

MSA EXTRA

THE **MSA** NEWSLETTER FOR BRITISH MOTOR SPORT

JANUARY 2017

Autosport International

MSA round-up,
pages 2-5



6

NEWS
WRGB & BRC
sponsor deals



8

NEWS
MSA clubs get
substantial rebate



18

NEWS
1000 try club
motorsport



MCNISH AND JONES RECOGNISE BAMBINO SUCCESS AT AUTOSPORT SHOW

Sportscar legend Allan McNish and MSA Chief Executive Rob Jones presented awards to MSA Bambino Kart Championship drivers at Autosport International, including title winner Leo Robinson.

“You are the superstars of today. Anything you learn now on any circuit you will use right the way through your career”

The pair honoured the top 10 competitors from last year’s championship, with the top three receiving trophies. Robinson was also awarded a brand new cadet kart, courtesy of the MSA and IAME.

McNish encouraged the young drivers and said: “You are the superstars of today. Karting was a huge part of my career and the great thing about karting is that you learn so much. Anything you learn now on any circuit you will use right the way through your career; in fact Lewis Hamilton and Nico Rosberg were using all their karting expertise in the final round of the world championship at Abu Dhabi. Congratulations and good luck for all your races in 2017.”



MILNER AWARDED BWRDC GOLDSTAR AT THE NEC

Junior racer Katie Milner was announced as the BWRDC GoldStars Awards winner on the MSA stand at Autosport International.

The GoldStars Club Award is recognition for a club member who aspires to a higher level, while the Elite Award is given to a member wishing to progress her motorsport career to a professional level.

Milner won several Autograss Club Championships before switching to circuit racing in the Junior Saloon Car Championship. In 2016, she became the first female to win the JSCC title with eight wins and 11 podiums. She will contest the 2017 Protyre Motorsport Ginetta GT5 Challenge.



A THOUSAND TRY CLUB MOTORSPORT FOR FIRST TIME

The MSA's Go Motorsport initiative delivered more than 1000 AutoSOLO passenger rides to visitors at Autosport International. Organised in conjunction with local motor clubs, the event was designed to give people their first taste of affordable and accessible grassroots motorsport. See pages 18-19.

Insight

Vnuk

Vnuk How it affects you

What is 'Vnuk'?

'Vnuk' is a European Court judgement given in September 2014. Mr Vnuk was injured when a tractor manoeuvring a trailer in a farmyard in Slovenia knocked him off a ladder. He tried to claim compensation for his injuries from the insurer of the tractor.

The Slovenian court had to consider how Slovenia had implemented the EU Motor Insurance Directive into its local law. They referred a question to the European Court, to clarify whether the need for compulsory third party insurance should include use of a vehicle as a machine (rather than as a means of transport) away from public roads. Slovenian law only required compulsory insurance for use of a vehicle as a means of transport on public roads.

The European Court ruled that the requirement for compulsory insurance should cover any *use* of a vehicle, so long as that use is consistent with the normal function of the vehicle.

But we're in the UK, not Slovenia?

Every country in the EU must reconsider their local law because of the Vnuk ruling. We don't know precisely when the UK Government will begin the formal process of leaving the EU and we don't know how long that process might take. In the meantime, the UK remains part of the EU and is obliged to consider how the Vnuk judgement impacts UK law and in particular the Road Traffic Act.

Why have we only heard about Vnuk in the last few weeks?

The Government launched its consultation on 22 December, bringing the matter into greater public focus and leading to media coverage of the issue.

Why does this affect motorsport?

The Vnuk judgement affects all vehicles which are not currently required to have third party insurance. This includes everything from electric bicycles, golf buggies, quad bikes and ride-on lawn mowers, through to forklift trucks, agricultural machines and construction plant. Even static vehicles in museums and SORN'd vehicles would be affected.

All motorsport vehicles from karts, single seaters, saloons, rally, rallycross and cross country vehicles, trials cars, production cars in autotests, and even land speed record vehicles and Formula 1 cars would be required to have compulsory third party insurance. Many competition vehicles are already road registered, taxed, MOT'd and insured, but this insurance is usually limited to their activities on public roads, and not during competitive sections. A similar situation applies to vehicles on trackdays. No insurance policy is available to cover such a compulsory obligation.

What is the MSA's position?

The European Motor Insurance Directives since 1974 have encouraged harmonisation of rules for compulsory motor insurance across the EU, to provide adequate compensation to victims of accidents. This allows vehicles to move freely across the EU without the need to take out separate insurance policies in every country. It also promotes a healthy and competitive market for insurance companies to provide such motor insurance policies.

It should not be the purpose of the Motor Insurance Directives to regulate compensation for injuries or damage in motorsport. Other sports do not suffer from similar compulsory third party insurance requirements, whether it be cycling, football, rugby, golf or any others.

Motorsport competitors willingly take part in competitions and understand the risks they take. They may insure their vehicles against damage caused, and they may insure themselves against accident or injury. Over 100 years of case precedent in the UK has defined how competitors in sport may be liable to each other for injuries.

The MSA has an umbrella insurance policy which covers public liabilities up to £65million for all events run under MSA permits. All competitors and officials also have the benefit of an umbrella personal accident insurance policy.

The MSA believes that motorsport should be excluded from the Motor Insurance Directive. The MSA supports the UK Government's preferred option in the consultation, which is to change UK law only when the European Commission has amended the Motor Insurance Directive (referred to as the "Amended Directive option" in the consultation document). Any other outcome runs the very real risk of stopping regulated motorsport for an estimated 200,000 participants, and pushing it into illegal unregulated events. It would also fundamentally damage the UK's motorsport industry with over 40,000 jobs and worth £10billion to the UK economy.

What has the MSA been doing about Vnuk?

The MSA has been concerned about the possible consequences of Vnuk since late 2014. Since then we have been lobbying in Westminster, Brussels and across Europe to build support for amending the directive. The process to amend the directive has already begun.

The MSA has been working with a wide range of groups including the Motorsport Industry Association (MIA), the Association of Motor Racing Circuit Owners (AMRCO), the Auto-Cycle Union (ACU), the AMCA and the MCIA, as well as other European ASNs, the FIA and the insurance industry. We have promoted a strong joint message to MPs, the Department for Transport (DfT), Ministers and Secretaries of State. The Vnuk issue has also been a standing item at Motor Sports Council and MSA Board for more than a year.

Should I take part in the consultation?

The MSA is formulating its own detailed response and will communicate that response to the UK motorsport community in due course. You may prefer to wait until then before submitting your own response.

How can I help in the meantime?

Please write to your MP, bringing this important matter to their attention. You may wish to share [this article](#) and make the following key points:

- Vnuk has the potential to destroy your hobby and/or livelihood
- As a result it could also destroy an industry employing over 40,000 people across 4,500 companies in the UK, with an annual industry turnover of £10billion.
- The UK is a world leader in motorsport and home to one of the strongest domestic motorsport scenes globally, with an estimated 200,000 participants.

Lastly, am I breaking the law if I compete in or organise a motor sport event in 2017?

The Road Traffic Act has not changed, which means there is currently no requirement for compulsory third party insurance for motorsport.

News

The latest briefing from your governing body



DAYINSURE BACKS WRGB WITH EXTENDED PARTNERSHIP

Short-term car insurance firm Dayinsure has extended its title partnership with the UK's round of the FIA World Rally Championship for another two years.

This year's Dayinsure Wales Rally GB will take place from 26-29 October, staged mostly in the legendary forests of mid and north Wales. The Welsh Government has been the event's principal funding partner since 2000, helping to deliver up to £10m of economic benefit to the country each year.

Established in 2005 and backed by industry giants Aviva and Allianz, Dayinsure is the UK's premier provider of online, short-term vehicle insurance, offering immediate short-term insurance cover for drivers of UK-registered cars and commercial vehicles.

"Partnering a world championship motor sport event was a totally new opportunity for Dayinsure, but the decision exceeded all of our expectations on many fronts – hence our enthusiasm to extend our involvement,"

said Dennis Ryan, Dayinsure Founder and Chairman.

Ben Taylor, Wales Rally GB Managing Director, added: "An event of this stature deserves a meaningful title sponsor and we really enjoyed working with Dayinsure in 2016. This renewal underlines perfectly the business return of an association with the rally and is an important part of the commercial strategy for the event."

Tickets for the 2017 Dayinsure Wales Rally GB will go on sale in the spring, when this year's competitive route is announced.

Full information can be found on the official www.walesrallygb.com website and via the event's social media channels.

"This renewal underlines perfectly the business return of an association with the rally and is an important part of the commercial strategy for the event"

 @WalesRallyGB

 /WalesRallyGB

NETWORK Q INCREASES SUPPORT OF BRITISH RALLYING

Network Q is expanding its long running association with British rallying by renewing its position as the official 'Preparation Partner' for Dayinsure Wales Rally GB and taking on the same role for the 2017 Prestone MSA British Rally Championship.

Network Q will supply 60 vehicles to help with the preparation of this year's Dayinsure Wales Rally GB (26-29 October). A variety will be used to set up the rally, from laying out the competitive special stages, to transporting vital timing equipment. Cars will be supplied to assist the smooth running of the 2017 Prestone BRC at all seven rounds.

Derek Wilson, Network Q Operations Director, said: "We are delighted to continue our long history of supporting rallying in the UK with our partnership with both the Prestone MSA British Rally Championship and the 2017 Dayinsure Wales Rally GB this year. Our support will form part of the Network Q 'Preparation is Everything' campaign, designed to demonstrate how correct preparation is vitally important for optimal performance."

Network Q was title sponsor of the International Rally of Great Britain for 10 years between 1993 and 2002. More recently, it sponsored the WRGB National Rally as part of its 25th anniversary celebrations in 2015 and last year became 'Preparation Partner' to the main World Championship event.



 @MSA_BRC  /msaBRC

PRESTONE ANNOUNCED AS NEW BRC SPONSOR

The MSA British Rally Championship announced a new title partnership with US antifreeze and coolant brand Prestone at Autosport International.

"We are incredibly excited to be named as the title partner to the MSA British Rally Championship," said Claire Fenton, Head of Marketing at Prestone.

"The conditions facing the British Rally Championship are exactly what Prestone has been designed and tested for, using engineered technology in the most challenging environments to protect the engine and perform in even the most extreme conditions."

This year's seven-round championship will feature stages in England, Northern Ireland, Scotland, Wales and the Isle of Man. For the first time the BRC will venture overseas with the exciting inclusion of the Ypres Rally in Belgium in June. Channel 4 will once again broadcast all the action.

MSA CLUBS GET SUBSTANTIAL REBATE

The MSA has returned a total of £342,000 to event-organising clubs, representing 18.6 per cent of their 2015/16 insurance fees paid.

All event-organising clubs pay 'per capita' insurance fees in respect of competitors, which they then provide to the MSA to cover insurance management costs.

The MSA works hard to obtain the best possible insurance arrangements. At the same time, through risk management and by establishing a partial self-insurance scheme, the governing body aims to ensure a surplus over premiums and to make a rebate to the clubs concerned.

Rob Jones, MSA Chief Executive, said: "This is a 'thank you' to the clubs concerned in recognition of their commitment not only to providing first-class events but also to keeping safety as the priority. The result is that we are able to maintain low premiums and to provide this rebate."

Clubs do not need to apply for the rebate, as it has already been paid directly into the nominated bank account details held by the MSA. Cheques have been sent to those clubs for which bank details are not held.

"This is a 'thank you' to the clubs concerned in recognition of their commitment not only to providing first-class events but also to keeping safety as the priority"

NEW HISTORIC MOTORSPORT SHOW IN LONDON

A new exhibition celebrating historic motorsport will be staged at ExCeL alongside next month's London Classic Car Show (23-26 February).



The inaugural Historic Motorsport International has attracted exhibitors including the Silverstone Classic, Nicholson McLaren Engines, Crossle Cars, Dunlop Motorsport, Race Logic, Crosthwaite & Gardiner and Cosworth Engineering. Organisations including the HSCC, Masters Historic Racing, FORCE, Motor Racing Legends, Peter Auto, the CSCC, Equipe GTS and the Historic Grand Prix Cars Association will also be there.

HMI will be opened by Jacky Ickx (pictured), while broadcaster Henry Hope-Frost will host an open forum, the Historic Motorsport Conference Programme, on the Thursday and Friday.

Ickx said: "This is a huge honour to open an exciting new show dedicated to historic motorsport right in the heart of London. Whether it was winning Le Mans three times with Derek Bell or competing at Silverstone and Brands Hatch, I have always been lucky enough to have had a wonderful relationship with the British racing community and that's why I'm so thrilled to have these very special dates in my 2017 diary."

For further information, visit www.historicmotorsportinternational.co.uk.

news in brief

FATAL ACCIDENT INQUIRY TO COMMENCE IN JULY

It has been confirmed that a Fatal Accident Inquiry (FAI) into the circumstances of the deaths of one person on the 2013 Snowman Rally and three people on the 2014 Jim Clark Rally will begin in Edinburgh on 17 July 2017. There will be a Preliminary Hearing on 7 July 2017.

MSA CONFIRMS VEGA TYRES FOR BRITISH KART CHAMPIONSHIPS

The MSA is pleased to confirm that Vega will continue to supply tyres to the MSA British Junior and Senior Kart Championships in 2017.

The Junior Championship (OKJ Vortex) will run Vega's XH (option) tyre and the Senior Championship (OK Vortex) will use the XP tyre – both models are newly CIK-homologated. The wet tyre for both championships will continue to be the CIK-homologated Vega W5.

Vega has not changed the retail prices of these tyres but the cost to UK competitors has been affected by currency fluctuations, which the UK importer is obliged to continue monitoring. The 2017 prices are as follows:

- Vega Slick set XH for OKJ : £137.00+VAT
- Vega Slick set XP for OK : £142.00+VAT
- Vega W5 rain set for OKJ / OK : £149.95+VAT

Rob Jones, MSA Chief Executive, said: "The MSA is delighted to continue its association with Vega and ACR Limited for the 2017 MSA British Junior and Senior Kart Championships. Sporting initiatives such as the OK Vega Trophy Race at Shenvington and subsidised tyre prices for the TVKC Winter Series were well received. Similar initiatives are in the pipeline for 2017."

appointments

DEVELOPMENT MANAGER

The MSA, governing body of UK motor sports, is seeking a new Development Manager. This is a permanent position.

Predominantly based at Motor Sports House, Colnbrook, and reporting to the Director of Development, the successful applicant's duties will include – but not be limited to – the following:

- Manage all elements of club development, constantly reviewing and evolving the programme to maximise support for clubs.
- Manage the regional team, supporting and monitoring the agreed areas of delivery and progress.
- Work with key stakeholders to grow and sustain the volunteer workforce by developing and implementing volunteer recruitment and retention projects and initiatives.
- Establish and maintain relationships with key volunteers through engagement with relevant committees, working groups, associations and clubs.
- Effectively lead and manage a range of projects in a timely manner, maximising efficiency, sustainability and impact.
- Work closely with MSA departments and staff encouraging cross-departmental working where appropriate.
- Provide accurate reports as required, detailing qualitative and quantitative data relating to development projects and programmes.
- Develop and manage a budget related to specific activities, projects and programmes.

For the full job description please click [HERE](#).

To apply, please send a CV and covering letter to Sheila.barter@msauk.org by 12.00noon on 1 February 2017.

The MSA is an equal opportunities organisation which welcomes applications from all sections of the community.

twitter feed

British F4 [@BritishF4](#) Jan 15
[@WilliamsRacing](#) performance chief Rob Smedley visited [#BritishF4](#) at [#ASI2017](#) to see where [@F1](#)'s future drivers & engineers are coming from.



BARC [@OfficialBARC](#) Jan 14 The numbers don't lie - the [@DunlopBTCC](#) is quite the championship and 2017 is shaping up to be one of the best yet [#BTCC](#)

NatSKA [@NatSKA_Karting](#) Jan 14 A massive thank you to the [@MSAUK](#) for giving us their time at the [@Autosport_Show](#). Very optimistic for the future!

Hillclimb Paddock [@Hillclimb_Pdck](#) Jan 13 Great article on [#hillclimbing](#) in winter 2016 edition of [@msauk](#) magazine (<http://bit.ly/2hMybsg>) - [@Scottyamoran](#)

ARR Craib SRC [@MSA_SRC](#) Jan 12 Thanks to [@MSAUK](#) for supporting our Junior Competitors [#futurechampions](#)

MSA [@MSAUK](#) Jan 10 Throughout the year the MSA continues to donate the MSA Fines Fund to a range of UK charities. Last year we donated £75,685. [#CharityTuesday](#)

Chris Ingram [@ChrisIngramGB](#) Jan 7 Proud to be confirmed a driver in [@MSAUK](#)'s Team UK for the 3rd year UK's leading 10 young race and rally drivers [@MSAAcademy](#)

[@MSAUK](#)



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awards

MSA SEEKS ENVIRONMENTAL NOMINATIONS

The governing body is seeking nominations for the 2017 MSA Environmental Award, which recognises truly exceptional or outstanding contributions towards environmental responsibility and the active promotion of sustainability within motor sport activities, events and communications.



Alan Gow and Claire Williams with the Environmental Award

Recent winners include Anglesey Circuit, Greenpower, Williams Hybrid Power and Rt Hon The Lord Drayson. If successful, the latest winner will receive the prestigious trophy during the MSA Night of Champions ceremony at the Royal Automobile Club in London next January.

The deadline for nominations is Friday, 20 October. The award process and nomination form can be found on the MSA website at <https://www.msauk.org/assets/msaenvironmentalaward2017.pdf>



PRINCE MICHAEL AWARD OPEN FOR NOMINATIONS

Nominations papers are available for the 2017 HRH Prince Michael Award of Merit, the highest personal award made by the Motor Sports Council.

The award is given to a maximum of two recipients per year in recognition of meritorious service to UK motor sport. Nomination papers are available directly from the MSA and should be returned before the end of October.

For further information, please email MSA General Secretary Simon Blunt on simon.blunt@msauk.org.



WINNERS GEAR UP FOR NIGHT OF CHAMPIONS

The best of British motorsport will be honoured at the Royal Automobile Club in London next Saturday (28 January) when the MSA hosts its annual Night of Champions ceremony.

The winners of the 19 MSA British Championships will be presented with their trophies, having reached the top of their chosen discipline. A series of special awards will also be presented in recognition outstanding achievement in a number of areas, from volunteering to the media.

Jean Todt, FIA President, will be the Guest of Honour, along with many of the key figures from the UK motorsport community. The evening will be presented by broadcasters Steve Rider and Louise Goodman.

ANTI-DOPING

DRIVE OUT DOPING!



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/antldoping today.

Banned Substances can be found in:

Over the counter medication.

Prescribed medication.

Performance enhancing drugs.

Recreational drugs.





MSV ACQUIRES DONINGTON PARK ON 21-YEAR LEASE

One of the UK's great race tracks will move into a new era under the stewardship of MotorSport Vision (MSV), which has agreed an initial 21-year lease of Donington Park with owner Kevin Wheatcroft.

“We plan a great new era for Donington, with some exciting new events and much enhanced quality of experience for all of its customers, whether spectators, competitors and track day participants”

Leicestershire's Donington Park is one of the UK's best known motor racing circuits and hosted its first event in 1931 – a motorcycle race on the narrow lanes of the Donington Park Estate. The circuit was expanded and became home to Grand Prix racing before the Second World War in 1939 saw the venue become a military vehicle depot.

It fell into disrepair until 1971 when Donington was purchased and then revived by local construction entrepreneur Tom Wheatcroft, who re-established the circuit as one of the leading motor racing venues in Europe. It went on to host the British round of MotoGP for 23 years and

the circuit held a standalone round of the Formula One World Championship in 1993 – the European Grand Prix, which saw a memorable, dominant performance in the rain by Ayrton Senna.

“Donington is a good British circuit that deserves further investment, energy and expertise in order to make it truly outstanding, and MSV will provide this,” said Jonathan Palmer, MSV Chief Executive. “We plan a great new era for Donington, with some exciting new events and much enhanced quality of experience for all of its customers, whether spectators, competitors and track day participants, together with even better value.”

MSV also owns and operates Brands Hatch, Oulton Park, Snetterton and Cadwell Park.

Technical

Updates, clarifications and advice

COUNTERFEIT FIRE EXTINGUISHER LABEL



The image shown was sent to the MSA by Lifeline Fire Systems and shows a counterfeit label that was found by one of their UK distributors. The bottle is genuine but it has had a counterfeit label attached.

The details on the label have been changed, so it states that it is a 3.0kg cylinder (to conform to the FIA rally standard) when in actual fact it is just a 2.25kg cylinder.

One clue that it is a counterfeit is that the homologation number on the label relates to a

Zero 2000 system when checked on the FIA Technical List (not Zero 360 as it purports to be). Competitors can find homologation details and links to manufacturers' instructions in FIA Technical List 16.

SNELL-FIA CM2016 JUNIOR HELMET STANDARD

Please note that Snell and the FIA have released their latest junior helmet standard, Snell-FIA CM2016. There are two variants of the CM2016 standard: Snell-FIA CMR2016 and Snell-FIA CMS2016.

Although not released in time to be published in the 2017 MSA Yearbook, it is confirmed that both the Snell-FIA CMR2016 and CMS2016 standard are permitted to be used in MSA karting with immediate effect. Remember that karters under the age of 15 are required to wear a junior specific standard helmet as detailed in (K)10.3.1(c). The Snell-FIA CMR2016 and CMS2016 standards are both included in this list for use by under 15s, although they can also be used by anybody over this age if the fit is suitable.



TYRE LIST CORRECTIONS

Please see below a few corrections to errors in the Permitted Tyre lists, Section (L) of the 2017 MSA Yearbook, these changes are confirmed as forming part of the tyre lists with immediate effect.

List 1B

Extreme

- VR2

Interstate

- RACE DNRT-80

Nankang

- AR-1 (all sizes permitted as List 1B)

List 1C

Dunlop

(Asterisks removed from all tyres)

Nankang

- AR-1

List 3

Vredestein

- *T-Trac 2

BALACLAVAS

A Scrutineer at a stage rally reported that a number of competitors were noted to be wearing their flame resistant balaclavas outside of their overalls. Although there is no regulatory requirement to wear a flame resistant balaclava in MSA events, if worn incorrectly it could – in the event of a fire – act as a wick, therefore the competitors were correctly advised to tuck the balaclavas into their overalls. Note also that the latest FIA Appendix L for FIA international events states that balaclavas must be worn under overalls.

Sign up for alerts!

To sign up for email notifications when proposed regulation changes are posted online for consultation, click [HERE](#).

COMPETITOR GUIDANCE

Roll Over Protection Systems (ROPS) for Single-Seater Racing Cars

Introduction

This guidance sets out to clarify the ROPS requirements for Single-Seater Racing Cars competing in Circuit Racing and Speed Events (Sprints and Hill Climbs).

What is a Single-Seater Racing Car?

A Single-Seater Racing Car is defined in Section (B), Nomenclature and Definitions, of the MSA Yearbook.

What regulations apply to my vehicle?

This is quite a complex answer as there are a number of different applicable regulations which have been amended over time. In principle, if the ROPS complied with relevant regulations at the time it was built, then it will remain acceptable today.

ROPS on Single-Seater Racing Cars will have had to comply with one of the following sets of regulations to be eligible to compete in MSA National events (i.e. all events run under MSA National A, National B and Clubman permits);

MSA Yearbook Regulations

The MSA Yearbook, provides the basic regulations for National events. The ROPS requirements for Single-Seater Racing Cars are found in the current edition in Section (K) Vehicle Safety regulation 1.6.3. The chapter and regulation reference has changed over the years of publication, but the safety section of the MSA Yearbook has detailed a ROPS requirement specific to Single-Seater Racing Cars since 1977. The current specification was introduced in the 1987 edition.

The MSA Yearbook regulations give a design and material specification to which anybody can construct a ROPS that will be accepted at MSA National Events without the need for any further certification or documentation.

MSA Certification

If a ROPS manufacturer wants to build a ROPS using an alternative material specification or design principle to that detailed in the MSA Yearbook, then they can apply for certification. To achieve certification, the ROPS is subjected to a physical static load test, or simulation by an FIA approved test house. The MSA holds records of all ROPS certificates previously issued by the MSA going back to when the system began in 1972. Unless specifically noted as withdrawn these certifications remain valid.

The MSA currently offers two levels of certification; (1) National which is valid for any MSA National events and (2) International which is recognised as valid for any event worldwide held under FIA regulations. The National certification is relatively recent and the majority of MSA certificates issued prior to 2009 are valid internationally.

The MSA may also accept certificates issued by other FIA recognised ASNs (National Sporting Association).

For a certification to be valid the ROPS on the vehicle must match the design detailed on the certificate. Modifications from the certified design will invalidate the certification. The only exception to this is that a harness bar may be fitted in accordance with MSA regulations for National Events only, without affecting the validity of the certification.

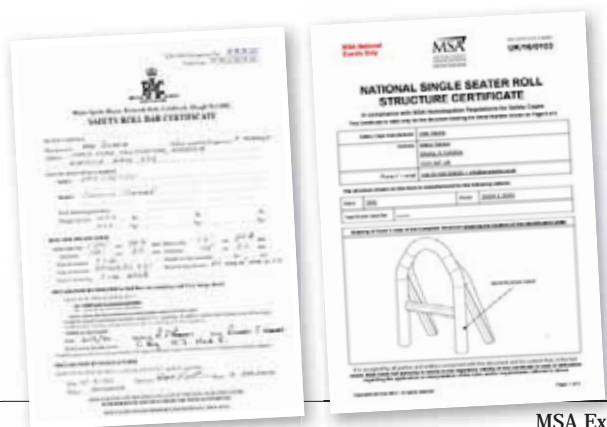
FIA Appendix J

Much in the same way as the MSA Yearbook provides the basic ROPS regulations for National Events, so too does FIA Appendix J for International events. In the current FIA Appendix J these regulations are found in Article 277, however this reference has also changed over the years of publication.

As an FIA recognised ASN, we accept vehicles built entirely to the FIA Appendix J for MSA National Events. However, to take advantage of the FIA Appendix J ROPS regulations, the vehicle as a whole will need to have complied with Appendix J, which covers many other aspects of the vehicle's construction, not only the ROPS.

FIA Formula Regulations

ROPS on a vehicle originally built for an FIA Single-Seater Formulae, for example; Formula 3, Formula 3000 etc. are accepted providing the ROPS remains unchanged from the original approved specification.





Do I need a ROPS certificate to present at Scrutineering?

If your ROPS is built to comply with the relevant MSA Yearbook regulations, FIA Appendix J regulations or certain FIA Formula regulations then no certification is required.

You will need to present a certificate at scrutineering if your ROPS is certified by either the MSA, FIA or an FIA recognised ASN.

Only official copies of certificates are valid for scrutineering purposes, official copies of MSA issued certificates are printed on MSA watermarked paper, or bear an MSA perforation.

To obtain an official copy of a certificate for a ROPS certified prior to 2008, please contact the MSA Sales department. For ROPS certified from 2008 onwards you will need to contact the ROPS manufacturer, they will be able to supply you with an official copy including an installation certificate unique to your vehicle.

More Info

If you have any queries regarding ROPS, please do not hesitate to contact the Technical Department on 01753 765000 or technical@msauk.org.

How do I find out if my ROPS is certified?

There are a few ways to find out, firstly any certified ROPS manufactured after 1st January 1997 is required to have an identity plate permanently affixed to the ROPS. From around 2008 this plate will detail the certification number.

If the identity plate does not detail the certificate number, then you can contact the MSA Technical Department and we can check for you.

Another way to find out would be to contact the vehicle or ROPS manufacturer, who will be able to tell you if the ROPS was certified. Or again, you can contact the MSA Technical Department and we can check for you.

What do I do if my ROPS does not comply?

If you have found that your vehicle does not comply with the relevant regulations and no certification exists, or it is certified but has been modified from its certified form, then your vehicle may not be eligible for MSA National Events. In this situation the ROPS manufacturer may be able to certify the ROPS, the manufacturer can contact the MSA Technical Department for more information on how to do this. If certification cannot be achieved then the ROPS may need to be replaced, updated or modified to be compliant with the regulations.

Academy

Equipping the UK's most promising young drivers

MSA REQUESTS NOMINATIONS FOR CIK-FIA TROPHY

The MSA is seeking applications from competitors wishing to represent the UK in the 2017 CIK-FIA Karting Academy Trophy, a world championship for 12- to 14-year-olds. Each year the CIK-FIA invites national governing bodies to nominate competitors to represent their country.

This year's championships comprises three events: Genk, Belgium (14 May); Alaharma, Finland (23 July); and Wackersdorf, Germany (10 September). The MSA pays its nomination's entry and the organisers provide identical equipment to all competitors.

Applicants must have been born between 1 January 2003 and 31 December 2005, and hold a valid FIA Grade C Junior International Karting Licence.

Eligible karters should send their motorsport CV to charlotte.moore@msauk.org by 09.00am on 9 February 2017.

By submitting an application you are agreeing to the Trophy Regulations:

www.cikfia.com/fileadmin/content/REGULATIONS/Sporting/Sporting%20Regulations/2017/Web_RS_Academy_2017.pdf



Last year's MSA Nominees Callum Bradshaw (right) and Oliver Clarke. Bradshaw went on to win the Trophy.

LAST CHANCE TO APPLY FOR SQUAD

Applications close 31 January, don't miss your chance to join the MSA Academy Squad Development programme.

The MSA Academy's Squad is a group of around 25 drivers aged 15 to 24 who have demonstrated potential excellence in motor sport.

They are handpicked to benefit from the knowledge and resources originally developed for the Team UK and AASE programmes. The programme runs in line with the ethos and principles of the other MSA Academy programmes and is the talent pool for MSA Team UK.

Competition is high, with a limited number of places available. Only drivers demonstrating potentially exceptional abilities and qualities will be considered for the programme, which will consist of a minimum of five events throughout the year aimed at developing all round driving ability.

Application forms are available here: www.msauk.org/assets/squadapplicationform2017.pdf Applicants must be aged 15 to 24 at the time of application.



ELFYN



NEEDS
YOU
TO

SPECTATE SAFELY!

Assisting Rally Cars:

This is a risky activity – AVOID!

If one car goes off, the next might, too

NEVER risk your own safety

If you HAVE TO assist. . .

ALWAYS ensure that one person acts as LOOKOUT

ALWAYS be aware of the DANGERS

#ElfynNeedsYou



msauk.org/rallyfuture

GoMotorsport

Developing club motorsport for people of all ages and backgrounds

GO MOTORSPORT ASI AUTOSOLO

A thousand people got their first taste of club motorsport when Go Motorsport ran an AutoSOLO with free passenger rides at Autosport International last week.

Ninety club members and volunteers from 29 motor clubs came together to make the event happen. In total 1000 show visitors signed on, with more than 1,600 passenger rides delivered over four days.

Go Motorsport's Suze Endean said: "It was fantastic to have the support of so many volunteers and motor clubs and to see the smiling faces of passengers both young and old. We've already had passengers get in

contact saying they wish to get involved in motor sport having enjoyed the passenger ride and 'got the bug'."



GoMotorsport.net Get moving. Get involved. **MSA**

Thank You!

Go Motorsport would like to thank the volunteers from the following motor clubs:

Accrington Motor Sport Club
Bolton Le Moors Car Club
Boundless by CSMA
Bristol Motor Club
BTRDA
Cannock & District Car Club
Chelmsford MC
Clitheroe & District MC
Coalville Car Club
Coventry & Warwickshire MC
Devizes & District MC
Eastern Counties MC
Eastwood & District MC
Formula 1000
Historic Rally Car Register
Loughborough Car Club
Maidstone & Mid Kent MC
Mid Derbyshire Motor Club
NW Motorsports Group
Owen Motoring Club
Preston Motorsports Club
Redditch & District Car Club
Rotherham MC
Sevenoaks & District MC
Sixty & Worcestershire MC
Under 17 MC
West Suffolk MC
Wolverhampton & South Staffs Car Club
Yorkshire Sports Car Club



contact your RDO

If your Motor Club is interested in taking up similar options please contact your local Regional Development Officer.