

MSA warns that forest battle is not over yet

The Motor Sports Association is warning that last month's government U-turn over the sell-off of the public forest estate leaves motor sport in no better position than before.

While the proposed sell-off may have been scrapped, the government has announced that it will now set up an independent panel of experts to consider what the future forestry policy should be.

sport are not taken into account by this panel, then it will likely be just the rights of walkers, cyclists and horse riders that are protected in any future policy. We need everyone to make the point to their MP that the forests are so critical to the future of motor sport that we cannot be ignored as a user group."

During a recent debate in the House of Lords the issue of motor sport access for the forests was raised by the Rt Hon the Lord Rooker, who drew attention to the near £1m contribution of

motor sport to the Forestry Commission in 2010. "The forests play an absolutely crucial part, particularly for the rally side of the industry," he said. "It is very important that they can put their piece at the table and are not reduced to external flag-waving or lobbying. If LARA is represented on the body, then I am assured that the issues relating to motor sport can be raised, because the issues have not gone away."

Baroness Royall of Blaisdon then identified that "rights of access under the Countryside and Rights of Way Act (CROW) are simply not enough when it comes to forests. We are all deeply grateful to the Forestry Commission for enabling cyclists, those who ride horses and those who practise motor sports to enjoy our forests. They simply could not do that under the CROW Act."

The MSA is concerned that this panel will inevitably be more concerned with bio-diversity and commercial logging than it will be with the needs of the motor sport community, and has therefore proposed that motorised recreation be represented by the Land Access Recreation Association (LARA).

"We have no idea what recommendations the new panel will come up with in the Autumn," said MSA Chief Executive Colin Hilton. "However, we do know that if the views and access requirements of motor



Simon Clarke



Jakob Ebrey Photography

MARCH 2011

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National Motorsport Week gathers pace

Plans for the new and much improved National Motorsport Week (25 June - 3 July) have received widespread support from all areas of the sport and industry.



Since the MSA announced that it was joining forces with the Motorsport Industry Association (MIA) to create a major platform for the promotion of UK motor sport, the scheme has been gathering more and more momentum. A new logo has been designed and is available for all those organising special

events during National Motorsport Week and plans for several exciting initiatives will be confirmed in the next few weeks. "We will be organising some headline grabbing events during the week to promote the UK's world leading roles in motor sport," said Colin Hilton, MSA Chief Executive. "More than that, though, we are creating a high profile platform for others to use to promote their own activities within the sport whether that's as a car club, event organiser or one of the thousands of companies involved in the thriving UK motor sport industry. This is a terrific opportunity for us all to celebrate what's one of this country's major success stories and we've already had hugely positive feedback from all quarters."

However, that rule has been relaxed for the 19th running of the event, which takes place on 4-11 September.

"Over the past few years we have received growing interest from owners of current 'supercars', so for 2011's event we have decided to increase the number of entries we will accept," said IMS Chief Executive Andrew Coe.

The provisional route for the 2011 MSA Euroclassic is available online at www.msaeuroclassic.co.uk. Event entries cost £2,250 per car and two-person crew (£2,100 if booked before 31 March 2011). The price includes detailed route instructions, on-event medical and mechanical assistance, lunches on most days and a Celebration Dinner on the final evening. Entries will be accepted on a first-come, first-served basis.



MSA Euroclassic now open to modern supercars

The MSA Euroclassic, the annual pan-European tour for owners of classic cars, is being opened to more contemporary vehicles from this year.

Since its birth in 1993, the International Motor Sports-run event has been limited to cars that are at least 20 years old.

New Therapeutic Use Exemption process

The MSA has adopted a revised application process for a Therapeutic Use Exemption certificate (TUE), which acts as dispensation for competitors who are required to take medications containing prohibited substances.

From this year a TUE is required only for drivers who are competing in the following FIA International championships: FIA Formula One

World Championship; FIA Formula Two Championship; FIA World Rally Championship; FIA World Touring Car Championship; FIA GT1 World Championship; CIK-FIA Karting World Championship for Drivers; GP2 International Series. Any drivers competing in these championships who require a TUE certificate should apply to the FIA.

There is no longer any pre-sampling requirement for annual TUE applications

InterSteps become first MSA U18-Compliant series

The MSA has awarded U18-Compliant status to the new Dunlop InterSteps Championship, which has become the first to commit to upholding the governing body's principles regarding the welfare, education and development of young competitors.



InterSteps has implemented a number of measures to promote the welfare of young people in its championship, such as:

- Ensuring that its events calendar does not conflict with exam timetables
- Mandating that competitors can take time out of school to compete only if their head teachers provide written approval, which can be revoked if their schoolwork suffers
- Committing to the provision of dedicated and supervised study space at all race events
- Hosting – and encouraging participation in – MSA Academy Performance Master Classes at a number of test and race events throughout the season

Ian Watson, Business Development Manager at the British Automobile Racing Club (BARC) said: "When the InterSteps concept was originally conceived, it was always the intention – both of BARC and RSF – to ensure that we made the championship as responsible as possible. In the long-term, it does no-one any good if we are encouraging young people to turn their back on their own personal development in order to go racing."

for drivers competing in national championships. However, any such drivers who are drugs tested should apply to the MSA for a retrospective TUE certificate within 10 days of their sample being taken. The MSA is awaiting clarification from the FIA regarding the TUE process for drivers competing in international championships not listed above. The revised regulations in full can be found at http://www.msauk.org/uploadedfiles/msa_forms/anti_doping_regulations.pdf

£2m funding for motor sport in Northern Ireland

The 2&4 Wheel Motorsport Steering Group (2&4 Wheels) has announced details of the initiatives that have been supported under its 2009 - 2011 Investment in Motorsport Programme. The funding, of up to £2m, for this programme has been provided by the Department of Culture Arts and Leisure (DCAL) through Sport Northern Ireland (Sport NI).



The investment programme commenced in April 2009 with the tarmac surfacing of the NW200 paddock. This, in addition to providing a much improved facility for the International North West 200, has also enabled the venue to be used for kart racing and autotests.

The programme continued throughout 2010 with the purchase of additional safety equipment for motocross and road racing circuits and also a number of course improvements at some of the road racing circuits.

Activity really increased over the past four months, with major projects totalling

an investment of £1,200,000 across the three permanent motorsport circuits in Northern Ireland, Bishopscourt, Kirkistown and Nutts Corner.

The majority of the funding for each of these initiatives has been provided by DCAL/Sport NI with the balance being provided by the respective circuit owners under a 'partnership funding' arrangement.

The partnership funding arrangement has also been used to fund the purchase of two new Rally Rescue Vehicles costing £61,000 for the Ballynahinch Motor Club and the British Motorsport Marshals Club (NI) with 2&4 providing £50,000 towards the vehicles and the clubs providing the balance of the funds.

Speaking at a reception in Rosspark Hotel, Kells, Ballymena, Sports Minister Nelson McCausland said "Motorsport is part of Northern Ireland's rich sporting heritage with a large and growing fan base. In 2009, the Northern Ireland Executive provided up to £2m to help motorsport improve health and safety at motorsport venues in all disciplines across Northern Ireland."

Alan Drysdale, Chair of 2&4 WMSG said: "This major investment by DCAL/ Sport NI has enabled 2&4 to make significant upgrades to the facilities used for regulated motorsport in NI and provide better and safer venues for competitors, officials and spectators".

Symes signs off revamped Snetterton

MSA Technical Director John Symes has given the green light for the issuing of an MSA Track Licence for the revamped Snetterton Circuit.



Over the winter months circuit owner MotorSport Vision has extended the Norfolk venue by building within the infield a 1km circuit known as Snetterton 100, which can be incorporated into the traditional track, Snetterton 200, to create Snetterton 300. Alternatively, the 100 and 200 circuits can operate separately and simultaneously.

After carrying out a circuit inspection on 7 March, Symes confirmed that an MSA Track Licence could be issued. "Jonathan Palmer has used his personal experience to put together a series of challenging and interesting features in the new section," said Symes. "By carrying out this work and resurfacing the entire circuit, MSV has made clear its commitment to Snetterton. Congratulations to all at MSV and Buckingham Group who, despite battling snow, heavy rain and low temperatures, have brought the project through on time."

The first meeting to take place on the new Snetterton 300 will be the MSVR Season Starter on 19 March.

APPOINTMENTS

MSA seeks North Wales Development Officer

The MSA is seeking a Regional Development Officer (RDO) to cover the North Wales region on a part-time freelance basis.

A total of 10 RDOs are spread across the UK, tasked with delivering the Go Motorsport message to schools and colleges, as well as working with clubs, associations and venues to develop motor sport in their areas.

The successful applicant will need a strong knowledge of UK motor sport, be confident and articulate and possess their own car. Contacts within the North Wales motor sport community would be advantageous, as would a working knowledge of the Welsh language.

A full job description, together with details of the application process, can be found on the news pages of www.GoMotorsport.net

Shelsley Walsh to stage Jaguar display

Shelsley Walsh is to incorporate celebrations of the 50th and 60th anniversaries of the Jaguar C- and E-Types into the Nicholson McLaren MSA British Hill Climb Championship meeting on 4-5 June. As well as competitive classes for both models there will be demonstration runs of other historic Jaguars.



FKS Driver of the Day winners to visit BGP

Twelve Formula Kart Stars 'Driver of the Day' winners will receive grandstand tickets and VIP paddock passes for the Santander F1 British Grand Prix in July.

Series director Carolynn Hoy said: "I have to thank Bernie Ecclestone and Formula One Management for their continued support of our series and the Driver of the Day prize. I know that he has had to work very hard to find a suitable date that will allow all our drivers to attend without causing disruption to their racing and school schedules and I know that he will give our drivers a really special weekend."

Meanwhile, three FKS drivers got their first taste of single-seaters at Valencia recently. Matthew Graham, Bobby Thompson and Zubair Hoque (pictured, with Jack Barlow) took part in the Official Test Course for the 2011 Formula BMW Talent Cup as a reward for their achievements in FKS last year.



Marshal wins Services to Sport Award

Northern Ireland marshal Pat McAleer (centre) received the Services to Sport Award at the Omagh Sports Awards ceremony in February. Omagh Motor Club member McAleer, 80, has been a timekeeper at rallies, hill climbs, sprints and autotests for over six decades and was most recently involved in the opening round of the Hankook MSA Northern Ireland Stage Rally Championship.

FIVE QUESTIONS WITH...

Dario Franchitti, three-time and reigning IndyCar Series champion.



Getty Images

there'. I had a different attitude. I wouldn't give up either the Indy 500 wins or the championships for a chance at driving a grand prix car.

How does the US racing scene compare to that in Europe?

At the top level I think it's every bit as competitive but maybe there's less politics, and it's less cut-throat. You save all the aggression for the track, which works for me. But I think Europe, and especially the UK, has the stronger feeder series. If you're a young driver right now I think you still get a better education in Europe.

When did you last race in the UK?

The last time was in the Tourist Trophy at the 2006 Goodwood Revival. As for proper day job stuff, it was the Champ Car round at Rockingham in 2002, which I won.

Would you like to race here again?

Yeah, absolutely. The first goal though would be to race, at some point either before or after I retire from IndyCar racing, over at Le Mans. I've won at the 12 Hours of Sebring and the Daytona 24 Hours but I haven't done Le Mans yet.

How does it feel to be the most successful British driver in US open-wheel history?

The 'most successful British driver' – Americans love their statistics. It feels very good, and I'm proud of what I've managed to achieve in the US, particularly the three championships recently and the two 500s. By winning one championship and one 500 I've achieved my goals, so to have multiples of that is very satisfying.

Have you ever regretted moving to the US in 1997?

No, it was absolutely the right decision. Whenever I was offered opportunities to come back to do Formula One it was never the right situation and I wasn't prepared to gamble everything I had in America. My cousin, Paul di Resta, said, 'I don't care about anything else, I want to get on the F1 grid and to be successful

WOMEN IN MOTOR SPORT

Hannah Pym nominated for CIK-FIA initiative

The MSA has nominated Hannah Pym to represent the UK in an FIA Women and Motor Sport Commission-backed competition, the winner of which will receive a fully-funded drive in this year's CIK-FIA Karting Academy Trophy.

Chris Walker, Kartpix.net



ASNs from across the globe were invited to nominate a driver each for the initiative. The top 10 nominations will take part in a shootout in Geneva on 26-27 April, and the driver adjudged to have demonstrated the greatest potential will receive the prize drive.

"When I was told that I had been chosen to represent the UK I was at first a bit disbelieving," said 14-year-old Pym. "I will make sure that I represent my country to the best of my ability and I believe I have every chance of getting that place."

In 2009 Pym finished second overall in both the Little Green Man championship and in the prestigious Kartmasters Grand Prix. Last year she was the only UK karter to contest GPO, the French National Championship, in the KF3 class and ranked 20th out of 45 competitors despite missing a round due to a damaged kart.

Motor Sports Council decisions

The Motor Sports Council met at the Royal Automobile Club on Tuesday 8th March and among a number of decisions taken, were the following which require immediate communication:

Immediate rule change for ROPS

The Motor Sports Council unanimously agreed to implement immediate changes to Regulations K1.3.1 and K1.3.5, which cover the Technical Specifications of Rollcages.

This change takes immediate effect and competitors are advised to ensure that all vehicles are fully compliant with the new regulations before any future event. Should further advice be required, competitors are encouraged to speak to the MSA Technical Department or an MSA-registered Scrutineer.

The revised regulations are as follows (**red wording** indicates new text; ~~double strike through~~ indicates deleted text):

K1.3.1. Main, Front and Lateral Rollbars.

These frames or hoops must be made in one piece without joints. Their construction must be smooth and even, without ripples or cracks. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell. The front leg of the front rollbar or a lateral rollbar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend ~~with its lower vertical part~~ **unless a windscreen pillar reinforcement [K1.3.5(e)] is fitted.**

The mounting foot must not be rearward of the foremost point of the rollbar.

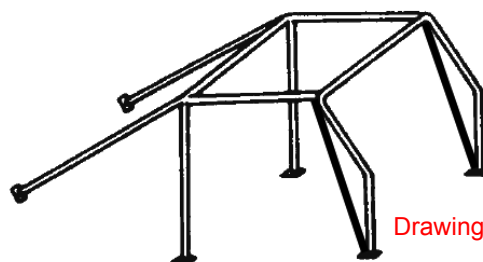
Where the main rollbar forms the rear legs of a lateral rollbar (see drawing K6), the connection to the lateral rollbar must be at roof level. To achieve an efficient mounting to the bodyshell, the original interior trim may be modified around the safety cage and its mountings by cutting it away or by distortion. However, this modification does not permit the removal of the complete parts of upholstery or trim. Where necessary, the fusebox may be relocated to enable a rollcage to be fitted.

K1.3.5. Optional Reinforcement of Rollcage.

(e) Windscreen Pillar Reinforcement

A tube the upper end of which must be less than 100mm from the junction between the front (lateral) rollbar and the longitudinal (transversal) member and the lower end less than 100mm from the front mounting foot of the front (lateral) rollbar, as shown in drawing K62.

The tube may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20°.



Drawing No. 62

Trial for suspension of penalty points in karting

In a bid to improve driving standards within karting, the Motor Sports Council approved a proposal from the Judicial Advisory Panel to trial the suspension of penalty points for certain offences at kart events.

The Panel proposed that Regulations C2.1.5(i) *Driving* and C2.1.5(ii) *Failure to comply with flag or light signals* be suspended for kart events until the end of this year. Competitors will still be punished at the time for their transgressions, but no penalty points will be imposed on their competition licence in relation to those incidents.

“There have been anecdotal reports that some officials may have been wary of penalising drivers for offences that

carry automatic penalty points,” says Colin Hilton, MSA Chief Executive. “There have also been representations made to the MSA that because of the comparatively large number of races they contest, kart competitors could be at greater risk of losing their licences when the regulations are properly imposed.

“As the governing body, we do not believe that turning a blind eye to poor driving is good for the sport nor does it send out the right message to teams and competitors. We do have an urgent need to address a decline in driving standards – particularly in karting – which is turning people away from the sport. We will be monitoring this trial closely and very much hope that it will enable officials to punish offenders where appropriate and thereby raise

standards for all competitors.”

Regulation C2.1.5(iii) *General Conduct* will continue to attract penalty points for breaches of the regulation.

No new kart classes for 2011

The Motor Sports Council voted to suspend Regulation U1.2, which governs the creation of new kart classes, until the end of 2011.

The Council members accepted that the proliferation of classes had already been identified as a key issue within the sport of karting and agreed that while the full karting review was on-going it would be inappropriate for any new classes to be accepted in the intervening period. The Council will reconsider this position at its September meeting.

CHAMPIONSHIPS UPDATE

Jakob Eibrey Photography

**Dulux Trade MSA British Rally Championship**

Reigning Hankook MSA Scottish Rally Champions David Bogie and Kevin Rae (pictured) scored their maiden BRC win on the Rallye Sunseeker International.

Championship positions (provisional) after Round 1

- 1 David Bogie – 20 points
- 2 Tom Cave – 18
- 3 Elfyn Evans – 16

Paul Lawrence

**Dunlop/WONAGO.com MSA British Historic Rally Championship**

Julian Reynolds, Simon Wallis and David Stokes are tied atop the BHRC points table following round one, the Mid Wales Stages.

Championship points (provisional) after Round 1

- 1 Simon Wallis – 31 points
- = David Stokes – 31
- = Julian Reynolds – 31

Simon Clarke

**SWISHER MSA English Rally Championship**

Darren Pinchin (pictured) and Ashley Slight are tied for the lead of the Championship following round two, the Malcolm Wilson Rally.

Championship positions (provisional) after Round 2

- 1 Darren Pinchin – 50 points
- = Ashley Slight – 50
- 3 Warren Philliskirk – 48

LindsayPhotoSport

**MSA Scottish Rally Championship**

David Bogie and Kevin Rae got their title defence off to a perfect start by winning round one of the 2011 Championship, the Arnold Clark Thistle Hotel Snowman Rally.

Championship positions (provisional) after Round 1

- 1 David Bogie – 30 points
- 2 Euan Thorburn – 28
- 3 Jock Armstrong – 27

Hankook.ie

**Hankook MSA Northern Ireland Stage Rally Championship**

Kenny McKinstry (pictured) won a curtailed opening round to take first blood and lead into round two, the McGrady Insurance stages on 19 March.

Championship positions (provisional) after Round 1

- 1 Kenny McKinstry – 12 points
- 2 Connor McCloskey – 10
- 3 John McGaffin – 9

www.rallysportmedia.com

**Hankook MSA Welsh National Rally Championship**

Hugh Hunter and his co-driver Andy Marchbank head the standings after collecting a maximum points haul on the Team GMF Wydean Forest Rally.

Championship positions (provisional) after Round 11

- 1 Hugh Hunter – 30 points
- 2 Roger Chilman – 27
- 3 Tom Cave – 25

Duncan Stephens

**MSA British Car Trial Championship**

Reigning champion Duncan Stephens heads the early title race from Barrie Parker, each having won one of the first two rounds of the season.

Championship positions (provisional) after Round 2

- 1 Duncan Stephens – 10 points
- 2 Barrie Parker – 8
- 3 Malcolm Brown – 7

www.2020zoom.com

**MSA British Sporting Trials Championship**

Ian Bell (pictured) and Steve Courts share the Championship lead. Bell, Ian Wright and Roland Uglow have a win apiece after three rounds.

Championship positions (provisional) after Round 3

- 1 Steve Courts – 38 points
- = Ian Bell – 38
- 3 Ian Wright – 37

TECHNICAL / REGULATIONS

Harness Specification

There are some harnesses on the market that are described as "3 point double release", which comprise a lap strap with two shoulder straps that merge to a release buckle, with a single strap for attachment to a single mounting. This does not meet the requirements of MSA General Regulations (K)2.1.1. or (K)2.1.2. A similar harness described as "4 point double release" has a lap strap and two shoulder straps merging to a release buckle, with two straps connecting that release buckle to two mounting points. Such a harness is not acceptable, for under (K)2.1.8 it is stated that, "Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position".

TKM Axle Collars

Competitors are advised that a minor amendment to the TKM 2-stroke Class Regulations will be effective from 1 April 2011, at which point the maximum width of the axle collars permitted in regulation 2011 MSA Kart Race Yearbook D3.3.5 will increase from the published 16mm to 21mm.

Welded Wheel Rims

The MSA can confirm that welded wheel rims manufactured by Douglas Technologies (DWT) are permitted for MSA Cadet Kart racing. Regulation (U)16.8.1 states that, "wheels which have been cut and welded are prohibited", but DWT wheels have not been "cut"; they are manufactured in two parts and then welded, and are therefore acceptable.



The DWT rims can be identified by their markings, (as pictured).

Revised structure for Performance Master Classes

The MSA Academy has adopted a revised structure for the Performance Master Classes (pictured) this year.



MSA coaches will attend the opening rounds of a number of championships to deliver sessions introducing young drivers to the MSA Academy. Those drivers will then be invited to register for Performance Master Classes at a number of events during the season:

- Dunlop MSA British Touring Car Championship: Donington, 16-17 April
- Dunlop InterSteps Championship: Snetterton, 7-8 May
- Cooper Tires British F3 International Series/Avon Tyres British GT Championship/Formula Ford: Brands Hatch, 18-19 June
- Dunlop MSA British Touring Car Championship: Brands Hatch, 1-2 October

"We have built on the success of last year's Performance Master Classes to introduce a tiered approach to the training offered by the MSA Academy," said MSA Academy Coordinator Greg Symes. "We are offering young drivers the chance to develop their knowledge and will be able to tailor the teaching to their level of competition.

"We found last year that drivers found it difficult to concentrate on learning while in the middle of a race weekend.

Thanks to the support of the major championships, we will now be able to deliver these workshops and combine it with the valuable experience of being introduced to major championships and teams."

MSA to deliver anti-doping workshops at 2011 events

MSA Academy coaches will be on hand at nationwide championship meetings throughout the season to provide an overview of the latest anti-doping regulations and drug testing procedures.

MSA Chief Executive Colin Hilton said: "We are fortunate that performance-enhancing drugs are not a big issue in motor sport, but competitors can still fall foul of the regulations as a result of taking prescription medication, over-the-counter preparations, recreational drugs or training supplements. We are making a great effort to educate all drivers about the regulations and the procedures involved; I would urge all competitors to make sure that they know what they are taking as there will be testing this year at UK motor sport events."

Fannin wins Sports Personality award

MSA Advanced Apprenticeship in Sporting Excellence (AASE) student Jody Fannin was named Young Sports Personality of the Year at the East Surrey & Sussex News Media awards earlier this month. "The award was voted



for by the public, so it's a great confidence boost ahead of the new season," said 17-year-old Fannin, who will contest the Ginetta G50 Cup.



Evans and Edwards secure Sunseeker podium

Team UK crew Elfyn Evans and Andrew Edwards finished third overall on the opening round of the Dulux Trade MSA British Rally Championship, the Rallye Sunseeker International.

The pair is tackling this year's Championship aboard a TEG Sport-run Subaru Impreza as a prize for winning the 2010 Pirelli Star Driver shootout. "I was relatively happy with the stage times early on as I was still getting used to the car," said 22-year-old Evans. "The car was perfect and to come away with a podium is a fantastic result, so thanks to the team for doing a great job and I'm hoping for another good result on the Bulldog Rally."



Finishing less than seven seconds behind Evans in fourth was Team UK graduate Adam Gould, who secured a last minute deal to pilot a second TEG Sport Impreza. Less fortunate on the Bournemouth event was the national squad pairing of John MacCrone and Stuart Loudon, who retired with electrical failure on their Ford Fiesta R2.



Williamson secures MW Arden GP3 deal

Team UK racer Lewis Williamson will contest the GP3 Series this year with MW Arden, the team owned by Red Bull Racing's Mark Webber and Christian Horner.

"GP3 is the feeder route, via GP2, to F1, which is where I want to be," said 21-year-old Williamson, who won the 2010 McLaren Autosport BRDC Award. "Our races form part of the grand prix package over a Formula One weekend, which means we'll be racing in places like Istanbul, Valencia, Silverstone, Spa and Monza."

Team UK gets expert coaching

Members of the Team UK national squad received one-on-one training from esteemed driver coach Rob Wilson at Leicestershire' Bruntingthorpe Proving Ground last month.

Wilson is one of the world's most respected driver coaches and has worked with the likes of Mikko Hirvonen, Kimi Raikkonen and Timo Glock.

Team UK rally driver Harry Hunt found the time spent alongside Wilson to be of invaluable help. "I learnt so much from Rob about various aspects of performance driving theory, such as positioning and weight transfer," said 22-year-old Hunt. "We took turns driving in a road car and by the end of the day I was something like six seconds faster around the course than at the start. I'm sure I'll see great benefits when I put what I've learnt into practice on rallies, and particularly on tarmac."

TECHNICAL / REGULATIONS

Environmental Spill Kits

The MSA has issued a clarification of the Environmental Spill Kits definition that appears on page 57 of the 2011 Blue Book. The full and clarified definition, with additions highlighted in red, is as follows:

Environmental Spill Kits – For use in managing spills of automotive fluids, lubricating oils and fluids, gasoline, coolant additives, hydraulic oil etc. All kits to include adequate number of disposal bags for collection of used materials. Used spill kit materials to be disposed of in accordance with National and/or Local Authority Guidelines.

1. *Large Spill Kit.* Absorbent pads and/or granular absorbent material capable of dealing with spillages of up to 14 litres capacity.
2. *Medium Spill Kit.* Absorbent pads and/or granular absorbent material capable of dealing with spillages of up to 7 litres capacity.
3. *Small Spill Kit.* Absorbent pads and/or granular absorbent material capable of dealing with spillages of up to 1.25 litres capacity.

Impact Racing Helmets & Overalls

Certain helmets and overalls manufactured by Impact Racing have had their FIA standard approvals withdrawn with immediate effect for safety reasons. Use of these items is therefore prohibited in cases that require compliance with the relevant FIA standard. Please click here for further information. <http://www.fia.com/en-GB/mediacentre/pressreleases/fiasport/2011/Pages/fia-safety.aspx>

Regulations for consultation

Regulation changes proposed by the Rallies and Cross Country Committees are now available for online consultation. To view the action sheets detailing the proposed changes, please visit www.msauk.org/regulations.



NI RDO introduces 1000 pupils to motor sport

The Go Motorsport initiative has enjoyed great success in Northern Ireland of late, with Regional Development Officer Jonathan MacDonald delivering the campaign message to more than 1000 pupils across the country over the past six months.

The Northern Ireland School Visits scheme really began to gather pace in September, when MacDonald visited Down High School in Downpatrick. Dulux Trade MSA British Rally Championship contender, Jonny Greer, also attended with his Ford Fiesta rally car, giving the students an opportunity to get a closer look at a competition car. In October, Go Motorsport headed to Saintfield, Co. Down, where 200 pupils were shown around a Subaru Impreza WRC by Hankook MSA Northern Ireland Rally Champion, Stuart Biggerstaff. And in November, no fewer than four primary schools enjoyed the Go Motorsport treatment.

A number of local competitors teamed up with MacDonald during November, including Wesley Johnston, who brought his Skoda Favorit rally car to the Castlewellan and Newcastle schools, Stanley Ballantine, who headed to Omagh with his Mitsubishi Lancer, and Roy Haslett, who attended Ballygowan with his ex-Simmonite sister's Ford Escort Maxi F2 Kit Car.

Just before the big pre-Christmas freeze MacDonald visited Aghadrumsee Primary School near Enniskillen. Competitor Brian Durnien also attended with his Ford Escort MkII, which the students were able to climb aboard. After Christmas, MacDonald was back



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

on the road with visits to Ardstraw Primary near Newtown Stewart, Aghavilly Primary near Armagh, and Abbey Primary in Newtownards. Once again local competitors came out in force to lend a hand, with Jonny Crozier bringing Robert Woodside's BMW M3, Stanley Ballantine supplying his Mitsubishi Lancer and Jason Curran his Peugeot 106.

In February, a flurry of three school visits within four days kept MacDonald on his toes. Students had access to a range of competition cars, thanks to Mick McGill (Escort Mk2), David Craig (Escort Mk2), Barry Dalzell (Land Rover), Sam Tweedy (Land Rover) and David Laird (Fiat Punto Super 1600).

Campaign makes its mark at sports conference

Go Motorsport was one of many national governing body schemes exhibiting at the two-day Sports Colleges Conference at the International Centre in Telford last month.

Organised by the Youth Sport Trust, the conference was aimed at head-teachers, directors of specialism and subject leaders from Sports Colleges, Academies and non-Sports College hub sites. It was opened by Rt Hon Jeremy Hunt MP, Secretary of State for Culture, Olympics, Media and Sport.

This year's event set out to showcase exciting and innovative work, with inspirational ideas about how to maximise learning and achievement for young people in what's a changing education and sporting landscape. Go Motorsport teamed up with the British Schools Karting Championship (BSKC) to offer schools both free motor sport presentations and a chance to get their students competing in karts.

In total, more than 30 schools nationwide signed up for visits and/or entries into next year's BSKC.

ASEMC promotes GoMo

The Association of South Eastern Motor Clubs promoted Go Motorsport during its awards ceremony last month. ASEMC's Chris Judge said: "We had about 80 guests and took the opportunity to hand out Go Motorsport stickers and literature. We're also using funding from Quaife to add four grass rounds to the Southern Autotest Championship this year, which will make it easier for people to get involved."

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
- Help us to set up a visit to your local school by emailing the relevant contact details to 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
- Include Go Motorsport advertisements in your event programmes. Artwork is available from the 'downloads' section of 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

MEET...

MSA Head of Customer Services Miles Booker

This month Miles Booker sheds light on the administrative side of the MSA, and recalls how his first competitive event was very much a two-horse race...



Have you always been a motor sport fan?

I always had an interest, which I suppose comes from my father. Whenever the sport was on television, be it Formula One or banger racing, we'd watch it. Then, when I was 17, I had the chance to go along to a rallycross event in Germany (my dad was in the Royal Air Force and so we travelled a lot). The last race of the meeting was for novices and I won in a Fiat 127, although if I'm honest there was only one other person in the race – a lady in a Ford Capri!

What is your career background?

Throughout school and university I knew that I wanted to serve in the armed forces, so after I graduated I went to Sandhurst, and thereafter spent six years in the army. I then decided to pursue other opportunities so I worked for a couple of years as an IT consultant both in the UK and abroad. Then I had a change of career again; I'd always had an interest in sailing, and so I set up a yacht brokerage office within an international company, and was based on the south coast for a few years. Then getting married and starting a family meant that I had to get a 'proper job' as it were, and I saw that the MSA was advertising for a Head of Customer Services. I applied, went through the selection process and started just under three years ago.

What does your role involve?

If the MSA is broken into two very simple halves of administration and regulation, I work on the former side. I have primary responsibility for the two main administrative departments, which are Competitions and Clubs, and Licensing;

while those departments have their own managers, I have line management responsibility for them and their teams, and while they're busy with the day-to-day running of their department I'm very much looking to the future, which means getting feedback from customers and then working with suppliers to implement those changes within the feasibility of our timescales and budgets.

It's also my job to make sure that the company's IT systems, telephony, database systems and website are all functioning and fit for purpose – we're looking at new technologies all the time. I also manage contracts for the Blue Book, licence cards and renewals paperwork, and assess the functionality of the website on a continual basis. We want the MSA website to become a one-stop-shop for our licence holders.

Is yours a challenging role?

Any organisation that deals with the public is going to face challenges, because there are as many opinions as there are customers, and it's all about trying to ensure that you can deliver value and quality. We've made lots of

operational improvements over the past few seasons, such as with the refining of the licensing process; the effect of these changes is that we now offer a much better service to our customers, be they licence holders, clubs, officials or volunteers.

The next real enhancement we're going to see is the Competitions and Clubs Department's fixture list solution. This will not only improve the process for clubs uploading event data, but it will also provide a far more accurate, easy to use and robust system for competitors, volunteers and the general public to find out what events are going on.

You mentioned refining the licensing process; what does this entail?

The main focus is on the online licensing system, which went live in 2008. It is now possible for around 75 per cent of applications to be completed online and this not only ensures that competitors are in charge of their own details, but it means that they get their licences back much quicker. Currently, though, we

only have a take-up of around 30 per cent and while this figure goes up a little each year, there is plenty of scope to improve it further. We are looking at ways to make the process simpler and more intuitive, so that it becomes the preferred method of renewal.

