



MSA delivers first Performance Master Classes

The MSA Academy launched its first three Performance Master Classes at Castle Combe last weekend, introducing drivers in the MSA Formula Ford Championship of Great Britain to some of the basic elements of human performance.

The three sessions were delivered at Castle Combe by MSA Academy Coaches Greg Symes and Tom Gaymor. They explored the concepts of: 'What does it take?' – the skills needed to be a top-line driver; 'Eating to Win' – the principles of nutrition and hydration; and 'Racing Parent' – a specific session for parents and guardians to help them explore their roles and find the right balance to give their children maximum support.

The team was joined by on Saturday by Andrew Turvey – father of GP2 racer Oliver – who shared some insights into life as a racing parent in a major international series.

MSA Performance Director Robert Reid said: "These Master Classes have been developed in conjunction with the Youth Sport Trust and in partnership with the Racing Steps Foundation to mirror similar programmes in other sports. The Master Classes sit underneath the Advanced Apprenticeship in Sporting Excellence (AASE) programme within the MSA Academy structure, so the ideas we discuss here are dealt with in more detail higher up the Academy."

Three additional Classes – 'Talking to Team You', 'Goals and planning' and 'Race fitness' – will be added to the programme from next month.

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Colin Hilton rides shotgun at Wyre Forest

MSA Chief Executive Colin Hilton attended round six of the MSA Car Trial Championship at Wyre Forest.

Hilton was given the opportunity to ride aboard a Citroen AX GT, a Hillman Imp, a Westfield SEi and Trial winner Nick Pollitt's Citroen Saxo VTR, thus providing an insight into the performance disparities between all four classes.

"I always try to visit as many rounds of the various MSA championships as possible," said Hilton. "I had a terrific time sampling the various vehicles at Wyre Forest and it was good to see the championship running in such rude health."



Former MSA Chairman recovering after Masters crash

Former MSA Chairman John Grant is making good progress on the road to recovery having been hospitalised after an incident in a Masters Interseries Revival race at Brands Hatch earlier this month.

Grant sustained serious injuries when a mechanical breakage sent his McLaren M8C into the Paddock Hill Bend crash barriers at high speed. He has since written a letter of thanks to those involved in the rescue and recovery process.

"I would particularly like to express my gratitude to the fast-acting marshals who were on the

scene immediately and who displayed the tremendous professionalism in dealing with the accident, which we have come to expect in the UK," John wrote.

"The medical team was brilliant and deserves praise for the reassuring and meticulous way in which I was looked after. I would also like to thank the members of the fire brigade who helped to extract me from the car so carefully, the Kent Air Ambulance Service who transported me so efficiently to hospital and the wonderful staff at King's College Hospital, who put me back together so promptly and have looked after me so well in the subsequent days."

The MSA sends John its best wishes for a quick recovery.



British Kart Championship switches to KF2

The MSA British Kart Championship title will be awarded to the winner of the Super One KF2 series from 2011.

Teams and drivers voted in support of the switch from Super KF (pictured above) at an MSA meeting at Nutts Corner earlier this month. In attendance was MSA General Secretary Rob Jones, who said: "We had already considered this issue at length, but we wanted to make sure we had the support of the teams and competitors. Following this meeting, we are pleased that all parties are in agreement."

Dario Franchitti takes second Indy 500 win

Reigning IndyCar Series champion Dario Franchitti this month claimed victory in the 94th Indianapolis 500 – the second time the Scot has won the most prestigious event in US motor racing. Franchitti shared the podium with Dan Wheldon, thus completing a memorable one-two for the UK.

MSA Chief Executive Colin Hilton said: "Dario's first Indy 500 victory in 2007 was a terrific achievement, and by winning once again he has proved himself to be one of the world's foremost racing drivers, as well as a superb ambassador for British motor sport. Having Dan alongside him on the podium further underlines the extraordinary racing talent that the UK continues to produce."

The race was ended by a huge smash involving fellow Brit Mike Conway. The MSA sends its best wishes to Mike for a speedy recovery.





Palestine looks to the MSA

MSA Women in Motorsport Group Chairman Sue Sanders travelled to Jerusalem earlier this month at the invitation of the Palestinian Motor Sport & Motorcycle Federation.

Sanders was tasked with developing a training programme to coach a group of female Palestinian autocross drivers in various elements of human performance and personal development. Accompanying Sue was ARDS 'S' class instructor Helen Elstrop, who focused on improving the women's competitive driving skills.

"It's been wonderful to work with a group of such enthusiastic women drivers in Palestine," said Sanders. "My thanks to Federation president Khaled Qadoura for his vision in supporting women in motor sport. Thanks also to Karen McLuskie, the consul from the Foreign & Commonwealth Office in Palestine, whose 'See Britain Through My Eyes' project provided the funding for the Autocross project and for Helen and I to travel to Jerusalem."

Sanders and Elstrop were presented with plaques by the Federation president and the governor of Ramallah respectively. Meanwhile the MSA Women in Motor Sport Group as a whole was awarded a medal as a gesture of gratitude.

MSA urges licence holders to sign petition

The MSA continues to invite the support of licence holders in its efforts to facilitate the staging of Closed Road events in mainland Britain.

Over 4500 people have already signed a petition supporting the implementation of a mechanism to allow such events to take place. The MSA urges all motor sport fans to indicate the strength of support for this initiative to the government by signing the petition at www.petition.co.uk/MSA.

LCAMC disbanded

The London Counties Association of Motor Clubs (LCAMC) has been disbanded following an Extraordinary General Meeting.

The MSA's Allan Dean-Lewis said: "The LCAMC has for many years provided valuable services to support the clubs in its area. However, these clubs are now represented by adjoining Regional Associations and the LCAMC has been unable to fill vacant officer posts or to otherwise revitalise the association."

The LCAMC's remaining funds have been donated to charity, including Help for Heroes and the Motorsport Safety Fund.



F1 stars at the 2010 Eco-Rally

Ross Brawn, Patrick Head and Nico Hulkenberg are among those confirmed to be taking part in the Bridgestone Eco-Rally on July 7.

Now in its fourth year, the event showcases the latest in low and zero-emission vehicle technology via a convoy from Brighton's seafront to London's Hyde Park.

Major manufacturers supporting this year's event – which is raising funds for the Royal Parks Foundation's Look Out Education Centre – include Lotus, Tesla, THINK, MINI and Honda. The world record-breaking Ford Fusion, which represents the Blue Oval's electrification plans for Europe, will also be on display.

Zac Goldsmith MP, who helped launch the Eco-Rally in 2007, said: "Sustainable transport is one of the most pertinent issues we face. We can become world leaders in this field, and if we really take advantage of the opportunities, we will benefit economically, environmentally and socially. I applaud the aims of the Eco-Rally and am proud to have been there at the start."



© Vodafone McLaren Mercedes



David Coulthard, courtesy of FIA



Button and Coulthard honoured with MBEs

Reigning world champion Jenson Button visited Buckingham Palace this month to receive his MBE from Her Majesty Queen Elizabeth II. The 30-year-old Go Motorsport ambassador was recognised for his outstanding contribution to British sport after taking six grand prix victories en route to the 2009 Formula One world championship title.

Jenson said: "I'm incredibly proud to have joined the likes of Mike Hawthorn, Graham Hill, Jim Clark, John Surtees, Sir Jackie Stewart, James Hunt, Nigel Mansell, Damon Hill and Lewis Hamilton as British Formula 1 world champion. But to be recognised by Her Majesty The Queen and the British people is a tremendous honour for me. This really is the crowning glory to what has been the most incredible year of my life."

Fellow Go Motorsport ambassador David Coulthard was awarded an MBE in the Queen's birthday honours list earlier this month. Coulthard was recognised for his contribution to motor sport, which includes 13 grand prix wins during a 14-year Formula One career in which he raced for Williams, McLaren and Red Bull Racing. He now competes in the DTM with Mercedes, in addition to his work as an expert pundit on the BBC's F1 coverage.

Colin Hilton attends Motorsport at the Palace

MSA Chief Executive Colin Hilton and the Go Motorsport campaign were both in evidence during Motorsport at the Palace, the sprint event held at the historic Crystal Palace venue over the second May bank holiday.

Hilton met with Bromley Mayor George Taylor and local Council representative Carol Seldon, while Go Motorsport displayed an RBS-loaned Williams F1 car and arranged for evo Magazine's Roger Green to compete in the sprint event aboard a Tesla Roadster Sport.

"It has been terrific to see motor sport return to this historic venue," said Hilton. "The event has provided a rare and welcome opportunity for the Go Motorsport initiative to reach Londoners en masse, and interest from many of those among the thousands of spectators has been encouraging."



Go Motorsport in the classroom

Regional Development Officer Richard Egger gave his Go Motorsport presentation to year seven students at Bourne Grammar School in Lincolnshire last week. Richard took his Forest Specification 1400 Nova Rally Car and was kindly joined by Louise Richardson with her race-prepared Ginetta. The students also benefitted from sessions on the design and purpose of the safety equipment as well as sports fitness.



Cadet marshal training at Castle Coombe

Castle Coombe recently held its first cadet marshal induction day in association with Wiltshire College. The day gave the 17 delegates aged 11 to 15 a chance to get involved with motor sport from a marshaling perspective. Under the guidance of 2008 MSA Marshal of the Year Steve Weston, the students were trained in basic first aid and safety, introduced to race and rally cars and shown around the circuit's Rescue Unit. Since the training day, many have already returned to Castle Coombe to marshal in the paddock and assembly area.



Mixed fortunes for Team UK at Hockenheim

Oli Webb relinquished his lead of the Cooper Tires British F3 International Series at Hockenheim, while Will Buller secured his strongest result to date.

Jean-Eric Vergne took two dominant victories in Germany to regain the championship advantage that he had lost to Webb at Magny-Cours, although the Team UK man remains within striking distance of his French rival following a podium finish in race two.

Meanwhile Buller – the championship's youngest driver at 17 – pulled the move of race three by charging around the outside of Adriano Buzaid at the Mercedes corner en route to a personal-best runner-up finish.

"The team worked hard and we really had to dig deep to get this result," said Buller. "The plan coming here was to try to improve on my third place finishes at Magny-Cours and I've done that with a second place. Now I have to try and go one better again at Rockingham."

Weston Jnr gets IRC outings

Dave Weston Jnr has announced plans to contest four rounds of the Intercontinental Challenge later this year. Weston Jnr, 19, will compete aboard his Subaru Impreza N2010 in Belgium, the Czech Republic, Scotland and Cyprus, before tackling Wales Rally GB in November. "Any international rally is a learning experience," he said. "Going up against the top boys like Kris Meeke is good because you learn from them every day." Joining Weston Jnr for the Belgian round will be national squad team-mate Marty McCormack at the wheel of a Citroen C2 R2 Max.



Fisher takes best BRC finish of the season

Team UK's Alastair Fisher finished a close second behind seasoned campaigner Gwyndaf Evans on round three of the Dulux Trade MSA British Rally Championship, the Jim Clark International Rally.

Fisher held the rally lead after Craig Breen's retirement on SS10 but was unable to hold on for the win once his engine developed a misfire. "It just wasn't revving out cleanly and we were really losing out on the fast sections, dropping maybe a second a mile with it," said Fisher. "Gwyndaf slipped ahead of us; it would have been nice to have been racing him to the finish, but we had to settle for second place."

Fisher's cash-strapped national squad team-mate Adam Gould posted stage-winning times on his charge back up the field to claim a valiant sixth place, having lost four minutes to a puncture on the first day and struggled with gearbox issues on day two.



Sims is runner-up in Masters of F3

Alexander Sims secured a second-place finish in the 20th Masters of Formula 3 event at Zandvoort earlier this month.

Sims started the prestigious race from pole position after setting a dominant pace in qualifying. However, aggressive driving thwarted the Team UK man, who was passed by eventual race winner and team-mate Valtteri Bottas while duelling with Daniel Juncadella.

"The first few of us started on slicks but I lost out to Merhi and Juncadella when they came through on the wets – Juncadella pushing me wide and allowing Bottas through," said Sims. "It's the way it goes but I'm fired up to put the result right at the next race at Norisring."

Stevens and Tincknell well-placed mid-season

Will Stevens and Harry Tincknell hold second and fifth places in the Michelin Formula Renault UK Championship midway through the season.

Stevens secured a pair of fourth place finishes at Oulton Park and a podium in race two at Croft to keep himself within striking distance of championship leader Tama's Pa'l Kiss.

Tincknell was a podium finisher at Oulton and, despite enduring a more difficult weekend at Croft, is upbeat ahead of the season's remaining rounds. "The plan is to relax, recoup and get charged up for the second half of the season," he said. "I was quickest at the track in testing and won both races in the Winter Cup last year, so am confident that the team and I will be on form for a positive result."



Widening participation and raising awareness of motor sport around the country, particularly among young people



Marshals visit McLaren

A group of 25 marshals was given a guided tour of the stunning McLaren Technology Centre (MTC) this month after winning a GoMotorsport.net competition. Access to the MTC is restricted almost exclusively to team members due to the top-secret work that takes place inside. The visit was organised through Go Motorsport on behalf of the Vodafone McLaren Mercedes team that wanted to repay the unsung men and women without whom motor sport could not function.

British Motorsport Marshals' Club chairman Chris Hobson said: "It's extremely gratifying that a team like McLaren shows its appreciation to Britain's marshals. One of the main objectives of our club is to retain as many marshals as we can – and anything that makes them feel wanted, thanked and appreciated is always a fantastic initiative for us all."

Go Motorsport at Goodwood and Biggin Hill

Go Motorsport will stage a karting showcase at the Goodwood Festival of Speed on July 1-4, at the invitation of campaign ambassador and event organiser Lord March. EasyKart is to provide a transporter and a selection of its Birel karts for the display, with Daytona, the ABkC and the Historic Kart Club also lending their support.

The campaign will also share a stand with Lydden Hill Rallycross at the famous Biggin Hill Airshow on June 26-27, featuring a Williams F1 car kindly loaned by RBS and a pair of rallycross machines.

Featuring heavily at both events will be the Let's Go Karting initiative, which allows youngsters to try karting for the first time at a cost of just £5.

MSA Chief Executive Colin Hilton said: "These two fantastic events offer superb opportunities for Go Motorsport to reach thousands of potential drivers, marshals and volunteers. I would like to extend my thanks to Lord March and to Biggin Hill for their greatly appreciated support of this progressive motor sport campaign."



Back to school for Go Motorsport

Go Motorsport played a major role in the finals of this year's Formula Schools competition, which was held at a rather soggy Silverstone this month

Formula Schools attracted more than 40 teams from across the UK, providing an exciting competition for Key Stage 3 and 4 pupils to design, engineer and race their own bio-fuel or electrically-powered remote-controlled cars.

Overall champions in the methanol class were Stranraer Academy (pictured above) who narrowly edged out past winners Serlby Park who had looked well placed to repeat their success. King Edward VI Five Ways School (below) dominated the electric category, while Dronfield Henry Fanshawe swept the board in the Building Bridges category.

In addition to presenting all 300 competitors with branded materials and information on furthering their motor sport ambitions, Go Motorsport liaised with teachers to arrange 14 follow-up school visits, which will be led by the scheme's network of Regional Development Officers later this year.



TECHNICAL / REGULATIONS

MSA issues draft Super Cadet technical regulations

The MSA has issued draft technical regulations for a new Super Cadet kart class, which is planned for introduction in 2011.

The regulations – which are subject to change following evaluation tests – have been issued to assist potential manufacturers, teams and competitors with their design and preparation work.

The MSA has also agreed to homologate karts jointly with Deutscher Motor Sport Bund (DMSB), the German ASN, so that chassis presented to either governing body will be acceptable in both the UK and Germany.

To view the draft regulations, please visit www.msauk.org/news.

Helmet standards

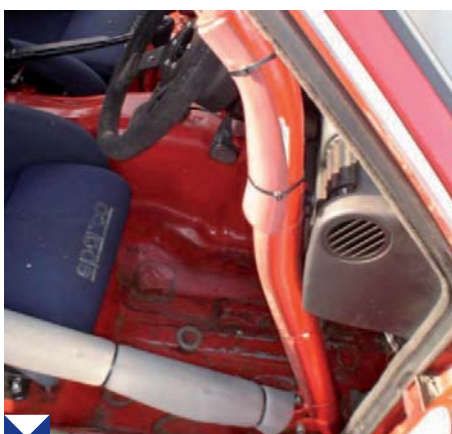
The MSA Technical Department wishes to remind competitors that the BS6658-85 Type A standard is no longer eligible for use and that Snell “M” standard helmets are not acceptable for UK motor sport.

Counterfeit garments

The MSA understands that counterfeit overalls and helmets are being mistaken for official items because they carry seemingly genuine standards. The MSA urges competitors to be vigilant when purchasing garments; in one case a set of overalls carried the FIA standard number 8856-200, which should in fact read 8856-2000.

Leather gloves for three-wheelers

Following a recent query, the MSA can confirm that drivers of three-wheeled cars competing in accordance with A2.2.1 are permitted to use leather gloves at Sprint and Hill Climb events, in conjunction with K9.2 of the 2010 Blue Book.



ROPS

Competitors are advised that the front legs of front hoops or lateral rollbars must be straight or, at most, be ‘pulled’ slightly so as to fit the profiles of vehicle bodysells. S-bends, such as shown in the image above, are not acceptable.

Tonneau covers

Following debate regarding what constitutes a ‘foldable’ material, the MSA has clarified that a foldable material should be considered to be one that can be folded but that is unable to maintain a folded profile without support from other materials. For example, if you fold a piece of canvas and then pick it up by a corner, the folds will drop out. By contrast, a piece of thin gauge aluminium alloy can indeed be folded, but when picked up by the corner, the fold would remain.

Tinted glass

Competitors should note that Regulation J5.2.10, which relates to tinted glass, applies not just to racing but to all other disciplines covered by Blue Book Section J.

Steering wheels

The MSA considers steering wheels that incorporate electronic data readouts to be generally acceptable, although any particular models that are found not to be sufficiently robust in the event of an accident may thereafter be deemed unacceptable.

Oil tanks

Competitors are reminded that oil tanks and hydraulic reservoirs must be isolated from driver and passenger compartments, in accordance with Regulation J5.2.1.

Licensing

The MSA Licensing Department wishes to advise that renewal applications for 2011 Officials Licenses will be dispatched during the first week of July.

Bogus email addresses

The MSA has been notified that a small number of companies may be using misleading email addresses purporting to be sent by the MSA in an attempt to sell karting and other motor sport goods to members of the UK motor sport community. The MSA would like to confirm that it does not send unsolicited emails to its membership and that it does not sell goods on behalf of third parties in this way. If you receive an approach of this nature, it would be appreciated if you could forward the entire email trail to info@msauk.org so that the appropriate action can be taken.

JUDICIAL

Sean Butcher

A Motor Sports Council Eligibility Panel convened to hear an appeal by Glenn Butcher, on behalf of Sean Butcher, regarding the exclusion of the latter from a Bambino Karting event at Buckmore Park on April 18.

The Panel read written submissions from Mr Butcher and Mr Kevin Nicholls, an MSA Technical Commissioner, together with other written evidence from Zip Kart and The Kart Shop at Buckmore Park.

The Panel subsequently found the Regulations not to be sufficiently explicit as to uphold the exclusion by the Clerk of the Course. Sean Butcher is therefore reinstated in the event.

MEET...

MSA Technical Executive John Ryan

This month we chat with the MSA's John Ryan, who describes his progression from Mansell maniac to technical guru.



How did you get involved in motor sport?

Many years ago my father was the chairman of a local motocross club and my brother was a rider. That provided my introduction to the sport in general, which led to my following Formula One and becoming an avid Nigel Mansell fan.

Did you compete yourself?

I did, although I decided that I wanted to take a different route to my brother; I didn't want two wheels, I wanted four. So I took up karting, starting in a class called Junior Britain. My first competitive race was with Camberley Kart Club at Blackbush, which is still running today not far from Motor Sports House. I carried on karting and eventually stepped up to Senior Britain. I didn't have the budget to make it big but, to be honest, I would probably have run out of talent anyway.



What were your career ambitions at that time?

It was my dream to work for a Formula One team, and when I was at school I had the opportunity to do work experience with McLaren in Woking. I spent a couple of weeks there and was absolutely fascinated by being so close to the cars and seeing what went on inside the factory.

How did you end up at the MSA?

In 1994 I went to study for a National Diploma and HND at Brooklands College, which at the time was working in conjunction with the MSA. The Head of Faculty was asked if he had any suitable students to put forward for employment; my name was suggested, so I went for an interview and decided that it was an avenue I wanted to go down, particularly as I was looking to get involved in a theoretical role rather than with something mechanical and hands-on. I got the job and here I am 12 years later.

What was your initial role and what do you do now?

I started off as Technical Support Engineer, which meant focusing on technical administration, working with different committees, going to various international meetings and dealing with homologations and inspections.

I'm currently the Technical Executive, with overall responsibility for the Technical Department itself. I'm fortunate to have two great members of staff in Technical Administrators Michael Duncan and Joe Hickerton, both of whom are far more intelligent than I am.

Day to day I have various responsibilities, ranging from dealing directly with competitors, officials and manufacturers to representing the MSA at national and international meetings for various different disciplines from karting to WRC.

I'm also Chairman of the Kart Technical Group in which role I try to bring a balanced and neutral perspective to the job, as well as call upon my previous experiences as a former driver.

What challenges does the job present?

As a governing body we need to ensure that we provide a level playing field for fair competition at all times and that the safety of the sport is as high as it can be. This can involve amending and introducing regulations and in those instances that they may impact on the commercial world, it's often impossible to satisfy everyone. The challenge is to ensure that people understand that any changes we make are always for the good of the sport.

It's also a challenge working across all disciplines. I think that some people might be surprised if they knew how much work was done by such a small team at the MSA.



Have you been involved in any projects that you are particularly proud of?

There are a couple of great safety projects that we're currently working on with the FIA Institute, including spaceframe crash testing and bodywork crash testing for small karts that aren't covered by the CIK. Those are both particularly worthwhile and rewarding initiatives.

Who will be the 2010 Formula One World Drivers' Champion?

It will be a British driver, but I can't say which one.