

## First motor sport coaches complete qualifications ahead of programme roll-out

The first seven individuals to be qualified as official motor sport coaches have this week received confirmation of their qualifications.



Tom Onslow-Cole, David Brabham, Bradley Ellis, Tom Gaymor and James Wozencroft, as well as MSA Performance Director Robert Reid and MSA Academy Co-ordinator Greg Symes, have all completed the MSA Level 2 Coaching Award in motor sport. The award has been developed by the MSA in association with accredited qualifications body 1st4Sport and is in line with the UK Coaching Certificate framework.

“This is a really exciting development,” said Robert Reid. “We are moving motor sport in line with the principles that are already well established within almost every other sport and the creation of an accredited coaching infrastructure is going to be a great thing for UK drivers. Currently anyone can set themselves up as a driver coach, probably on the back of being a reasonable driver themselves, but we all know that being good at doing something doesn’t necessarily make you good at teaching it.

“We will be rolling out the Level 2 award in the course of 2013 to ensure that the principles of coaching start to permeate throughout the whole sport. These first coaches have been through the pilot delivery and are in many ways the trailblazers for the future.”

The development of the coaching project has been assisted by grant funding from the FIA Institute for Motor Sport Safety and Sustainability. This enabled a full review of talent development in motor sport to be conducted by Professor Dave Collins, former Performance Director of UK Athletics, which concluded that coaching holds the key to improving standards of performance across the board. The MSA has been working with Professor Collins in the development of the Level 2 award which takes place over four days of tuition and assessment, as well as a Level 1 ‘Introduction to coaching’ which is designed for delivery in one day, and a specific module relating to coaching with young people.

The MSA Academy is also investing in its core coaching staff and has enrolled its senior coaches Onslow-Cole, Wozencroft and Andy Meyrick on a Post Graduate Diploma in Elite Coaching that will see them emerge from the two-year course with a Level 4 Masters qualification from the University of Central Lancashire. A further cohort will be enrolled next September.

“The UK is going to be significantly ahead of the game in terms of motor sport coaching and talent development,” said Ben Taylor, MSA Director of Development and Communications. “We have a great opportunity to instigate real change and establish a genuine advantage for UK drivers and coaches, not just at the elite end but throughout the sport.”

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## Ferry Strike Fails to Halt the MSA Euroclassic

The 20th anniversary MSA Euroclassic went ahead successfully last month despite an unanticipated ferry strike that threatened to derail the event.

UK-based entrants were due to travel by Brittany Ferries from Plymouth to Santander before taking the start at León in northern Spain. However, news broke two days prior that the ferry would not be sailing due to strike action.

Event organiser International Motor Sports circumvented the problem by arranging hotel accommodation in central and southern France to allow crews to drive through France and into Spain.

All entries and the 13 teams of event officials thus started the event after driving more than 900 miles. Brit Assist, the event's breakdown assistance team, only had to deal with one major car failure en route – fitting a new head gasket to a Healey 3000.

All cars made it to the finish at Vichy after covering a further 1350 miles through Spain and France, taking in the Pyrenees, two race circuits, a hill climb and some variable weather conditions.

IMS would like to thank all those who played a part in the making the event a success. Plans for the 21st running of the MSA Euroclassic in autumn 2013 will be announced soon.

## Rallying booming on Jersey

Rallying is burgeoning in the Channel Islands, with more than 30 locals due to take their BARS test next month following a highly successful 30<sup>th</sup> anniversary Jersey Rally in October.

Jersey Motorcycle & Light Car Club and Multi Surface Rally Committee member Charlie Fox has arranged for Bill Gwynne of Bill Gwynne Rally School to deliver the test on Jersey on 8-9 December.

"We had a very strong Jersey Rally this year so I thought it best to capitalise on that encouraging some of those who came and watched the event to take their BARS tests and get behind the wheel themselves," said Fox. "Bill Gwynne will be running the test in a local quarry called Ronez using XR2i and Peugeot 106 rally cars, and with 35 people confirmed, which means 35 more rally drivers here in the Channel Islands."

## McLaren offers exclusive tour for BSKC 2013 winners

The winners of the 2013 British Schools Karting Championship (BSKC) will be rewarded with a VIP tour of the McLaren Technology Centre, home of the Vodafone McLaren Mercedes Formula 1 team.



The winning team will go behind the scenes at McLaren Racing, including a look at the team's state-of-the-art 145-metre wind tunnel.

**VODAFONE MCLAREN MERCEDES**

"At Vodafone McLaren Mercedes, we've long supported ways for young people to learn about, understand and break into motor sport," said Team Principal Martin Whitmarsh. "The British Schools Karting Championship is a great way to encourage older school children to engage in a competitive racing environment without the financial burdens that accompany the sport at all levels. As such, we're pleased to once again be able to offer a tour of the McLaren Technology Centre to the winners in 2013."

## MSA offers Intern opportunity

The MSA is inviting applications for a three-month internship based within the governing body's Development and Communications Department. Working on projects related to the MSA Academy, Go Motorsport and various communications activity, this is an introductory position that would suit a recent graduate with a strong interest in motor sport who is looking to gain work experience within the sport. Interested candidates should send a CV and covering letter before the end of November to [media@msauk.org](mailto:media@msauk.org).



## Sir Jackie Stewart confirmed for ASI

Three-time Formula 1 world champion Sir Jackie Stewart will headline the star driver line-up at Autosport International in January.

Stewart will be appearing across both public days of the show, 12-13 January, to share memories of his illustrious career and talk about the work of the Grand Prix Mechanics Charitable Trust, which provides financial support and medical assistance to former Grand Prix mechanics in need.

A major feature celebrating Stewart's career will take pride of place within the show's main halls at Birmingham's NEC, including a selection of his F1 World Championship winning cars as well as his race-winning Stewart Ford from his second F1 career as a team owner and constructor.

"Motorsport has been a part of my life for over 50 years and I am amazed at the progress the sport has made during this time," said Stewart. "Autosport International is always an enjoyable day out. I am looking forward to being part of the show and sharing the fantastic work of the Grand Prix Mechanics Charitable Trust, as well as seeing and hopefully inspiring the next generation of British racing talent."

Stewart joins two-time Le Mans 24 Hours winner Allan McNish and BBC F1 anchor Jake Humphrey at the show.

MSA members qualify for a £5 discount on trade tickets by quoting the code MI3A. For more information call 0844 581 1420 or visit [www.autosportinternational.com](http://www.autosportinternational.com)



## ASI to honour Burns

A tribute to 2001 World Rally Champion Richard Burns will form the traditional rally feature at Autosport International 2013.

Headlining the seven-car display will be the factory Subaru Impreza WRC-S7SRT in which Burns became the second British – and only English – driver to win the WRC title.

A Tribute to Richard Burns will feature in conjunction with the Richard Burns Foundation. Created following Burns' passing in 2005, the RBF raises funds to help people who are affected by serious illness or injury gain access to the best possible care.

## IMBW to attract leading motor sport minds

Some of the brightest thinkers in world motor sport will converge at ASI in January for the third annual International Motorsport Business Week (IMBW).

Each year, IMBW brings decision makers and innovators from global motor sport and high-performance engineering together, with John Iley, Ulrich Baretzky, Geoff Willis, Jon Hilton, Giles Simon and Sergio Rinland among the past speakers.

This year's programme of events comprises symposiums, conferences and seminars, along with focused networking opportunities for the leaders of the industry:

- January 7-8: Race Tech World Motorsport Symposium
- January 9: MIA International 'Low Carbon' Racing Conference
- January 10: MIA's Business Awards Dinner
- January 20-11: Autosport Engineering in association with Racecar Engineering
- January 10-11: UKTI International Business Exchange (IBEX)
- January 10-13: Autosport International
- January 11: Motorsport Safety Fund 'Watkins Lecture'

For more information visit [www.internationalmotorsportbusinessweek.com](http://www.internationalmotorsportbusinessweek.com)

## B&DCC capitalises on student influx

Bournemouth & District Car Club's on-going recruitment programme, aimed at bringing more people into motor sport, continued at the recent Bournemouth University Freshers' Fair.



B&DCC used the Freshers' Fair to promote both the sport and the fact that the club offers a discounted student membership in recognition of Bournemouth's high student population.

The club use its promotional trailer – grant-aided by the MSA Club Development Fund – and handed out Go Motorsport promotional materials, leading to a number of enquiries.

“The event was a great success from the point of view of raising the profile of B&DCC, the MSA and motor sport and there seemed to be far more interest shown than when the unit is taken to local motor shows and carnivals,” said Club Vice Chairman, Alan Spratt, “As a consequence B&DCC will continue to work with the Students Union and others to tap into the huge potential of the local student community.”

## London to Brighton volunteers get Achievement Award

London to Brighton Veteran Car Run sponsor Hagerty has presented an Achievement Award to Bernard Cottrell, new Chairman of the Volunteer Officials Advisory Panel, on behalf of all the marshals and volunteers who support the event year on year.

“I am greatly honoured to receive this award on behalf of all the marshals”, said Cottrell. “We all love the Veteran Car Run and it forms the cornerstone to our motoring heritage, and this award is a lovely way to be recognised.”

A total of 449 pre-1905 cars took the start in Hyde Park, London earlier this month, with 372 making the finish at Madeira Drive, Brighton. Hampshire's Ian Moore was first across the finish line aboard an 1899 Panhard et Levassor, with F1 legend Sir Stirling Moss OBE, Pink Floyd drummer Nick Mason and land speed record holder Wing Commander Andy Green also making the finish.

Ben Cussons, MSA Board member and Chairman on the Royal Automobile Club's Motoring Committee, said: “Following the tremendous excitement of the Queen's Diamond Jubilee and then the Olympics and Paralympics, the Royal Automobile Club was pleased to round off 2012 with an equally spectacular world-class event in the Celebration of Motoring weekend – of which the London to Brighton Veteran Car Run was the showpiece.”



## Latest apprentices gather for induction



The latest group of almost 30 racers, rally drivers and karters to join the MSA Academy's Advanced Apprenticeship in Sporting Excellence programme gathered at Loughborough College recently for their induction day.

AASE is a government-funded scheme designed to help talented athletes aged 16 to 18 to achieve their full potential. The two-year AASE in Motor Sport programme aims to make competitive motor sport a legitimate and responsible career choice by providing academic qualifications; apprentices graduate with a Level 3 NVQ Certificate in Achieving Excellence in Sports Performance, and can also enrol for a BTEC programme if they choose not to study for A-levels.

“I applied for AASE because it is an excellent way to improve my skills as a driver and will help me to gain support and sponsorship in my motor sport career,” said 17-year-old Douglas Hayford, who plans to contest Super One Senior TKM next year.

Georgia Shiels, a 16-year-old junior rally driver who competed in the Junior 1000 Ecosse Challenge last season, said that she signed up for AASE “to learn not just about driving but everything that comes with it in order to be successful, and to gain contacts and support from top names in motor sport.”

## Shootout preparation

Three members of the MSA Academy prepared for this week's McLaren *Autosport* BRDC Award shootout by gleaning knowledge and advice from past contenders.

The MSA arranged a get-together at Motor Sports House for 2008 winner Alexander Sims and 2011 finalist Alex Lynn to share the benefits of their own experiences with Academy members Jake Dennis, Josh Webster and Jordan King. The results of the shootout will not be announced until the Autosport Awards evening on 2 December.

“I think it was a very useful session,” said Team UK driver Alex Lynn. “The insights that Alexander and I could offer will not make any difference to the guys' abilities in the cars, but it should help them to be as prepared as possible for the event which can only help them in performing to their best potential and doing themselves justice on the day.”



## Evans claims WRC Academy crown

Team UK's Elfyn Evans became the first British rally driver to win a world title since 2006 when he took the WRC Academy Cup crown with victory on the Rallye de France Alsace, his fourth win in a row.

Evans, 23, only needed to extend his 35-point championship lead to 38 points in France but left the event with a 50-point cushion after picking up 25 points for the win and three more for stage wins.

"It's a fantastic feeling!" said Evans. "From the start of the year when we had a disastrous rally in Portugal, to turn around and have four wins in a row is just unbelievable. [The Rallye de France Alsace] felt very, very long, so I was very happy to see the end of the last stage."



## Dennis wraps up FRenault title

Team UK driver and AASE graduate Jake Dennis claimed the Formula Renault 2.0 NEC title at Spa in Belgium despite retiring from a chaotic first race.

Fellow MSA Academy racer Jordan King needed a pair of wins to stand any chance of denying Dennis the title but came home 12<sup>th</sup> in race one. Dennis's hopes of taking the championship with a top-three finish were dashed by a gearbox glitch on the final lap of the incident-ridden race that caused him inadvertently to take out Fortec team-mate and pole sitter Mikko Pakari.

"It was just such a bad way to win the championship," said Dennis, who is backed by the Racing Steps Foundation. "It's certainly not way I wanted to win, that's for sure."

The trouble was, I couldn't change down and just went straight on at one of the corners and that let him through. Then when I tried to get the place back round the outside I couldn't stop and went straight on. Unfortunately as I came back on track, all four wheels left the ground and I collected him."

Dennis adds the NEC title to the inaugural InterSteps championship which he claimed last year after stepping up from karts to single-seaters.

## TECHNICAL / REGULATIONS

### Competition Car Log Books

An old-style log book was recently returned to the MSA by a vigilant Scrutineer who came across it at an event. The document, a four-leaf folded paper booklet that was issued from the 1980s up until the early '90s, has not been valid for a number of years now. If you are in possession of such a document please be advised that your vehicle will need to be re-log booked by an MSA Scrutineer. However, log books of the current two-leaf folded card format remain valid even if they have the old RAC or MSA logo.

### Helmets

The MSA Technical Department has received a number of reports of competitors presenting one helmet at scrutineering and subsequently being found using a different, non-compliant helmet post-scrutineering. Competitors are advised that in such circumstances Scrutineers have been reminded to inform the Clerk of Course and impound the non-compliant helmet as per (K)10. It is, however, acceptable for competitors to switch between helmets of the correct standard during a meeting, provided that they have each been produced and approved at scrutineering.

### Regulations for consultation

The latest regulation changes proposed by the Kart Committee are now available for consultation at [www.msauk.org/regulations](http://www.msauk.org/regulations). Any comments should be submitted to [KartConsultation@msauk.org](mailto:KartConsultation@msauk.org) by the closing date, 21 December.

### On board cameras

The MSA Technical Department wishes to remind competitors of General Regulation (J)5.20.5, which is applicable to all categories and states that any on-board camera must be authorised by the Chief Scrutineer and Event Organiser. The MSA Technical Department is aware of competing cars that have been fitted with cameras carried on suction mounts, and in one instance the camera became detached and flew off during a stage rally. This both proves that suction mounts cannot be relied upon and highlights the potential for injury to marshals and spectators.

## TRAINING & EDUCATION

### BMMC NE Region Train the Trainers Day – 28 October 2012

MSA Training Instructor Lynne Kendal held a mini Train the Trainers course at Brigg, Lincolnshire, recently in preparation for their forthcoming Marshals training day at Cadwell Park this weekend (11 November).

Attended by eight trainers, the day covered such topics as characteristics of the adult learner, learning styles and teaching methods, with particular emphasis on the sessions to be covered in November. The MSA's Training Consultant, Alan Page, also gave a short presentation on the MSA Trainers Training Programme.

Kendal said: "I felt that we needed to provide an opportunity for those helping out with training day, to learn about the principles of training and delivery in order to be understanding of our delegates, accepting of change to more interactive methods and most of all to make training effective, fun and memorable. The day is the first of a series to be planned/held which will continue to not only develop presentation and training techniques for the training team, but also to encourage team work and sharing for the development of our training days and marshalling modules into the future."

Lynne attended the MSA's own Train the Trainer course last December and was licensed by the MSA in September 2012.

### MSA Trainers Briefing at Autosport International 2013

As in previous years, the MSA Training Working Group will be holding an MSA Trainers briefing to coincide with Autosport International at the NEC on Saturday 12 January 2013.

The trainers' briefing will run from 10:00 to 12:30 covering such topics as The Rally Marshals Grading Scheme, the use of Dropbox, E-learning and the Trainers database.

Invitations to this briefing will shortly be sent to all MSA trainers and will include further details. Any MSA trainers who do not receive an invite by 1 January 2013 are requested to contact Alan Page ([alan.page@msauk.org](mailto:alan.page@msauk.org)).

### International training takes MSA to China

The MSA recently visited the Federation of Automobile Sports Clubs of the People's Republic of China (FSAC) to run a pair of young driver projects on behalf of the FIA Institute for Motor Sport Safety and Sustainability.

A team of ARKS instructors, led by Gary Chapman, delivered both classroom sessions and on-track coaching to 11 of China's top karters. "It was an absolute pleasure to work with the organisers, management and drivers of the FASC," said Chapman. "The interpreters brilliantly assisted during the whole event to be sure that every element of our training was fully understood. The driving standard was already high but we were pleased to be able to see improvements right from day one."



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



## ASI stand to focus on volunteers

The Go Motorsport stand at January's Autosport International will focus on the various volunteer roles that make motor sport happen, showcasing everything from rescuing and recovering to flag marshalling to scrutineering. There will also be a central information and help desk where potential volunteers can go to explore their options.

Show goers will also get the chance to experience live motor sport from inside the car, with Go Motorsport having arranged for a number of motor clubs to give passenger rides on a Clubmans AutoSOLO.



"This year we used the Go Motorsport stand to introduce people to the huge variety of grass roots disciplines that allow you to get behind the wheel for relatively little money," said Richard Egger, MSA Club Development

Officer. "In January we'll be turning our attention to volunteering and showing everybody that there are other ways of getting more closely involved in motor sport for almost no money at all. And we'll also be giving people a taste of real competition by running an AutoSOLO and offering free passenger rides."

## Join the Go Motorsport campaign

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

- Direct anyone interested in competing, volunteering or visiting a live motor sport event to the 'Go Drive', 'Go Help' and 'Go See' sections of the Go Motorsport website, [www.GoMotorsport.net](http://www.GoMotorsport.net)
- Help us to set up a visit to your local school by emailing the relevant contact details to [info@GoMotorsport.net](mailto:info@GoMotorsport.net)
- Promote the initiative by running Go Motorsport decals on your competition car. A selection of free decals is available from [info@GoMotorsport.net](mailto:info@GoMotorsport.net)
- Include Go Motorsport advertisements in your event programmes. Artwork is available from the 'downloads' section of [www.GoMotorsport.net](http://www.GoMotorsport.net)
- Establish web links to the Go Motorsport website where relevant or possible.
- Distribute Go Motorsport and Let's Go Karting promotional materials. Flyers, pencils, DVDs and other materials are available from [info@GoMotorsport.net](mailto:info@GoMotorsport.net)

## MSA seeks South West Development Officer

The MSA is seeking a Regional Development Officer (RDO) to cover the Central Southern and South West region on a part-time freelance basis. A total of 10 RDOs are spread across the UK, tasked with working with clubs, associations and venues to develop motor sport in their areas as well as delivering the Go Motorsport message to schools and colleges.

The successful applicant will need a strong knowledge of UK motor sport, ideally have held positions within local motor clubs, be confident and articulate and have their own car. Strong contacts within the South and South West motor sport communities would be distinctly advantageous. A full job description, together with details of the application process, can be found on the news pages of [www.GoMotorsport.net](http://www.GoMotorsport.net). Closing date for applications: 30 November.

## CHAMPIONSHIPS UPDATE

bbc.net



## Dunlop MSA British Touring Car Championship

Gordon Shedden won his maiden MSA British Touring Car Championship title with a strong run in the season finale at Brands Hatch.

Final championship standings

- 1 Gordon Shedden – 408 points (CHAMPION)
- 2 Matt Neal – 387
- 3 Jason Plato – 376

fmpir.com



## Kololi Beach Club MSA British Historic Rally Championship

Julian Reynolds and co-driver Patrick Walsh were crowned champions on the curtain-closing Colin McRae Forest Stages.

Final championship standings

- 1 Julian Reynolds – 201.5 points (CHAMPION)
- 2 Nick Elliott – 196.5
- 3 Rikki Proffitt – 185.5



## MSA British Sporting Trials Championship

John Fack beat reigning champion Ian Bell to victory in the Mercian trial at Long Compton with a winning margin of just four points.

Final championship standings

- 1 Tom Bricknell – 137 points
- 2 Ian Bell – 129
- 3 Roland Uglow – 119

Songsport



## Britpart MSA British Cross Country Championship

Richard Kershaw's fourth win of the year at Walters Arena was not enough to prevent Ian Rochelle from defending his title.

Final championship standings

Please visit [www.Marches4x4.com](http://www.Marches4x4.com)

Paul Cherry



## Britcar MSA British Endurance Championship

The Bullrun Lotus crew of Richard Adams, David Green and Martin Byford took the championship title in the season finale at Donington Park.

Final championship standings

- 1 Adams/Green/Byford – 244 points (CHAMPIONS)
- 2 Morcillo/Cintrano/White – 241
- 3 O'Neill/Huggins/Harrison/Wilson/Winstanley/Wyatt/Fletcher/Gilbert – 238

RallycrossUK.com



## Monster Energy MSA British Rallycross Championship

Julian Godfrey secured his consecutive title by leading the A final at Croft from start to finish for his third win of the year.

Final championship standings

- 1 Julian Godfrey – 101 points (CHAMPION)
- 2 Pat Doran – 89
- 3 Andy Grant – 68

pro-rally.co.uk



## REIS Get Connected MSA Asphalt Rally Championship

John Indri and Steve Hartley won the final round of the 2012 championship, the Cheviot Keith Knox Stages, aboard their Darian T90 GTR.

Final championship standings

- 1 Damian Cole – 125 points (CHAMPION)
- 2 Steve Simpson – 101
- 3 Chris Jones – 83

Simon Clarke



## SWISHER MSA English Rally Championship

Mick Smith took a class win on the JLT Tempest 2 rally to secure second place in the final points table behind champion Julian Wilkes.

Final championship standings

- 1 Julian Wilkes – 125 points (CHAMPION)
- 2 Mick Smith – 108
- 3 Peter Smith – 104



**MOTOR SPORTS COUNCIL NATIONAL COURT  
SITTING MONDAY, 5<sup>TH</sup> NOVEMBER 2012**

**CASE No. J2012-20**

**Bala & District Motor Club**

This case was referred to the National Court for an Investigatory Hearing in accordance with General Regulation C9.

The PK Memorial Rally took place on 30<sup>th</sup> June/1<sup>st</sup> July 2012 and was organised by the Bala Motor Club. The event was a National 'B' status event.

The Competition Authorisation Office (CAO) of the MSA received the route application on 24<sup>th</sup> February 2012. The application was duly processed on 4<sup>th</sup> April 2012. The Police Authority for North Wales, together with the Snowdonia National Park Authority, were also sent details of the route within their areas by the CAO.

Re-routes providing revised event route details were received by the CAO on 4<sup>th</sup> May 2012 and processed on 8<sup>th</sup> June 2012.

The event authorisation in accordance with the Motor Vehicles (Competitions and Trials Regulations 1969 (as amended) was issued on 25<sup>th</sup> June 2012.

On 9<sup>th</sup> July 2012 the MSA Observer's report was received by the CAO together with:

1. A map of the event, showing the complete route with the locations of each time control and passage control location.
2. A route handout document as given to the competitors at the event.

The aforesaid paperwork was analysed in detail by the MSA.

General Regulation R1.2 National Courses states that

'The selection of any route for a Competition is subject to MSA approval. In requesting approval a detailed itinerary must be submitted giving the exact distances to be covered. Where appropriate, The Motor Vehicle (Competitions and Trials) Regulations) must be complied with in all respects.'

According to the MSA the above regulation was breached in that:

1. The route over which the Rally took place was not as submitted for approval and authorisation by the MSA.
2. The Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended) were not complied with in that:
  - a. 6 control sections were timed in excess of 30mph,
  - b. 3 control sections on the route used were less than 2 miles in length.
  - c. The locations of 2 control points were different to the locations submitted and accepted for authorisation.

The National Court was greatly assisted during this enquiry not only by representatives of the MSA, but by representatives of the Bala & District Motor Club who attended before the National Court in force and provided frank and honest evidence as to the events of 30<sup>th</sup> June and 1<sup>st</sup> July 2012.

The National Court found that:

1. Although the route over which the Rally took place was strictly not as submitted and subsequently authorised by the MSA, it should be noted that this was so only because of the placement of controls and not because

the Rally deviated from the designated course.

2. Some control sections were longer than they should have been, whilst others were too short.
3. There were rather more than 2 control points which were different to the locations submitted and accepted for authorisation.
4. On the basis of 1-3 inclusive above, there had been a breach of the Regulations.

The Court noted that:

1. According to the MSA observers' report this event was: 'very good for a small team using a compact route on good roads with excellent start/finish venue for the level and type of event.'
2. The Bala & District Motor Club has a good reputation for properly organised events.

In the premises the National Court directs that:

1. The Bala and District Motor Club shall be prohibited from organising any road events (as per R7.1) for a period of 2 years.
2. The prohibition at (1) above shall be suspended on condition that the Bala & District Motor Club organise their events appropriately and do not breach any of the relevant regulations.
3. There shall be a contribution by the Bala & District Motor Club to the costs of the Investigatory Hearing in the sum of £250.00.

The National Court wishes it to be known and remembered by all those involved in the organisation of rallies that:

1. The practice of moving time control points without modifying the approved time and distance schedule contravenes both the MSA Regulations and also the Motor Vehicle (Competitions and Trials) Regulations 1969 (as amended).
2. The temptation of club officials and/or organisers to use the technique of (1) above to increase the average speed between controls beyond that permitted by the Regulations must be resisted.
3. Club officials and/or organisers must:
  - a. Be careful to ensure that competition routes and time schedules comply with both the MSA Regulations and the Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended).
  - b. Manage their events so that the approved routes and time controls are actually observed throughout their event.
4. Steps will be taken to monitor the organisation of events and compliance with the prevailing rules and regulations.
5. Failure to abide by the prevailing rules and regulations will expose both Clubs and Officials to disciplinary proceedings before the National Court.

The decision was set down at 15.30 on Monday, 5<sup>th</sup> November 2012.

**GUY SPOLLON, CHAIRMAN**

**MOTOR SPORTS COUNCIL NATIONAL COURT  
SITTING MONDAY, 5<sup>TH</sup> NOVEMBER 2012**

**CASE No. J2012-21**

**Dovey Valley Motor Club**

The Rali Bro Dyfi took place on 16<sup>th</sup> and 17<sup>th</sup> June 2012 and was organised by the Dovey Valley Motor Club.

The Competition Authorisation Office (CAO) received the Rally Route Application on 16<sup>th</sup> April 2012 which was processed on 4<sup>th</sup> May 2012. The Police Authorities for Dyfed Powys and North Wales together with the Snowdonia National Park were duly notified of the event and the route to be used.

Re-routes providing revised event route details were received on 14<sup>th</sup> May and 24<sup>th</sup> May 2012. These re-routes were processed on 23<sup>rd</sup> May and 29<sup>th</sup> May 2012 respectively. The Event Authorisation Document was issued on 11<sup>th</sup> June 2012.

On 27<sup>th</sup> June 2012 the MSA requested sight of all relevant event documentation from the Dovey Valley Motor Club. Some paperwork was received in response and the outstanding items by 3<sup>rd</sup> August 2012 after sending further requests. In addition to the event paperwork the CAO also obtained a copy of the route handout as given to competitors at the start of the event.

Upon studying the results the CAO noted that the majority of the competitors dropped a lot of time on sections which should have been straightforward given the location of the authorised control points. Accordingly, the CAO undertook a detailed analysis of the event paperwork.

According to the MSA there had been a number of breaches.

**A. General Regulation R1.2 which states:**

'The selection of any route for a Competition is subject to MSA approval. In requesting approval a detailed itinerary must be submitted giving the exact distances to be covered. Where appropriate, the Motor Vehicles (Competitions and Trials) Regulations must be complied with in all respects.'

The alleged breaches were that:

1. The route over which the Rally took place was not as submitted to (and authorised by) the MSA for approval.
2. Contrary to the Motor Vehicles (Competitions and Trials) Regulations 1969 (as amended)
  - a. 4 control sections were timed in excess of 30 mph.
  - b. 2 control sections on the route used were less than 2 miles in length.
  - c. The locations of 10 control points were different to the locations submitted and accepted for authorisation.

- B. General Regulation R11.4 which states that a manned control established to prove a competitor's adherence to the correct route cannot be located less than 500 m from any other manned control.**

The alleged breach was that there were 4 instances where a manned control was less than 500 m away from another such control.

Although it was initially suggested that there had been a breach of Regulation R14.1 relating to the use of Forest Commission Property without approval this allegation was correctly withdrawn.

Although the Dovey Valley Motor Club were not represented before the National Court, a detailed statement from the Vice Chairman of the Club (who was also the Clerk of the Course for the event in question) was submitted in which the majority of the breaches alleged by the MSA were accepted.

The National Court undertook a thorough examination of all the paperwork submitted and concluded that:

1. All the allegations made by the MSA were proved.
2. It was appropriate to deal with the matter without further delay.

The National Court took into account the Dovey Valley Motor Club's:

1. Admitted failure to comply with the Regulation.
2. Previous record of providing well organised events.

The National Court could not, however, overlook the extent and nature of some of the breaches and, accordingly, directed that:

1. The Dovey Valley Motor Club shall be prohibited from organising any road event (as per R7.1) for a period of 3 years.
2. The prohibition at (1) above shall be suspended on condition that the Dovey Valley Motor Club organise their events appropriately and do not breach any of the relevant regulations.
3. There shall be a contribution by Dovey Valley Motor Club to the costs of the Investigatory Hearing in the sum of £250.00.

The decision was set down at 17.00 on Monday 5<sup>th</sup> November 2012.

**GUY SPOLLON  
CHAIRMAN**

**MOTOR SPORTS COUNCIL NATIONAL COURT  
SITTING MONDAY, 5<sup>TH</sup> NOVEMBER 2012**

**CASE No. J2012-22**

**Dovey Valley Motor Club**

This matter was referred to the National Court for an Investigatory Hearing in accordance with the General Regulation C9.

On 5<sup>th</sup> August 2012, the Dovey Valley Motor Club applied to the MSA and was issued online with a Certificate of Exemption for a Gymkhana to be held on 19<sup>th</sup> August 2012.

On 14<sup>th</sup> August 2012 the MSA contacted the Dovey Valley Motor Club and requested copies of the Gymkhana Tests. None were forthcoming. A further unsuccessful attempt to obtain copies of the Tests was made on 17<sup>th</sup> August 2012.

On 20<sup>th</sup> August, after the apparent date of the event, a representative of the Club contacted the MSA by e-mail, indicating that there had been a misunderstanding and that their event had actually taken place on 12<sup>th</sup> August 2012 without any permit in place. The MSA responded and indicated that the Dovey Valley Motor Club must:

1. Put checks in place to avoid any repetition of events being staged without the relevant permits.
2. Provide the MSA with a copy of the 'Gymkhana Tests' and instructions for the event of 12<sup>th</sup> August 2012.

On 10<sup>th</sup> September 2012 the Gymkhana documentation was forwarded to the MSA.

A Gymkhana is an event defined in the Nomenclature and Definitions Section of the Blue Book as

'An event held wholly on private ground and in which no test is determined solely by the speed of the competing vehicle, or by the skill of the Driver in controlling the vehicle, and in which if there are to be timed tests, there will be at least an equal number of untimed tests. No test may be timed to an accuracy of less than 5 seconds.'

The test documentation submitted by the Dovey Valley Motor Club clearly showed a driving test where speed and manoeuvrability were the determining features and the e-mail to colleagues that accompanied the diagram stated that the layout was the only test being used, twice in each direction.

Although representatives of the Dovey Valley Motor Club were unable to appear before the Court, correspondence was sent to the Court in which there was a frank admission that their event took place without a permit.

The National Court concluded that:

1. The Regulations had been breached in that there was no permit for the event staged on 12<sup>th</sup> August and that further the event was not a Gymkhana but an AutoTest.
2. As the Dovey Valley Motor Club had accepted responsibility for their omission, had a good reputation for organising events and appeared to be taking action to avoid any further contraventions of the Regulations, a fine of £250 and a contribution of £100 towards the costs of the Investigatory Hearing payable by the Dovey Valley Motor Club was considered appropriate.
3. Officials and/or organisers of events must undertake the necessary research and make the appropriate enquiries so that the relevant permits are obtained for their event.

The decision was set down at 16.00 on Monday, 5<sup>th</sup> November 2012.

**GUY SPOLLON  
CHAIRMAN**

**MOTOR SPORTS COUNCIL NATIONAL COURT  
SITTING MONDAY 5<sup>TH</sup> NOVEMBER 2012**

**Steve Stringwell (Chairman)**  
**Mike Garton**  
**Nicky Moffitt**

**CASE No J2012/26 Ross McEwen**

In respect of the Scottish Formula Ford Championship race meeting held at Knockhill on 23<sup>rd</sup> September 2012, the MSA referred matters to the MSC National Court for an Investigatory Hearing in accordance with General Regulation C9 regarding judicial procedures followed by senior officials in respect of and following, an Eligibility "protest" by competitor Alistair Dow against competitor Ross McEwen in race 10 (who had been included in the results and subsequently excluded from the results following the protest)

The National Court received a considerable amount of written evidence from SMRC Officials, Scrutineers, the MSA Steward and the two competitors Ross McEwen and Alistair Dow.

At the National Court Investigatory Hearing, evidence was received in person from Ross McEwen, Alistair Dow, and their representatives.

The National Court found that a number of irregularities had occurred in dealing with the protest by Alistair Dow that did not comply with MSA judicial procedures as set out in the General Regulations. In particular, the National Court was not satisfied that a hearing had taken place in connection with the protest as prescribed in C5.4.

After due consideration the National Court finds the decision to exclude Ross McEwen was unsafe following the failure of the Officials to comply with the relevant judicial procedures set out in the Regulations.

The National Court orders SMRC re-instate Ross McEwen, competitor 74 in the race results of race 10 of the Scottish Formula Ford Championship on the 23<sup>rd</sup> September 2012.

Further the National Court order costs of £500.00 against SMRC to be paid.

This decision was set down on 5<sup>th</sup> November 2012 at 15.55 hours.

**STEVE STRINGWELL  
CHAIRMAN**

**MOTOR SPORTS COUNCIL NATIONAL COURT  
SITTING MONDAY 5<sup>TH</sup> NOVEMBER 2012**

**Steve Stringwell (Chairman)**  
**Mike Garton**  
**Nicky Moffitt**

**CASE No J2012/27 R Holland**

Following a referral from the Stewards of the Meeting at the Trent Valley Kart Club Super One held on the 23<sup>rd</sup> September 2012, the MSC National Court convened on 5<sup>th</sup> November 2012 to hold a Disciplinary Hearing against Robert Holland, competitor no 5 at the Meeting.

The National court considered documents and reports from the Meeting Officials, and also viewed a video of the incident, in which the National Court considered Robert Holland deliberately, and with intent, drove into Jay Goodwin, kart no 21, which in turn collided with two other karts causing damage and injuries to two drivers.

The Stewards on the day suspended the competitor's licence for 30 days and referred the matter to the National Court for consideration of further penalty.

It was noted that in the above Hearing the competitor had admitted that the "red mist" had descended.

In his submission to the National Court, Robert Holland fully admitted the offence.

Actions of this nature cannot and will not be tolerated by the Motorsports Governing Body the MSA.

The National Court finds that the action of Robert Holland justified a further penalty under C2.6.2 and orders Robert Holland's licence to be suspended for a period of 24 months, of which the second 12 months will be suspended.

In addition the National Court orders a fine of £500 and costs of £500 to be paid by Robert Holland.

This decision was set down on 5<sup>th</sup> November 2012 at 11.00 hours.

**STEVE STRINGWELL  
CHAIRMAN**