour running from 8-14 September, open today (Friday 8 March).



This year's event is open to cars over 20 years old, plus a small number of more modern cars. The event is organised by the MSA's commercial subsidiary, International Motor Sports, which has taken into account feedback from previous years and created a more compact route condensed into one week.

Starting from Dover, this autumn's route will travel through Germany's Black Forest and the Alsace region of France, taking in challenging roads, beautiful cities and motor sport venues before culminating with a gala dinner in Luxembourg.

Highlights are anticipated to include the Mercedes-Benz and Porsche museums, as well as stops at the Bosch Test Track, the Schloss Langenberg, the Chenevières circuit, Bugatti's home in Molsheim and the Smart Car factory. Dedicated breakdown assistance will be available at all times along the route.

Regulations and entry forms will be available at [www.msaclassics.co.uk](http://www.msaclassics.co.uk) For the latest updates and information, follow @IntMotorSports on Twitter or join the conversations at [www.facebook.com/msaclassics](http://www.facebook.com/msaclassics)

## Successful second pilot of MSA coaching award at Mercedes-Benz World

MSA Academy coaches teamed up with Mercedes-Benz World staff at Brooklands last month for the second pilot of the new MSA Level 2 Certificate in Motorsport Coaching.

The aim was to pilot the programme among coaches who had not been involved in its development. In the course of a pair of two-day sessions, the MSA team was able to up-skill a potential workforce in advance of the programme's roll-out later this year.

Those taking the course included MSA Academy Co-Driver Coach Nicky Grist and Team UK racer Jack Harvey, plus former MSA Apprentices David Wagner and Max Coates, race engineer Andy Miller and commentator Andrew Coley.

Tom Onslow-Cole, MSA Academy Performance Manager, led the delivery. "The pilot was hugely successful. There was a lot to take in and a lot of learning but everybody that took part rose to the challenge and really took on board what the award is all about. We didn't really expect anything less, which is why Mercedes-Benz World was picked as the delivery partner."

A full feature on the MSA's new coaching qualification will appear in the summer issue of *MSA* magazine, due to hit doormats in late May.



British Athletics @BritAthletics

Fantastic to see F1 driver @JensonButton doing so well on the @runbritain rankings! Sub-3-hour marathon - nice!

.....  
Scott Mitchell @ScottMitchell89

Brilliant to speak to @robertgreid about the changing approaches to driver development and talent identification at @MSAUK & @MSAAcademy

.....  
jacqui wilson @essexemergency

Tested the car today Wow its gona be a good season!  
@B19MotorClub#motorsport  
@MSAUK 17th March North Weald, one week to go !!

.....  
ZERO Motorsport  
@ZEROMotorsport

Last week big step was made and finally sent for the GoRacing pack from the @MSAUK can't wait to hit the track competitively  
@gomotorsport

.....  
DCZR\_Racing @DCZR\_Racing

Great service and communication from @MSAUK, My downright exciting little plastic card is at the printers..... #SoonBLicensed

.....  
David Brabham @brabsracer

Nice to see in @autosportnews that 7 of the 8 Britpack drivers were and are @MSATeamUK drivers.

.....  
Ian Beningfield @ianbeningfield

Application for 2013 @MSAUK licence & @MGCarClub Championship Entry both sent off today



## Coulthard supports road safety

Formula 1 star David Coulthard features in a new television campaign for Road Safety Scotland, the authority on road safety north of the border.

A short film shows Coulthard, winner of 13 grands prix, recreating the events leading up to a fatal accident and explaining how more cautious driving may have prevented it. The clip points out that 'even the best drivers in the world adjust their speed on country roads'.

To watch the video, click here: <http://www.youtube.com/watch?v=zmMpg9tgPUY&feature=youtu.be>

## Media accreditation guidelines

The MSA has issued media accreditation guidelines for clubs following the withdrawal of the governing body's media credential. The guidelines should be of interest to organisers and media alike, and can be found on the MSA website by clicking here: [www.msauk.org/uploadedfiles/mediaguidelines.pdf](http://www.msauk.org/uploadedfiles/mediaguidelines.pdf)

## MIA Race Engineering course

The Motorsport Industry Association (MIA) is offering engineering students and professionals the chance to combine classroom theory with live on-track testing at Race School LIVE.

Twenty delegates will spend a full day at Donington Park learning from experienced race engineers to bridge the gap between theory and real-world trackside work.

The MIA School of Race Engineering is now in its fourth year, having run eight highly successful courses, and with over 200 alumni. The Race School LIVE course costs £400+VAT for alumni and £450+VAT for all other delegates.

For further information or to register, click here: [http://www.the-mia.com/events\\_diary.cfm/flag/2/e\\_id/765](http://www.the-mia.com/events_diary.cfm/flag/2/e_id/765)



Motor Sport

## HoF auction raises almost six figures for grand prix mechanics

An auction of Formula 1 memorabilia at the recent *Motor Sport* Hall of Fame raised £92,000 for the Grand Prix Mechanics Charitable Trust, established in 1987 by triple world champion Sir Jackie Stewart.

The Trust's aim is, 'The relief of poverty among necessitous grand prix mechanics and former grand prix mechanics and the wives, widows, children and other dependants of such persons'.

Bonhams' Robert Brooks presided over the auction, which featured lots such as reigning world champion Sebastian Vettel's steering wheel from 2010 and a pair of triple champion Ayrton Senna's gloves from 1991.

Motor sport legends Colin Chapman, Tom Kristensen, Graham and Damon Hill, and Niki Lauda were all inducted into the Hall of Fame during the evening.

For more information visit, [www.motorsportmagazine.com/halloffame](http://www.motorsportmagazine.com/halloffame)

## CRB checks become DBS

Criminal Records Bureau (CRB) checks, to which certain MSA-licensed officials are subject, have been replaced by Disclosure and Barring Service (DBS) checks, which will soon be possible to compete online.

All MSA Stewards and other officials identified by the MSA as 'verifiers' will soon be sent an electronic guide to the process, plus contact details for TMG, the MSA's DBS administrative agents, should there be any queries. There is also a supplementary facility for individual applicants to have their documents checked at a local post office.

Anybody listed as a verifier under the manual CRB system who now wishes to have their details withdrawn should contact Jennifer Carty at the MSA via [Jennifer.carty@msauk.org](mailto:Jennifer.carty@msauk.org)



# championship updates

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## Mintex MSA British Historic Rally Championship

Gareth James and Steffan Evans got their championship off to the best possible start by winning the opening round on the Rally Marketing Mid Wales Historic Stages.

Standings after round one

- 1 Rikki Proffitt – 31 points
- = David Stokes – 31
- = Gareth James – 31

Frances Gibbs



## MSA British Sporting Trials Championship

Defending champion Tom Bricknell leads the way following victory in round two and second place behind former title winner Ian Wright in round three.

Standings after round three

- 1 Tom Bricknell – 29 points
- 2 Ian Bell – 27
- 3 Josh Veale – 22



## MSA British Car Trial Championship

Duncan Stephens made it two wins from two events with victory on the Golden Springs car trial to extend his championship lead.

Standings after round two

- 1 Duncan Stephens – 12points
- 2 Barrie Parker – 8
- 3 Chris Judge – 5



Simon Clarke

## MSA English Rally Championship

Julian Wilkes and co-driver Will Rutherford took a commanding win on the Wyedean Rally followed by another maximum score on the Malcolm Wilson Rally.

Standings after round two

- 1 Julian Wilkes – 50 points
- 2 James West – 48
- 3 Mat Smith – 46

kpbphotography.co.uk



## Pirelli MSA Welsh Rally Championship

Connor McCloskey was victorious on the opening round, the Wyedean Rally, while Alex Allingham mastered the Mid Wales Stages to win round two.

Standings after round two

- 1 Luke Francis – 51 points
- 2 Will Onions – 44
- = Keith Parry – 44



William Wylie Photography

## Carryduff Forklift MSA Northern Ireland Rally Championship

Derek McGarrity, co-driven by Neil Doherty, took a commanding victory on the season-opening Eurocables Stages Rally, with fastest times on all six tarmac stages.

Standings after round one

- 1 Derek McGarrity – 12 points
- 2 Kevin Barrett – 10
- 3 Derek McGeehan – 9



## RDO visit inspires school kart team

A Wokingham school has established a flourishing karting team since South East RDO Tom Gaymor paid a visit last June.

The Emmbrook School's team first hit the track less than a month after Gaymor delivered a Go Motorsport presentation. They began with a practice session and later qualified for the British Schools Karting Championship, a national arrive-and-drive series for students aged 16 to 18. Gaymor, who is also an MSA Level 2 qualified coach, returned in November to offer some tips, and last month the aspiring karters began their BSKC challenge.

"Seeing the enthusiasm and interest of these young guys grow as they've gone from having no experience to competing in the BSKC has been great," said Gaymor. "It's what Go Motorsport is all about. The boys at Emmbrook now have a fully-fledged school karting club and I have no doubt their presence within the sport will continue to grow."

## South West RDO Moore bolsters Devon college event

South Devon College's automotive department is organising a motor show at the institution's community day on 9 March, when it is hoped that Ford, Audi, Peugeot and Harley-Davidson will be joined by MG's touring car squad and a drag racing team.

Meanwhile Go Motorsport's new South West RDO, Kevin Moore, has arranged for a large motor club stand to display around a dozen competition cars covering an array of disciplines. Local motor clubs from Torbay, Exeter and South Hams are expected to man the stand, offering advice and information to students and the public.

## Development workshops roll on across Britain

More than half of the UK's Regional Associations have now hosted a Go Motorsport development workshop, designed to provide an open forum for clubs to share ideas for membership growth and retention.

The workshops have been organised Regional Associations and coordinated by Go Motorsport's Richard Egger. The latest session was hosted by the Association of Northern Car Clubs, whose chairman Chris Woodcock said: "This was already the second workshop that we've hosted and this time it was even better received. We had around 30 delegates from about 10 clubs, so there were plenty of great ideas from the floor. We're now keen to run another session; anything that helps club development has to be a good thing."

Egger added: "We've now done well over half the country, from Scotland down to the South West. There are common themes about frustrations but also a surprising amount of positive thinking, and there's been a pleasing number of clubs saying, "We want to move forwards". We don't preach to them or try to tell them what they should or shouldn't be doing, but we facilitate an open discussion to generate ideas and we let them know what support we can provide."

The next series of workshops has yet to be finalised; further details will be published in April's newsletter. In the meantime, any Regional Associations wishing to host a workshop for its member clubs should contact MSA Development Officer Jess Fack on 01753 765000 or [jess.fack@msauk.org](mailto:jess.fack@msauk.org)

## Bristol MC award for Bisping

Andrew Bisping, Go Motorsport's new RDO in Central Southern England, has won Bristol Motor Club's Best Journalism Award for an article on marshals' training.



"I was pleased to see, in what is now the Year of the Volunteer, that a story of this nature was sufficiently interesting when there were plenty of competitors' tales too," said Bisping.

To read the article, click here: <http://content.yudu.com/Library/A1zi8c/DrivingMirrorNovembe/resources/index.htm?referrerUrl=http%3A%2F%2Fwww.bristolmc.org.uk%2FPublications.htm>





## A maths lesson with a difference

Durham Auto Club members Chris Anderson and Chris Thirling joined Peter Metcalfe, Go Motorsport RDO for the North East and Cumbria, to give students at Framwellgate School Durham an insight into the role of a rally co-driver.

The visit was part of the school's annual maths week, which this year focused on motion. The students had to fill in their own time cards as if they were competing on an actual rally, with their stage times varying depending on their fuel load; too little fuel would result in time penalties. The student with the lowest overall time won the virtual rally and climbed aboard Anderson's Ford Fiesta rally car.

"The students were amazed at how much responsibility a co-driver has," said Catherine Purvis-Mawson, the school's Enterprise and STEM Enrichment Manager. "It was wonderful to show how maths and mental arithmetic are a crucial part of such an exciting sport. Having the driver, co-driver and the car present really brought the session to life – the students are still buzzing from it days later."

Metcalfe said: "Events like this are great for everyone involved. The students get a maths lesson like no other and the Club get a fantastic opportunity to promote themselves. The school, the Club and Motorsport in general got great publicity in the local media – everyone benefits."

## Share your stories for a chance to win Wales Rally GB tickets

Go Motorsport is inviting motor sport newcomers to share their first experience of competing or volunteering for a chance to win a pair of tickets to Wales Rally GB 2013, which takes place on 14-17 November.

If you have started in motor sport since January 2012, simply send a short account – no more than 400 words – of your first foray into the sport, along with any images to illustrate your story, to [newcomer@GoMotorsport.net](mailto:newcomer@GoMotorsport.net) by 30 September 2013.

The winner will be picked from a random prize draw to receive the tickets.

# GET INVOLVED

## JOIN THE CAMPAIGN

There are many ways for you to play your part in encouraging more newcomers into all areas of motor sport:

Direct anyone interested in competing, volunteering or visiting a live motor sport event to the 'Go Drive', 'Go Help' and 'Go See' sections of the Go Motorsport website, [www.GoMotorsport.net](http://www.GoMotorsport.net)

Help us to set up a visit to your local school by emailing the relevant contact details to [info@GoMotorsport.net](mailto:info@GoMotorsport.net)

Promote the initiative by running Go Motorsport decals on your competition car. A selection of free decals is available from [info@GoMotorsport.net](mailto:info@GoMotorsport.net)

Include Go Motorsport advertisements in your event programmes. Artwork is available from the 'downloads' section of [www.GoMotorsport.net](http://www.GoMotorsport.net)

Establish web links to the Go Motorsport website where relevant or possible.

Distribute Go Motorsport and Let's Go Karting promotional materials. Flyers, pencils, DVDs and other materials are available from [info@GoMotorsport.net](mailto:info@GoMotorsport.net)

# GET INVOLVED Volunteer

Want to get involved in motor sport?

*Want to be part of the team?*

*Why not take up a volunteer role and get to the heart of the action?*

All motor sport events need volunteers to run them. From pits and paddock to hillside and special stage, volunteers are responsible for essential administrative work and life-saving safety cover.



Get the best seat in the house for FREE!

## FIVE REASONS TO VOLUNTEER

1. You get closer to the action
2. You are part of a team
3. You learn new skills
4. You get free entry to events
5. It's great fun!

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3,500 Registered Officials

5,000 Events per year

**Cadet marshal from as young as 11!**

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Get moving. Get involved

**MSA**



# GET INVOLVED

## Volunteer

### Marshalling

Marshals are there to make sure that events are run safely and effectively. Duties range from displaying flag signals and clearing debris to providing communication cover as well as running a start, finish line or assembly area.

### Scrutineering

Scrutineers check that cars comply with the technical regulations to ensure safety and fair play. While experience in engineering or a similar technical field is usually an advantage, it is not essential.

### Rescuing and recovering

Rescue personnel provide immediate medical and extrication facilities at the scene of an incident, while Recovery personnel retrieve stricken cars. Both crews use the latest medical or recovery equipment.

### Timekeeping

Timekeepers record competitors' times and positions in order to determine the event results. Tools range from hand-held stopwatches to electronic timing systems that can measure to the nearest thousandth of a second.

### Officiating

Once you've gained some experience in one or more of the above roles you can consider becoming a Steward, Secretary of the Meeting or Clerk of Course, who are responsible for ensuring that events are run in accordance with sporting regulations.

### Club volunteer

You could also join your local motor club and help out as a committee member, treasurer, club secretary, social officer, equipment officer, publicity officer and more besides. You can search for your local club using your postcode at [www.GoMotorsport.net](http://www.GoMotorsport.net)



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## HOW TO GET STARTED

- Go online and visit [www.GoMotorsport.net](http://www.GoMotorsport.net)
- Join your local motor club
- Join one of the dedicated marshalling clubs
- Call 0845 0 94 00 94
- Email [volunteer@GoMotorsport.net](mailto:volunteer@GoMotorsport.net)





## Two-day Silverstone session for MSA Apprentices

A group of MSA Apprentices recently spent two days at Silverstone's Porsche Human Performance Centre, which provides a range of training facilities and boasts fitness experts who work with the likes of Formula 1 star Mark Webber.

The programmes covered a range of activities focusing on strength and conditioning plus recovery techniques, as well as a reaction test on the BATAK machine and a gruelling 90-minute VO2 max workout.

**“They train elite drivers day in, day out and I’ve certainly taken lots of good advice and techniques away with me as I prepare for the new season, when I hope to step-up from karts and into tin-tops”**

There were also debrief sessions to give the Advance Apprenticeship in Sporting Excellence (AASE) students an opportunity to analyse their results and compare them to a previous session held in December.

“Working with the guys at the Porsche Human Performance Centre has been great and I’ve made some good progress since my first time at the centre last year,” said 16-year-old Essex racer Bobby Thompson. “They train elite drivers day in, day out and I’ve certainly taken lots of good advice and techniques away with me as I prepare for the new season, when I hope to step-up from karts and into tin-tops.”

Greg Symes, MSA Academy Coordinator, added: “Programmes such as these play a vital role in the development of young drivers, teaching them the correct training and lifestyle choices in order to succeed at the highest level in motor sport and their future careers.”



## Grist continues to lead co-driver development

Former World Rally Championship navigator Nicky Grist remains with the MSA Academy in 2013 to oversee the development of Britain's most promising young co-drivers.

The initiative will be split in two, with a junior scheme supplementing the main programme. The four co-drivers currently benefitting from Grist's vast experience are:

- Stuart Loudon, aged 24 from Larkham, Wiltshire (main)
- James Morgan, aged 21 from Mid Glamorgan (main)
- Chris Davies, aged 22 from Rhonda Cynon Taf (junior)
- Jack Morton, aged 18 from County Durham (junior)

Grist, who navigated WRC champions Juha Kankkunen and Colin McRae to a host of victories during the 1990s and early 2000s, said: “For 2013 we’ve got a smaller group of co-drivers, consisting of two elites who we will focus on polishing, and two juniors who will receive more in-depth and individualised coaching to help take them to the next level.

“We’ll get both the juniors and seniors together for some group sessions, which will allow them to bounce off each other and share experiences. Meanwhile having completed the MSA Level 2 coaching award (see page 5) I’ll be fine-tuning the way I deliver the benefit of my knowledge and experience to make sure these young navigators get the most out of the programme.”



## Hill to join Lynn in European F3

Josh Hill is the latest Team UK driver to sign up for an international single-seater campaign in 2013, having confirmed his place in Fortec's FIA European F3 Championship squad.

The 22-year-old raced for the same team in the 2012 Formula Renault 2.0 NEC championship, taking third place overall and earning a nomination for the McLaren

Autosport BRDC Award. "It's great to be racing in European F3 for 2013," he said. "It's a hugely prestigious championship that has helped launch the careers of names like Lewis Hamilton and Sebastian Vettel."

Hill's announcement means he will join fellow Team UK driver Alex Lynn on the Euro F3 grid, the 19-year-old having confirmed his seat with the Italian Prema team last November. Lynn has already tasted victory champagne this year after winning en route to second place overall in New Zealand's Toyota Racing Series.

## Harvey, Webster & Yelloly set for GP3

A trio of Team UK drivers has been busy testing GP3 machinery in recent weeks, having secured deals that will see them racing on the Formula 1 bill in 2013.

British Formula 3 champion Jack Harvey has joined ART GP and enjoyed a successful first test session at Estoril, setting the third fastest time.

GP3



Josh Webster, 19, has graduated to GP3 with Silverstone-based Status GP following two successive years as Formula Renault BARC vice-champion. The 2012 McLaren

Autosport BRDC Award finalist plans to use his first year in the series to learn the car and circuits before mounting a title challenge in 2014.

Meanwhile 22-year-old Nick Yelloly returns to the series following a year in Formula Renault 3.5 – experience that should prove useful as GP3 adopts updated normally-aspirated V6 engines from this season.

Team UK graduate Lewis Williamson was fastest during the Estoril test.

## Dennis guns for second FRenault title

Jake Dennis will hope to continue his remarkable run of titles when he contests the Formula Renault 2.0 Eurocup this season.

The Racing Steps Foundation driver won the MSA British Junior Kart Championship and CIK-FIA U18 World Karting Championship in 2010, the

Dunlop InterSteps Championship in 2011 and the Formula Renault 2.0 NEC championship in 2012. He also won last year's McLaren Autosport BRDC Award, the prize for which includes a McLaren F1 test.



Early Eurocup testing at Motorland Aragon in Spain has proved encouraging for the 17-year-old. "The new car's fantastic!" he said. "It's got more downforce thanks to the new sidepods and the rear diffuser. It's already easier and more pleasant to drive than the previous model. Renault Sport Technologies have made a big step forward."

## TECHNICAL / REGULATIONS

### General safety advice for competitors

The MSA Technical Department has issued general advice regarding safety-related competition car equipment. This advice is pertinent to all competitors but particularly applicable to the less experienced.

Many motor sport disciplines require the use of a safety harness rather than a standard seat belt and there is a common misconception that this represents the full extent of the driver safety system, when in fact it is only one link in a chain that also includes the seat and, in many cases, the roll hoop/cage (ROPS). Given that a chain is only as strong as its weakest link, it is vital that care is taken to ensure the seat, harness and ROPS are each suitable for competition use and mounted to the vehicle correctly; guidance can be found in sections (J) and (K) of the MSA Yearbook.



If using a competition seat, make sure that it is mounted to the car's structure; the floor of a space-frame car, for example, may not be suitable. In some grass roots disciplines the use of a car's standard production seats is permitted. Since such seats can be adjusted longitudinally it is important to ensure that the mechanism is fully engaged when the

seat is in position. In open cars, the top of your helmet must be 50mm or more below an imaginary line drawn between the top of the roll hoop and the forward structure of the car. This can be tight, so some seat manufacturers offer the option of thinner base pads. Avoid using loose cushions.

When fastening your harness, connect the lap strap first, ensuring that it sits over the pelvic bone and that you pull it very tight, twice. Next, connect the shoulder straps and pull them as tightly as you can, and then some more. The lap strap must always be fastened and fully tightened before the shoulder straps are connected and tightened. Straps need to be really tight because in a heavy impact they are designed to stretch a small amount, but that stretch should never of itself lead to an impact with the windscreen or steering wheel. Ensure that any harness adjusters are well clear of any slots where the straps pass through the seat, to ensure the harness mounts take the load rather than the seat.

There are other elements of safety equipment that require the same level of attention. Helmets should be carefully selected and it is recommended that you buy the best that you can afford, ensuring that it is has a snug fit. The same size helmet from different manufacturers will not always fit you in the same way, so one may be suitable and the other not. Always make sure that the chin strap is tight to minimise the risk of the helmet coming off in an accident. Look after the helmet; if you drop it then it may be rendered unsafe, since the interior layers may easily deform even if the outer layers appear undamaged – the same applies if you knock the helmet during an incident, in which case it is advised that you

replace it. Remember also that a two per cent reduction in the efficiency of the helmet could be the two per cent difference between walking away from an accident or not.

Fire risk is greatly reduced these days thanks to advances in safety and risk management, though it may still occur. Make sure your overalls fit correctly, particularly around the neck, ankles and wrists, where they should grip snugly. Keep them clean, as overalls smeared with engine oil will be far less efficient in the event of a fire.

If using a Frontal Head Restraint (FHR), often referred to as a 'HANS' (this is in fact a brand name), ensure that it is the correct one for you, as there are 15 different size and angle combinations. The FHR, helmet, seat and harness need to be compatible, and the FHR that is correct for you in one car may not be the correct one for you in a different car. Appropriate guidance on the selection and use of an FHR can be found at [www.fia.com](http://www.fia.com). As with any piece of safety equipment, the installation, condition and use need to be correct for it to provide maximum protection.

MSA regulations exist for two primary reasons: to provide a level playing field and to manage the risk inherent in the sport. They can often be seen as a nuisance but they are there for a reason and are not made for the sake of it. The regulations concerning safety equipment are there to protect your life, not to make it more difficult, so it is in your best interests to ensure that your equipment and car comply fully with the relevant regulations. Remember though that you are ultimately responsible for your own safety.

For further advice please contact the MSA Technical Department.



## TECHNICAL / REGULATIONS

### Sound control

The image shows what appears to be a 'SuperTrapp' – or similar device – which is a silencer that is clamped on to the end of exhaust pipes. They are a long-established piece of equipment and are generally regarded as an additional means of silencing, rather than the sole means of silencing in an exhaust system.

The 'SuperTrapp' comprises a series of shaped rings; the number of rings fitted determines the silencing effect. Such devices are acceptable but it is vital that they are not removed after scrutineering, since this would contravene regulations.



### ROPS certificates

Following recent concerns with documents presented at scrutineering, the MSA Technical Department issues the following guidance.

From 2008 the old MSA-style ROPS certificate was replaced by a standard FIA-style certificate for all new approvals, although the MSA logo still appears on the newer certificate. The newer certificates are used for all ROPS homologations numbered 2250 onwards. These certificates are a six-

page document including a detailed three-quarters view drawing and a number of photos of the installation. Page six of the document is in effect the 'installation certificate' for each ROPS installed to that design.

Any certificate presented at scrutineering must be printed on MSA 'security' paper and must not be a photocopy. The ROPS in the car must be identical to the one on the certificate in terms of design and installation, and page six must be completed and signed by the manufacturer. The VIN/chassis number and ROPS serial number on page six must both match the vehicle presented.

### Minimum driver weights

A new regulation was implemented in 2012 regarding the weighing of drivers when checking against minimum driver weights, which appear commonly in junior kart classes. This now appears in the 2013 MSA Yearbook as regulation (U)17.29.6, which states:

For classes that include a minimum driver weight only mandatory items of Personal Protective Equipment (PPE), as required by 13.1-13.3, are to be included when the Driver is weighed.

'Mandatory items of PPE' are those required by (U)13.1-13.3. These are the helmet, gloves, boots and suits, plus any basic clothing worn beneath the overalls.

Additional items such as rib protectors, ankle protectors and neck braces etc must be removed when a driver's weight is checked. The driver must achieve the relevant minimum weight without the use of any of the non-mandatory items.

### Junior helmets

Competitors are reminded that any kart driver below the age of 15 must now wear a junior standard (Snell-FIA CMR2007 or CMS2007) helmet in accordance with MSA Regulation (K)10.3.1. These helmets can be visually identified by the yellow MSA helmet sticker pictured.



The standard was carefully developed by Snell and the FIA Institute to suit almost all under-15s. However, there is likely to be the occasional exception and the MSA has already been approached by two parents whose children find that the largest helmet of this standard is too small. A procedure is in place to deal with this particular issue and anybody with a problem should contact the MSA Technical Department on 01753 765000 and [technical@msauk.org](mailto:technical@msauk.org)

### Regulations for consultation

The latest regulation changes proposed by the Rallies, Cross Country and Executive Committees are available for consultation at [www.msauk.org/regulations](http://www.msauk.org/regulations).

The closing dates for consultation are specified in the action sheets detailing the proposed changes.



# Meet...

## Go Motorsport RDO Kevin Moore

This month we catch up with our latest Regional Development Officer as he embarks upon development of the sport in the South West.

### When and why did motor sport first grab your interest?

As a teenager in the early 1970s I was an avid reader and watcher of newspaper and television reports of motor sport events, whether Formula 1 or even the London to Sydney Rally, which received a lot of coverage in those days. It all seemed magical and I wanted to be part of it but couldn't find out how to go about it, which is a barrier to entry that has existed for decades and is now being addressed by Go Motorsport.

### So how did you get involved?

My parents weren't involved in the sport so I had to find my own route in, which was quite difficult. In the end it was a fluke because a friend of mine happened upon an autotest and wandered over for a chat with the organisers, Owen Motoring Club. The next Wednesday evening we went to a

club meeting and I didn't miss another one for the remaining time I lived in the Midlands.

### Did you compete, volunteer or both?

I had already competed before my motor club days because a mate and I used to race motorcycles at Santa Pod. I've still got a soft spot for drag racing but there aren't many disciplines I haven't tried at some point.

When I stopped drag racing I competed a lot in autotests and then single- and multi-venue rallies. Garry Preston gave me my first break into rallying when I co-drove for him at Oulton Park, and then in 1994 I did the RAC Rally in a Group N Mini with Dave Lucas on the notes. It was the biggest adventure of my life and per mile it was probably one of the cheapest events I've ever done! That said, it was

**“We need to push the message that there's something for everyone. If you don't want to compete you can marshal or help to organise events”**



a little stressful in the run-up to the rally; my son was born three weeks prior and it ended up being his first spectator event!

I actually met my wife, Tracey, through rallying and she ended up co-driving for me in the BTRDA clubmans championship. We also competed on the 1990 Jersey Tarmac rally in the red and yellow Midget for our honeymoon – this was her suggestion, not mine!

I've also been involved in event organisation and actually got Owen MC's AGBO Stage Rally off the ground – I was Clerk of the Course for five years. When we moved to Devon in 1999 I joined North Devon Car Club, which I chaired for a year, so I've really seen club life from all angles. I've since moved to South Devon so I'm now a member of South Hams Motor Club.

### **Having been immersed in motor clubs for so long, which areas do you think clubs need to work on?**

I think clubs aren't marketing themselves outside the sport very well. There's a lot of bridge building to be done between car clubs and the public, which needs to be done

sooner rather than later because I think the void is getting wider and it's becoming increasingly important to find some first generation competitors and volunteers.

We need to push the message that there's something for everyone. If you don't want to compete you can marshal or help to organise events. And if you don't want to do that either but you enjoy photography or have some PR skills then you can be just as invaluable to a club as anybody else.

Another of my angles when selling grass roots motor sport to the public in general is that the young guys you see driving aggressively on the road are the sort of people that we ought to be educating about driving in a controlled environment rather than being anti-social and risking their licence and other people's lives in the process?" And that's really a matter of going into colleges and generating enthusiasm for the sport.

### **When did you first come across Go Motorsport?**

The first time I came across the initiative was a couple of years ago and for some reason I got the impression it was more about circuit

racing than anything else, so to be honest I overlooked it. Then I found about the Regional Development Officers and thought that was a brilliant idea because it regionalises the MSA's participation drive.

### **What made you want to become an RDO yourself?**

Well I've been doing the job for 30 years already, just without the MSA backing! Because of the difficulty I had in getting started in the sport I've always done my best to make it as easy as possible for others, so the idea of doing it in an official capacity with Go Motorsport was very appealing and I felt that I fit the job description very well.

### **So you've been able to hit the ground running?**

Indeed. I started on 1 February and attended the Go Motorsport club road show in Devon just a week later, which was a great event that everybody left in a positive frame of mind. We don't preach at the clubs, we just try to offer our support and get them thinking about or sharing ideas.

I've been to see a couple of clubs individually and I've got two college visits lined up where I'll deliver a Go Motorsport presentation to the students. Also South Devon College has got a community open day coming up, so I've been helping to arrange a club motor sport stand. I want to follow that up by getting the college involved in running a couple of grass roots competition cars, so that some students can compete and others can maintain it or even do a bit of marketing for their team.

