



## Coulthard and Fry get behind National Motorsport Week

Former grand prix winner David Coulthard and Mercedes AMG Formula One Team CEO Nicky Fry will be official spokesmen for this year's National Motorsport Week, a week-long celebration of motor sport organised by the MSA and Motorsport Industry Association (MIA).

"Britain really is the home of international motor sport and we all have so much to celebrate," said Coulthard, who is also a Go Motorsport Ambassador. "The history books show that we have produced more F1 world champions than any other nation and British teams and drivers remain at the forefront of grand prix racing today. But there's far more to National Motorsport Week than simply waving the flag; it's a great opportunity for

everyone involved to showcase their own individual successes and activities.

"More importantly, perhaps, it puts the spotlight on what's available at grass roots level. Last year I had a great day out experiencing an autotest, sporting trial, track day and hill climb – all events that you can do in your everyday road car without the need for deep pockets."



Fry, who was recently appointed a UK Trade and Investment Business Ambassador, added: "National Motorsport Week is an excellent initiative designed to showcase our wonderful sport to Great Britain. Starting with the Goodwood Festival of Speed and concluding with the British Grand Prix at Silverstone, this celebration of British motor sport will highlight the excitement and passion of our sport, and hopefully bring a whole new audience to our existing loyal fan base. With involvement and activities at all levels from schools to club racing, and from junior formulae right up to Formula 1, National Motorsport Week is a further example of how significantly the motor sport industry contributes to our economy and our country."

## Britain's favourite F1 champion: your chance to vote



Motor Sport magazine is to celebrate National Motorsport Week by teaming up with the MSA to ask the nation to vote for its favourite British F1 world champion.

Top writers have been commissioned to write articles on Britain's 10 world champions in the August issue of the magazine, on sale from June 29 to coincide with NMW. Readers will then be directed to cast their vote in a special poll at [www.motorsportmagazine.com](http://www.motorsportmagazine.com)

Motor Sport editor Damien Smith, said: "We're delighted to be joining forces with the MSA to discover which of Britain's great F1 champions is held in the greatest of affection by the public. But this fantastic list of greats could not be complete without Stirling Moss. He famously missed out on an F1 title during his brilliant career, but in our eyes he will always be a champion, as I'm sure Britain's dedicated racing enthusiasts will agree. We're intrigued to find out who is their favourite."

### JUNE 2012

[General News](#)

[MSA Academy](#)

[Team UK](#)

[Championships Update](#)

[Technical & Regulations](#)

[Profile](#)

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## Breakdown and medical assistance bolster MSA Euroclassic, entries close on 30 June



International Motor Sports (IMS), organiser of the MSA Euroclassic, has once again enlisted breakdown assistance and medical support to aid participants during the 20th running of the pan-European classic car tour, which takes place on 25 September-2 October.

BritAssist's team of technicians will be on hand to deal with any mechanical emergencies, although participants are still strongly advised to arrange their own cover too in case they require repatriation. Meanwhile a doctor will be part of the team of officials and will be on hand to deal with any concerns.

The provisional route is scheduled to start from Leon in Spain and will culminate in Vichy, France. Anticipated highlights include visits to the Jarama, Albi and Magny Cours Circuits, a checkpoint in Salamanca and a full rest day in Madrid. Entries for the event close on 30 June. More information can be found at [www.msaeuroclassic.co.uk](http://www.msaeuroclassic.co.uk) and the event brochure is available here: <http://msaclassics.co.uk/documents/Euro12BrochureLR8212.pdf>

To view a list of the entries received so far, click here: [http://www.msaclassics.co.uk/List\\_of\\_Entries\\_WEB\\_31-5-12.pdf](http://www.msaclassics.co.uk/List_of_Entries_WEB_31-5-12.pdf)

## Entries open for Club and Marshal of the Year awards

Clubs wishing to be considered for the JLT/MSA Club of the Year Award should register their interest with their Regional Associations, which must submit a maximum of three nominations by 1 October.

The Award – sponsored by MSA insurance broker JLT – has been presented annually since 1993 and carries a prize of £1000, together with a prestigious JLT Trophy. There are second and third place prizes of £500 and £250 respectively, along with commemorative awards.

As the MSA has designated 2012 the Year of the Motor Club, the judging panel will take particular interest in clubs' engagement with Go Motorsport and National Motorsport Week, as well as other development activities.

Clubs are further asked to submit nominations for the MSA Marshal of the Year Award to their Regional Association as soon as possible, with a brief summary of their reasons for the nomination. This award also carries a cash prize and a trophy.

Both Awards will be presented at the MSA's Night of Champions ceremony at the Royal Automobile Club in January 2013.



## Wales Rally GB tickets on sale now

Tickets are now on sale for this year's Wales Rally GB, which runs from 13-16 September and includes a new special stage at Celtic Manor Resort.

The event - organised by the MSA's commercial subsidiary, International Motor Sports (IMS) - begins with a ceremonial start in Llandudno, North Wales, on Thursday 13 September following a Qualifying Stage at Likes Landrover Walters Arena the day before. The rally then moves down to the classic Dyfnant, Hafren and Myherin tests on Friday, before taking in the Epynt military range on Saturday, when it visits Celtic Manor for the first time before service in Cardiff. On the final day the crews will visit Port Talbot, Rheola and Walters Arena before the official finishing ceremony in Cardiff Bay.

First Minister Carwyn Jones welcomed the return of the event. "Wales Rally GB has the ability to engage with many communities during its journey from North to South Wales," he said. "It is a world class sporting event that will deliver a wide range of benefits and provide a welcome boost for retailers, hotels and tourism operators."

This year's ticketing is led by a 'Gold' pass offer that provides access to all stages, car parks, the qualifying test and service areas. Priced at £130, the pass comes with a complimentary 80th anniversary DVD that retells the history of one of motor sport's most iconic international events.

Detailed route information, ticket prices and more can be found at [www.walesrallygb.com](http://www.walesrallygb.com)

National and international entries open on 11th July.



## Mansell and Bell confirmed for Silverstone Classic

Former F1 world champion Nigel Mansell and sportscar legend Derek Bell will be in action at the Silverstone Classic, which runs from 20-22 July.

Mansell will be returning to the scene of three of his 1987, '91 and '92 British Grand Prix victories on Friday 20 July in his role as a member of the Commission for Global Road Safety. He will formally announce the opening of AA World before presenting a joint AA/Make Roads Safe report on young driver safety.

The following day Bell will be at AA World to meet fans, sign autographs and talk about the great racing cars in action on the Grand Prix circuit.

## Renew licence now with minimal fuss

Any 2011 licence holder that has not yet renewed for 2012 should do so as soon as possible in order to retain their licence grade without any hassle and to ensure they continue to receive MSA communications, including this newsletter and MSA magazine. Renewal is easy and can be done online at [www.msauk.org](http://www.msauk.org) or by post. To speak to the MSA Licensing Department, please call 01753 765 050.

## AASE application form available online



Young drivers wishing to be considered for a place on the Advanced Apprenticeship in Sporting Excellence (AASE) in Motor Sport can find the application form on the MSA website at [www.msauk.org/aase](http://www.msauk.org/aase)

AASE is a government-funded programme designed to help talented athletes aged 16 to 18 to achieve their full potential, and forms part of the MSA Academy talent development pathway. Beginning in August each year, it is essentially a sports science course for motor sport, focusing on all of the human performance elements that combine to create successful drivers.

AASE graduate and Team UK driver Josh Webster said: "AASE helped me to achieve my full potential and has been an essential building block towards my ultimate goal, which is to reach Formula 1."

To view the AASE in Motor Sport leaflet, detailing the entrance criteria and areas of study, please click here: <http://www.msauk.org/uploadedfiles/academy/AASE2012.pdf>



## MSA teams up with Kart Clerks to tackle driving standards

The MSA welcomed 48 of its licensed Kart Clerks to Colnbrook last month for a day-long seminar to discuss deteriorating driving standards in Kart events.

The meeting was led by MSA General Secretary and Kart Committee chairman Rob Jones, MSA Race, Speed & Kart Executive Cheryl Lynch, MSA Director of Training & Education Allan Dean-Lewis MBE, and MSA Training Consultant Alan Page. MSA Chief Executive Colin Hilton also attended.

Hilton, who called the meeting, said: "Poor driving standards increase the risk of on-track incidents and put newcomers off the sport, so we are determined to improve the situation. Our licensed Kart Clerks are responsible for ensuring that events are run safely and in accordance with regulations, so it was important to gauge their views on how to improve standards for the benefit of the sport as a whole."

Lynch added: "As we hoped, the meeting between the MSA and our Kart Clerks was very positive and productive, and it was encouraging to have such a strong turnout with almost 50 attendees. We will now digest the findings to identify the best way forward."

## Blackburn awarded top MSA honour

The Isle of Man's Ken Blackburn has become the latest recipient of one of the MSA's highest accolades, the Officiel d'Honneur Award.

During a recent visit to the island the MSA's Allan Dean-Lewis presented an engraved commemorative clock and certificate to Blackburn, who has given 35 years' continuous service to the sport.

"During the 18 years or so that I have known him, Ken has always performed his duties faithfully and diligently and been a great ambassador for the MSA in this lovely and unique part of the UK," said Dean-Lewis. "One of the salient features is that throughout he has shown fairness to all concerned and as such is held in high regard by all those he has come into contact with. The award is well deserved."



## Purves clarifies role of SMS

MSA Board member and Royal Automobile Club chairman Tom Purves (pictured with Shona Robison MSP) has issued a letter to motor sport participants north of the border to bring them up to speed on Scottish Motor Sports (SMS), which he has also chaired since it was established 18 months ago.

“SMS is a strategic body, designed to speak with one voice to the Scottish Government about all things motor sport,” wrote Purves, formerly the President of BMW

North America and Chief Executive of Rolls-Royce. “It consists of representatives of two- and four-wheel motor sport – including the car clubs through the Scottish Association of Car Clubs (SACC), the kart clubs through the ASKC, and Knockhill.

“We are confident that clubs and competitors will benefit from being part of a Government supported initiative to create higher quality venues, better competition opportunities and stronger career development possibilities for Scottish drivers, marshals and associated individuals, all the way from the grass-roots to international level.”



## Dario scores Indy 500 hat-trick

The MSA has paid tribute to Dario Franchitti, who has joined the pantheon of IndyCar greats by winning the Indianapolis 500 for a third time.

The reigning four-time IndyCar Series champion dedicated his sensational win to the memory of fellow Briton

Dan Wheldon, who lost his life following an accident in last year’s series finale in Las Vegas, having himself won that year’s Indy 500.

“It is great news for British motor sport that Dario continues to fly the flag in the IndyCar Series,” said MSA Chief Executive Colin Hilton. “His on-going success serves to underline Britain’s position at the heart of world motor sport, not just in terms of producing championship-winning drivers, but also in terms of the motor sport business – IndyCar is a very important market for many of the leading companies in our industry.”

## Seminar feedback available online

Feedback from the 2012 MSA Club and Officials Seminars, along with extracts of the programmes delivered, can be found in a collated report on the MSA website by clicking here: [http://msauk.org/uploadedfiles/msa\\_forms/2012seminar\\_handouts.pdf](http://msauk.org/uploadedfiles/msa_forms/2012seminar_handouts.pdf)

## MSA tours the Regional Associations

MSA Directors and Executives attend around a third of Regional Association meetings across the UK each year, with last month proving particularly busy.

MSA Technical Director John Symes attended a meeting of the Association of West Midlands Motor Clubs in Bromsgrove, while Chief Executive Colin Hilton was on hand for an Association of North Western Car Clubs gathering in Knutsford, and Director of Training & Education Allan Dean-Lewis MBE visited an Association of Northern Ireland Car Clubs meeting in Portadown.

Dean-Lewis said: “MSA representation at Regional Association meetings is a good way of engaging on a personal level with the people who run our Associations and Clubs, while also increasing the level of mutual understanding about individual roles and responsibilities and sharing views about any current issues in our sport. In my own experience, there are often examples of good practice from individual Clubs that come to light that we might otherwise not be aware of, and many future MSA specialist committee members are often first engaged with in their Club or Regional Association role.”

## Redditch DCC supports Fire & Rescue Service

Redditch & District Car Club made a welcome donation to a team of Fire & Rescue Service members who ran from Portsmouth to Land’s End and then kayaked back to raise awareness of the Organ Donor Register.

“I was touched last evening when I noticed that the Redditch & District Car Club had made a donation to the cause,” said David Taunt, an MSA-registered marshal who was part of a three-man back-up crew. “With times as they are within our sport it makes this greatly appreciated.”

## Showtime for Go Motorsport

The Go Motorsport Campaign continues to support the Silverstone Motorsport UK (3-4 November) and KartMania (17-18 November) shows, based at the spectacular new Wing building at the Silverstone circuit.

Silverstone Motorsport UK has also teamed up with RAVENOL high performance engine oils to provide a £10,000 prize fund for competitors in national motorsport, which will be split with a race, rally and kart competitor. The awards will be judged by an esteemed judging panel including BRC Championship Manager Mark Taylor, TrackDriver editor and experienced driver Mark Hales and Formula Kart Stars Championship Director Carolyn Hoy.

To enter the competition please visit [www.spiritofmotorsport.co.uk](http://www.spiritofmotorsport.co.uk)

## Good feedback from sponsorship seminars

Former Benetton F1 Marketing Director Brian Sims' sponsorship workshops kicked off at Oxford Brookes University and Brands Hatch recently.

Team UK's Mark Donnelly and MSA Apprentices Max Coates and Jody Fannin attended at Brands and gave positive feedback. "Like many drivers I've tried getting sponsorship before but with limited success, so I went to Brian's seminar to find out what I should be doing to improve my chances," said Fannin. "He taught me a different way of approaching it; it's not just about sending people an information pack, it's about putting deals together that give the sponsor more than just a sticker on the car. I certainly came away from the day in a better position to get the sponsorship I need, so I'd certainly recommend it."

Sims added: "The course is tailored specifically for motor sport participants, whether they be drivers, team owners or even circuit owners. It's based on my 38-year career, during which I've secured £60 million worth of international sponsorship. The workshop is based on practice, not theory and all of the case studies are deals that I've done, from my earliest days as a Formula Ford driver right up to F1 level."

The next workshop takes place at Castle Combe on 18 June, priced at £98 for MSA licence holders and £225 for non-licence holders. For more information visit [www.briansims.co.uk](http://www.briansims.co.uk)

## CIK celebrates half-century

Karting's international governing body, the CIK-FIA, has celebrated its 50th anniversary with a gathering of more than 100 karts, dating from 1958 onwards, at the Jesolo track in Italy.



Kees van de Grint, Vice President of the CIK-FIA, said: "It was great to see so many people who wrote history during the 50th years of CIK existence. As a fan of historic machinery, it was a real pleasure to go around the paddock and watch the creations of individual manufacturers from

the past. From the start of the official ceremony until the end of the event we had just smiling faces all around and this is how karting should be."



## MSA preps UK Trophy reps

The UK's representatives in this year's Karting Academy Trophy, George Russell and Alex Gill, visited Motor Sports House recently for a preparatory workshop with MSA Academy Coordinator Greg Symes. Also in attendance was Gaby Weyer, who was nominated by the MSA to take part in a shootout against 10 other female karters for a place in the series.

Russell and Gill, both 14, and Weyer, 13, spent the day being briefed on the championship, their role as MSA-nominated drivers, and how best to prepare for the championship.

While Russell and Gill are confirmed for the championship as the MSA's nominations, Weyer ultimately missed out on her place after Swedish karter Lina Von Schedvin won the prize drive offered by the FIA Women in Motorsport Commission competition.

Weyer said: "The CIK-FIA event in Italy was an amazing opportunity for me but unfortunately I fractured my wrist the weekend before we went. I really enjoyed the physical exam and did well at this unfortunately when it came to driving my wrist was too painful and I found this difficult."



## Stunning WRC Academy win for Team UK's Evans

Welshman Elfyn Evans secured his maiden win in the World Rally Championship feeder series, the WRC Academy, on the infamously tough Acropolis Rally in Greece last month.

Evans took victory in round two of the Ford Fiesta R2-based championship by more than two minutes from Team UK graduate and opening round winner Alastair Fisher. Evans' national squad team-mates John MacCrone and co-driver Stuart Loudon took a brilliant fourth place on their debut in the category.

"Alastair [Fisher] and Pontus [Tidemand] hit trouble so we knew for the last two stages we had to look after the car and tyres, not get any punctures and bring it home," said 23-year-old Evans, who is now in his second year on Team UK. "We didn't have a single puncture all rally and the car worked very well."



## Strong Eurocup outing for Academy team-mates Rowland and Dennis

Team UK's Oliver Rowland secured his first front-row start in the Eurocup Formula Renault 2.0 championship at Spa last weekend (2-3 June), while his

MSA Academy Advanced Apprenticeship in Sporting Excellence (AASE) counterpart and wildcard entry Jake Dennis took a podium on his series debut.

Rowland qualified on top in Group B to seal second place on the grid for the second race of the weekend. While he went on to finish the sodden race in fourth after bogging down at the start, Dennis mastered the treacherous conditions to fight his way up to second place at the chequered flag.

"I'm pleased with that on my first ever Eurocup weekend," said Racing Steps Foundation-backed Dennis. "As a wildcard I had nothing to lose and went for it. So yeah, it was a really good result." Fellow RSF racer Rowland added: "Unfortunately I got far too much wheel spin at the start and got mugged. The important thing was to make sure I brought the car home and scored some decent points."



## Team UK graduates shine in US and Europe

Team UK graduate Oliver Webb recorded a hard-fought podium finish in the Indy Lights championship at Detroit last weekend (1-3 June), having taken his maiden pole position in the US category.

Webb's pole was the 50th for the Sam Schmidt Motorsport squad. He went on to lead much of the race but fell to third after struggling for grip in the slow corners in the race's latter stages. "I'm slightly disappointed that I couldn't convert pole into the 50th victory for the [SSM] team, but we had a strong package here and I am really pleased to be on the podium," said the 21-year-old.

Other Team UK graduates who have enjoyed strong performances lately are Sam Bird and Lewis Williamson, both of whom are contesting the Formula Renault 3.5 championship. Bird, who was part of the Race Elite programme that preceded Team UK, leads the title race, having recorded a brilliant pole position and lights-to-flag win in Monaco. Meanwhile Williamson took the chequered flag in race two at Spa in Belgium, only to be handed a 60-second penalty for not having made his mandatory pit stop after the race was stopped and re-started due to an incident involving Richie Stanaway.





## Team UK delivers F3 success

Team UK racer Jack Harvey moved to within striking distance of the Cooper Tires British F3 International Series lead with victory in race three at Rockingham last time out.

Harvey delivered a virtuoso performance to win by 22 seconds, having lost out in the first race the previous day with a poor start from pole position. "That definitely made up for yesterday," he said. "I made a good start, dealt with the

safety car, and the winning margin was not too shabby."

Meanwhile national squad graduate Harry Tincknell (pictured) was victorious in race two. I knew I just had to get away well and get in front to the first corner, and that's exactly what happened," he said. "It worked perfectly. After that it was just a question of managing the tyres and managing the gap."

## CHAMPIONSHIPS UPDATE



### Dunlop MSA British Touring Car Championship

Honda team-mates Matt Neal and Gordon Shedden shared the wins in three incident-packed races at Oulton Park, with the Scotsman leaving as the new championship leader.

Provisional championship standings

- 1 Gordon Shedden – 173 points
- 2 Matt Neal – 168
- 3 Jason Plato – 161



### MSA British Rally Championship

Former champion Keith Cronin recorded his second win of the 2012 season on the Jim Clark Rally but Team UK's Elfyn Evans shares the championship lead with Tom Cave.

Provisional championship standings

- 1 Elfyn Evans – 60 points
- = Tom Cave – 60
- 3 Keith Cronin – 58



### Cooper Tires British F3 International Series

Jazeman Jaafar retook the championship with a race win at Rockingham, where Team UK's Jack Harvey and Harry Tincknell were also winners.

Provisional championship standings

- 1 Jazeman Jaafar – 137 points
- 2 Jack Harvey – 124
- 3 Carlos Sainz – 117



### Dunlop MSA Formula Ford Championship of Great Britain

Antti Buri opened out a dominant lead in the title race with a clean sweep of victories last time out at Rockingham.

Provisional championship standings

- 1 Antti Buri – 259 points
- 2 Jake Cook – 189
- 3 Fred Martin-Dye 176



### Avon Tyres British GT Championship

Steve Tandy and Joe Osborne claimed their first victory of the season at Rockingham, where MSA Academy racer Jody Fannin and Warren Hughes won the GT4 class.

Provisional championship standings

- 1 Matt Griffin – 88 points
- = Duncan Cameron – 88
- 3 David Ashburn – 78.5



### MSA British Long Circuit Kart Championship

Toby Davis sealed his maiden victory at BishopsCourt, where reigning champion and championship leader Paul Platt took his fifth win from six races so far this season.

Provisional championship standings

- 1 Paul Platt – 235 points
- 2 Louis Wall – 187
- 3 Toby Davis – 174

## CHAMPIONSHIPS UPDATE

Chris Walker - Kartpix.net

**Edgar's Hyundai MSA British Kart Championship**

Two dominant wins at Whilton Mill propelled Ben Barnicoat to the top of the standings, despite starting last in the first final after breaking a chain during a heat.

Provisional championship standings

- 1 Ben Barnicoat – 196 points
- 2 Mark Litchfield – 187
- 3 Jack Barlow – 180

Chris Walker - Kartpix.net

**Edgar's Hyundai MSA British Junior Kart Championship**

Martin Kodric dominated both finals at Whilton Mill, while Alex Gill took the championship lead with a pair of second places.

Provisional championship standings

- 1 Alex Gill – 198 points
- 2 James Kellett – 180
- 3 Josh Price – 177

Raceography

**MSA British Cadet Kart Championship**

Scotsman Dean Macdonald snatched the championship lead for the first time with a pair of victories at his home track of Larkhall.

Provisional championship standings

- 1 Dean Macdonald - 797 points
- 2 Enaam Ahmed - 779
- 3 Josh Smith - 748

Songasport

**Britpart MSA British Cross Country Championship**

Richard Kershaw continued his dominance of this year's championship with victory at Forrest Lodge, his third win in as many events so far this season.

Provisional championship standings

Please visit [www.marches4x4.com](http://www.marches4x4.com)

Ivan Sansom

**MSA British Drag Racing Championship**

Swiss racer Bruno Bader won the season's first combined MSA British/FIA European Pro Mod championship round at Santa Pod to move into the championship lead.

Provisional championship standings

- 1 Bruno Bader – 120 points
- 2 Graham Ellis – 110
- 3 Roger Moore – 95

Eddie Walker

**Avon Tyres MSA British Hill Climb Championship**

Scott Moran took a hard won double run-off victory and twice broke the outright hill record in the last round at Loton Park, extending his points lead in the process.

Provisional championship standings

- 1 Scott Moran – 114 points
- 2 Trevor Willis – 98
- 3 Roger Moran – 86

Steve Wilkinson

**SBD Motorsport MSA British Sprint Championship**

Defending champion Stewart Robb dominated both days at Pembrey, where he broke the outright record no fewer than three times.

Provisional championship standings

- 1 Terry Holmes – 56 points
- 2 Stewart Robb – 51
- 3 Mark Smith – 44

RallycrossUK.com

**Monster Energy MSA British Rallycross Championship**

Reigning champion Julian Godfrey won the third round of the series at Knockhill to take a narrow lead of the title race.

Provisional championship standings

- 1 Julian Godfrey – 48 points
- 2 Ollie O'Donovan – 47
- 3 Steve Hill – 42



## CHAMPIONSHIPS UPDATE

www.fmp.com

**Kololi Beach Club MSA British Historic Rally Championship**

Julian Reynolds and Nick Elliott remain tied for the championship lead, having won their respective categories on the Severn Valley Historic Stages.

Provisional championship standings

- 1 Julian Reynolds – 124 points
- = Nick Elliott – 124
- 3 Rikki Proffitt – 113

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**REIS Get Connected MSA Asphalt Rally Championship**

Defending champion Damian Cole moved to the top of the 2012 standings after taking a maximum points haul on the Jim Clark National Rally.

Provisional championship standings

- 1 Damian Cole – 67 points
- 2 Steve Simpson – 59
- 3 Melvyn Evans – 50

Nic Ayre

**MSA British Car Trial Championship**

Mike Stephens became the sixth different winner this year by winning the Wyre Forest Car Trial, his first event in five years.

Provisional championship standings

- 1 John Moffatt – 25 points
- = Barrie Parker – 25
- 3 Dave Oliver – 23

www.neilpics.co.uk

**Link Up Ltd MSA British Autotest Championship**

A gearbox problem put paid to championship leader Steven Ferguson's challenge on the CSMS Juniper Autotest, leaving Richard Pinkney to take the win.

Provisional championship standings

- 1 Steven Ferguson – 88
- 2 Richard Pinkney – 86
- 3 David Thompson – 84

www.kpbphotography.co.uk

**Carryduff Forklift MSA Northern Ireland Rally Championship**

Drew Stewart beat Andrew Mullan to victory on the Morune Rally by 12 seconds, a result that moves him to within nine points of Derek McGarrity in the title race.

Provisional championship standings

- 1 Derek McGarrity – 45 points
- 2 Drew Stewart – 36
- 3 Derek McGeehan – 27

LindsayPhotoSport

**SWISHER MSA English Rally Championship**

Julian Wilkes maintained his 100 per cent scoring rate to extend his lead at the top of the Championship standings following the Rainworth Skoda Dukeries Rally.

Provisional championship standings

- 1 Julian Wilkes – 100 points
- 2 Mick Smith – 85
- 3 Neil Matthews – 74

**Pirelli MSA Welsh Rally Championship**

Bob Ceen and Andy Bull took victory in the Severn Valley Rally but a second place finish elevated Tom Naughton to the championship lead.

Provisional championship standings

- 1 Tom Naughton – 96 points
- 2 Matt Edwards – 81
- 3 Bob Ceen – 78

**MSA Scottish Rally Championship**

Three-times event runner-up Euan Thorburn shook off the "bridesmaid" mantle to take his first Jim Clark Reivers Rally victory.

Provisional championship standings

- 1 David Bogie – 90 points
- = Barry Groundwater – 90
- 3 Mike Faulkner – 89

## TECHNICAL / REGULATIONS

### General advice on risk management

The MSA operates a comprehensive insurance programme but this by no means negates the need for all those involved in motor sport to take care and think about their actions at all times. The fundamental principle is to make sure that whether you are organising, officiating or competing, you comply with MSA Regulations, for they are the bedrock of the insurance. In general terms, MSA Regulations exist 50 per cent to maintain a reasonably level playing field and 50 per cent to manage the risk that is inherent in motor sport.

Irrespective of the insurance aspect, it is in everyone's best interests to do all they can to avoid personal injury. Damage to vehicles costs money and may jeopardise future participation in events, while property damage costs affect future insurance premiums and, in extreme cases, may threaten the availability of the venue for future events.

Risk can never be entirely eliminated but it can and must be managed to reduce the possibility of incidents occurring and to reduce the consequences of incidents that do occur. Everyone can contribute to managing the risk in many ways. For example, wearing appropriate clothing and protective equipment can make a huge difference to both the possibility of an incident and to what the consequences of an incident are.

If you are marshalling on a stage rally, think about where a car is most likely to go if the driver loses control. Will there be wheels spinning, throwing out a shower of debris? Have you thought about the fact that the car may be at an angle to its direction of travel, so the spread of debris is wider? By thinking about such factors and positioning yourself appropriately you can help to minimise the risk of injury and damage.

In stage rallying, (R)24.4.12 requires all non-competing vehicles to be at least 30m from the stage; usually this distance is appropriate but there are situations where it needs to be increased. (R)24.4.13 allows the stage commander to use discretion for vehicles used for safety reasons but this should be the exception rather than the rule.

When setting a course, whether it is a stage rally or any other event, think about what might happen. If a driver misjudges his/her braking and overshoots, think of the potential consequences and what can be done to minimise them; is there a piece of equipment there which can be removed? Is some sort of barrier appropriate?

The insurance cover is in place during event set-up, and care and thought are every bit as important at these times as during the competition period. Wear stout footwear with good ankle support and preferably incorporating toe protection. Use suitable gloves when handling materials, check ground conditions, avoid the risk of stranding vehicles, and if personnel are spread about a forest, avoid anybody having to work alone and at the end of the day check that everyone is accounted for.

### Regulations for consultation

Regulation changes proposed by the following committees are now available for online consultation at [www.msauk.org/regulations](http://www.msauk.org/regulations)

- Speed Events Committee
- Historic Committee
- Cross Country Committee
- Rallies Committee

Proposed changes to Kart and Trials regulations can still be viewed online but close for consultation shortly.

### Specific Regulations

Section (J) of the Competitors' and Officials' Yearbook sets out technical regulations that are applicable to all vehicles other than karts. Some of these regulations are superseded by discipline-specific regulations. For example, (J)5.4.1 specifies that for forced induction engines a coefficient of 1.7:1 applies. However, turn to (S)1.3.1, which applies to Sprints & Hill Climbs, and it specifies an equivalence factor of 1.4:1. Always make sure that you are checking your vehicle against the correct regulation applicable to the specific discipline that you are dealing with. Using the above example again, take for instance a forced induction 2,000cc car; in a Sprint it will have an effective engine capacity of 2,800cc but in Racing it will be 3,400cc.

### Permitted tyres

Many competitions refer to "tyre lists", and the MSA Technical Department would like to draw attention to regulation (L)2.1, which states: "*Tyres with sidewall markings removed will be prohibited in all events unless they are correctly marked 'Retread' or 'Remould'.*" There have been a few instances recently of Speed event competitors using tyres with wording such as "competition use only" buffed off. These are generally easy to spot, and are clearly contrary to regulations.

It should also be remembered that any tyre listed in section (L) must bear the lettering as published. For example, in List 1A there are 11 Goodyear tyres featuring the word "Eagle". There are almost certainly other Goodyear Eagle tyres that are available but unless they have one of the designations listed, e.g. "Goodyear Eagle Ventura", they are not on the list. Note also the headlining of List 1A: "It is prohibited to re-groove tyres in this list."

# MEET...

## Autotest Committee Chairman **Mike Sones**

**Mike first began competing in Autotests in 1974 and now chairs the committee that governs the discipline. Here he discusses his role and tells us why everyone should give the sport a go.**



### **When and why did you first get involved in motor sport?**

In sixth form I was studying engineering, and at the same time a neighbour, who was a friend, was a member of Walsall Car Club. So naturally we engineering students were dragged along and joined the club. Road rallying was the main focus; not having a car or being as good a mechanic as some of the others, and being a geography man, I took up the maps and became a navigator, as well as doing a bit of marshalling along the way.

### **When did you start to get more involved outside the car?**

In the mid-1960s I got involved with Wolverhampton Car Club and the Express and Star Rally, for which I was Deputy Chief Marshal in '66 and '67. I still marshal and compete and I'm also an MSA Steward, so I'm happy to turn my hand to anything.

### **What are Autotests and are they easy to get into?**

I would describe it as tightly knit manoeuvres – handbrake turns, reverse turns etc – against the clock. They're quite tricky so I would recommend that first-timers try AutoSOLOs or Production Car Autotests first. There's no reversing involved in AutoSOLOs, which are all about making it as quickly as possible through a course in a road-going car, while Production Car Autotests are similar to full-blown Autotests but use a road car and let you carry a passenger, who can point you in the right direction. Autotests, by contrast, use specialist vehicles and you need to memorise the course beforehand.

### **Why should people perhaps more used to circuit racing or rallying give Autotests a go?**

It's a completely different challenge. It's all low speed, mostly in first gear but you need to be very accurate with the steering and throttle, both of which you are working hard for most of the time. I can assure anyone that at the end of a 60-second test you'll be every bit as exhilarated as if you'd done a lap of Silverstone or a run along a forest stage!

### **What is the format of events?**

They generally last all day, starting at round 10.30 in the morning and finishing by around 4pm, during which time you will typically have had four goes at four individual tests, so 16 tests undertaken in total.

### **When did you first get involved in the rule-making process?**

I first joined the Regional Committee when I was involved with the now defunct Association of Midland Motor Clubs, which I worked my way up to become chairman of. The Regional Committee has a seat on the Rallies Committee and I was nominated to that for a few years too. I joined the Autotest Committee in the late '80s and I've been chairman for the last seven years.

### **Who comprises the current Autotest Committee line-up?**

We've got former MSA British Champion Alastair Moffatt, a Midlands-based man; I was British Champion in 1992 and '93 so we've actually got two British Champions on the committee. Then we've got Dave Cook, a top competitor from South East. Nic Ayre is from the South West and runs the MSA British Championship, and there's Peter

Cox from Oxfordshire, who has been Autotesting since the '60s. Keith Boyd is from Northern Ireland and runs their Autotest championship, and finally we have Steve Johnson from the North West, a competitor and organiser who's also a Go Motorsport Regional Development Officer. So not only do we have a broad base of experience and knowledge, we've also got people from a good spread of regions in the UK.

### **What does the committee actually do when it gets round the table at Motor Sports House?**

The Autotest rules are relatively stable, so much of our task is to monitor interpretation of the rules, based on going to events, as well as to find loopholes within the rules and debate whether they need closing or if we're happy to leave them be. We also spend a lot of time looking for areas where it might be possible to loosen the reins a little. For example, in Production Car Autotests there's a rule that says sports cars must compete with the roof up so that they're on a par with other types of car in terms of visibility, which is paramount. Last year we had a request for a sports car club to run a PCA with the cars' roofs down, so a waiver was issued and that prompted a discussion of how many people might have been put off by making them run with the roof up. So we are currently consulting on an amendment to the regulations which says that if all competitors are running sports cars, they can do so with the roofs down. Generally, we do our utmost to open the sport to as many people as we can but always with an eye on safety.