

## MSA fights Westminster for access to forests

The Motor Sports Association is mobilising the UK motor sport community in opposition to the coalition government's plans to sell off or lease the public forest estate in England.

"It is vital that everyone involved in the sport takes the trouble not only to fill in the consultation document, but also to make a personal approach to their local MP," said MSA Chief Executive Colin Hilton. "There seems to be a great deal of unease on both sides of the House about these proposals, so we need to add our weight to the argument. Firstly, we oppose the sell-off in principle, but if it is to proceed, we need to protect not only access to the forests for motor sport, but just as importantly cost-effective access, otherwise the sport risks being priced out of using them in the future."

The proposed changes represent a very real threat to the continuance of motor sport activity in the forests. Last year, out of a total of 41 events held in UK forests, 31 were Stage Rallies, of which 14 were held in England. These events generated revenue in excess of £820,000 for the Forestry Commission.

The government's online consultation process is requesting feedback about the proposals, but the MSA is also urging motor sport competitors, businesses and supporters to take up the issue with their local MP to illustrate the importance of continued forest access to UK motor sport.

The MSA has already been invited to meet with the Minister of State, Rt Hon Jim Paice MP, and will take its case directly to other relevant government departments to ensure that motor sport interests are championed and that ministers, advisors and civil servants are fully aware of the importance of forest access.

The MSA has compiled a draft letter together with a background briefing document that can be downloaded from the MSA website ([click here](#)) and sent to your local MP.

## Best of British honoured at Night of Champions

The 2010 MSA British title winners were crowned at the annual Night of Champions ceremony at the Royal Automobile Club in January.

Mercedes GP Petronas Formula One Team Principal Ross Brawn and BP Ford Abu Dhabi World Rally Team boss Malcolm Wilson were on hand to present the trophies, while sports broadcaster Steve Rider acted as Master of Ceremonies.

Wilson said: "It was a great honour for me to receive an invitation to the Night of Champions to present trophies. It was

fantastic to see so many motor sport disciplines recognised and I'd like to congratulate all of the winners on their successes." **See the 2010 MSA British Champions on page 7 >>**



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## MSA Apprentices join Mark Webber for pre-season training

Six MSA Advanced Apprenticeship in Sporting Excellence (AASE) students joined Formula One star Mark Webber and the Porsche Human Performance Team for a pre-season training event at Silverstone.

The students – Jake Cook, Jack Dex, Dan O'Brien, Louise Richardson, Ollie Varney and David Wagner – took part in Get Race Fit sessions focusing on vision & reaction, strength & conditioning, and body composition analysis.

Webber observed the training and offered words of advice for aspiring drivers, such as those on the AASE programme. "We've seen many talented people fail because they weren't committed or determined," he said. "Never be too shy to look in the mirror and say, 'What am I really about?'. Only you know how much you're putting into it, and how much you really want it. And

there's no beating around the bush, it's going to be tough. Surround yourself with people you trust and try to find someone that, in a commercial sense, can share the journey with you."

The Red Bull ace also suggested that young drivers would be wise not to rely solely on raw ability. "I believe that some of the strong results I got in the junior categories came through preparation, rather than because of my talent," he said. "Talent is certainly something you need but it's not the automatic card for success. You have to recognise your weaknesses and work on them."

Following the training, Webber took Wagner and Dex onto the circuit for some hot laps in a sports car. "It was amazing; Mark was really pushing," said 18-year-old Dex, who plans to contest the Formula Renault BARC Championship this year. "He showed a real interest in us and was happy to answer all of our questions. It was a great opportunity, and one I wouldn't have had if it weren't for AASE."

## Hill Climb award for Lothian CC

Lothian Car Club has been awarded the Norrie Galbriath Trophy, which is presented annually to the club adjudged by MSA British Hill Climb Championship organisers to have run the best event of 2010.

Lothian CC received the award in recognition of its running of last June's Doune hill climb. Clerk of the Course Vernon Williamson said: "The team at Lothian is very small and has worked very hard for this award. It is a just reward for such an enormous effort."

## MSA calls for closed road proposals

The MSA has asked registered clubs to submit their proposals for suitable events to support the governing body's campaign for closed road motor sport. The MSA is engaged in ongoing discussions with Westminster regarding an amendment to existing legislation that would grant local authorities the power to suspend the Road Traffic Act. "We're making good progress with closed roads," said MSA Chief Executive Colin Hilton. "We now need to draw up more details of potential events to demonstrate the possibilities of the proposed legislation."

An event proposal form is available by [clicking here](#); completed forms should be sent to [media@msauk.org](mailto:media@msauk.org)



## Shenington recognised for National Motorsport Week support

Shenington Kart Club has been handed a Motorsport Industry Association/ Motorsport Foundation award in recognition of its contribution to National Motorsport Week 2010.

Cub Secretary Graham Smith collected the prize from MIA Chairman Alistair Fergusson at Autosport International. "The club is very honoured to receive the award from the MIA and Motorsport Foundation," said Smith. "It was completely unexpected but very gratifying to all our volunteers to recognise the club's contribution to the National Motorsport Week."

Shenington advertised its NMW activities in its local newspapers, staged a three-day display of its Let's Go Karting equipment, and made a donation to the Motorsport Foundation.



## MSA stands popular at Autosport International

The MSA enjoyed a productive four days at Autosport International in January, with staff and drivers on hand to answer questions on licensing, regulations, the MSA Academy and the Go Motorsport campaign.

The MSA stand featured the inaugural Reaction Race; nearly 1000 showgoers took on the BATAK wall, with one winner each day claiming a Silverstone driving experience for their high scores.

Meanwhile, the Go Motorsport stand focused on 'Maximum Thrills for Minimum Bills', showcasing low-cost competition cars from various disciplines.

"This year's Autosport International was one of the best yet for the MSA," said Chief Executive Colin Hilton. "We held several key industry meetings and welcomed hundreds of visitors to the MSA and Go Motorsport stands over the course of the show."



## British karters crowned at CIK-FIA ceremony

Almost a third of the 19 international karting champions crowned at January's CIK-FIA awards ceremony in Paris were Britons, with many more collecting runner-up and third-place accolades.

Five champions from the UK were honoured on the night: World U18 Champion Jake Dennis, 15 (above); SKF World Cup Winner Oliver Rowland, 19; KF3 World Cup Winner & European KF3 Champion Alexander Albon, 14; European Superkart Champion Gavin Bennett, 31; and Asia-Pacific KF3 Champion Matthew Graham, 14. MSA General Secretary and Kart Committee Chairman Rob Jones watched the drivers collect their awards. "The success of our karters in international competitions last year proves that the UK karting scene is as potent as ever," he said. "The MSA is committed to ensuring that this country continues to produce motor sport talent in abundance."

## British F3 enters 60th season

The Cooper Tires British F3 International Series celebrates its diamond anniversary this season, which gets underway at Silverstone on 8 March.

Stéphane Ratel, the boss of series promoter SRO, said: "SRO is proud to promote the Cooper Tires British Formula 3 International Series, which is still viewed as a crucial step in the development of a driver's career. Becoming a winner in British Formula 3 gets you noticed by the most important people in motorsport; this was true 60 years ago and it is still true today."

The British F3 title was first won by Eric Brandon in 1951 and is currently held by Red Bull protégé Jean-Eric Vergne, who collected his trophy from Ross Brawn at the Night of Champions.

## British Rallycross 2011 changes revealed

This year's Quaife MSA British Rallycross Championship title will be fought out by Supercar class drivers only.

As a result the Superfinal, which has traditionally featured Supercar and SuperModified runners battling for overall honours, has been dropped. A new two-wheel-drive MSA Supernational Championship has also been introduced, as have BMW MINI and 1600cc Hot Hatch categories.

Championship promoter Amy Doran said: "Last year was the first that Lydden Hill Motorsport Club had control over the championship and these changes are as a result of what we learned and experienced, as well as addressing competitor concerns and interests."

Meanwhile, MSA Race, Speed & Kart Executive Cheryl Lynch attended the championship's awards ceremony in January. "It was a fantastic evening and, as an MSA Women in Motorsport Group member, I was pleased to see Paige Bellerby collect her Junior Rallycross Champion's trophy and Shelly Wakeling crowned the Driver of the Year."

## FKS boss in 16,000-mile charity drive

Formula Kart Stars boss Carolynn Hoy is driving 16,000 miles across the Americas in an ex-MoD Land Rover ambulance to raise money for the Help for Heroes and Headway charities.

Hoy and Ann Wetherill set off at the end of January from the world's southernmost city, Ushuaia in Argentina. "We're driving all the way up the western side of the Americas to Prudhoe Bay in Alaska," said Hoy, who expects to complete the journey by mid-April. "We've named the Land Rover Ernie, after the explorer Ernest Shackleton."



Anybody wishing to donate can send a cheque – made out to A2A – to Formula Kart Stars, Snowball Farm, Westbury, Brackley, Northamptonshire, NN13 5JP. Alternatively, visit [www.antarctic2arctic.com](http://www.antarctic2arctic.com)



## World's only street-legal Pro-Mod to contest MSA series

Drag racer Andy Frost will campaign the world's first and only NHRA-compliant road-legal Pro-Modified car in this year's MSA British Drag Racing Championship.

The car, a 1972 Vauxhall VX4/90 FD dubbed Red Victor 3, has an 8.8-litre, twin-turbocharged GM V8 engine, is capable of producing in excess of 3000hp and will eventually exceed

240mph over a quarter of a mile. However, it also has electric windows, a tax disc and an MOT certificate.

"The car has a long history, and I actually started racing it in Run What Ya Brung over 20 years ago when it had a small-block Chevy motor and a standard profile," said Frost. "It was in 2009 that I decided to convert the car into a street-legal Pro-Mod. The project has taken 18 months so far and is a collaborative effort between my team, RedVictor1 Racing, Webster Race Engineering and Knight Racing Services."

The car will contest the MSA series under the VXR Drag Racing Team banner, having attracted backing from Vauxhall's performance division. It is also scheduled to climb the hill at the Goodwood Festival of Speed in July.

## Competitions & Clubs Department in electronic Permit push

MSA Event Permits applied for by post can now be received by email. MSA Competitions and Clubs Administrator Michael Gibbs said: "We aim to have 90% of all Permit applications being completed electronically by the end of 2012. This will make Permit management easier for clubs and will reduce our department's carbon footprint."

## 360MRC confirms Snetterton enduro

The 360 Motor Racing Club's six-hour endurance race will return to Snetterton on 30 April, following a successful debut in 2010. The event – to be run on the new Snetterton 300 circuit – is open to saloon and GT cars of the 1950s-'80s, and will be preceded by a 30-minute support race. The largest ever assembly of Gulf-liveried cars is also planned, and Radio Le Mans is scheduled to cover proceedings.

## TECHNICAL / REGULATIONS

### Stage Rally Vehicles – Mud Flaps and Window Film

Competitors are reminded that the implementation date for mandatory window film and mud flaps behind each wheel was brought forward to 2011 for all stage rally vehicles. This means that any stage rally vehicle, regardless of when its Competition Car Log Book was issued, is now required to comply with (R)48.1.10 and (R)48.1.12.

### Cadet chassis & brake homologations

The final list of 2011 MSA Cadet homologations for chassis and brake systems is available [here](#). Competitors are permitted to use any combination of MSA-homologated Cadet chassis and brake systems, provided that they are compatible. The list of brake system homologations also applies to the Super Cadet class, with the exception of any non-hydraulic systems featured on the list.

### Roll Over Protection Systems

The MSA Technical Department wishes to clarify that the upper portion of the front legs of a ROPS is permitted to bend in such a way that it follows the windscreen A-pillar. The example pictured is therefore in compliance with MSA regulations.



## TECHNICAL / REGULATIONS

### Towing Points

The MSA Technical Department is concerned by the number of towing point failures. The requirement, detailed in (Q)19.1.3, is for substantial towing eyes that are securely fixed to the main vehicle structure, front and rear, with a minimum internal diameter of 60mm. They must be housed within the confines of the body and painted a contrasting bright colour. Some failures are caused by misuse but others occur because the eye is neither sufficiently substantial nor securely fixed.

### Harness and FHR compatibility

Competitors are advised that it is acceptable to use an FIA-approved Frontal Head Restraint (FHR) (e.g. HANS) in conjunction with a three-inch shoulder strap harness. Some harnesses have a section of two-inch webbing let into the straps to accommodate the use of an FHR; these are acceptable only when used in conjunction with an FHR.

### Advertising on transparent surfaces

As detailed in MSA Regulation (H)28.1.4, no display on a transparent surface can exceed 13cm in height. To clarify, the word "display" refers to all advertising material on the individual transparent surface. Therefore it is not permissible for a surface to feature multiple displays that are each shorter than 13cm but which exceed a combined total height of over 13cm.

### Cadet & Super Cadet Rear Protection Systems

The MSA Technical Department reminds competitors that plastic Rear Protection Systems are not currently permitted in either the Cadet or Super Cadet classes. The only rear protection currently permitted is the MSA steel rear bumper, as detailed in the 2011 MSA Kart Race Yearbook (B.1.3.7).



### AASE student Wagner sets up successful school kart club

In a move that embodies the spirit of the Go Motorsport campaign, MSA Apprentice David Wagner has co-founded a successful kart club at Glasgow's Hutchensons' Grammar School, for which he and two fellow pupils won the 2010 British Schools Karting Championship (BSKC) title.

Wagner claimed the BSKC crown alongside Greg Barnard and Kerr McEwen. He subsequently teamed up with the latter to launch the new club, which he said attracted 60 students to a taster event. "Because of the success of the taster day we now run two championships for different age groups," said the 18-year-old. "They run at two venues: Scotkart Cambuslang and Scotkart Clydebank. We have over 30 people taking part, only one of whom was previously involved in motor sport."

Wagner began competing in 2005, and won the final race of the Formula Renault BARC Winter Series in 2010.



### Team UK 2011 programme gets under way at Silverstone

The 2011 Team UK national squad met for its first training and development session of the year at the Porsche Performance Centre in January.

The elite drivers at the pinnacle of the MSA Academy were joined by National Race Coach David Brabham and National Rally Coach Mark Higgins for sessions focusing on fitness, psychology and media training.

Cooper Tires British F3 International Series driver Jack Harvey said: "I'd heard great things about Team UK before being selected to join the scheme, and the first session at Silverstone certainly lived up to expectations. Everybody was very welcoming and, although I race against some of the other guys on the programme, it already feels like we're a team. I'm feeling very positive about the support I'll be receiving from David Brabham and the rest of the Team UK coaches over the coming season."

The 2010/11 MSA Advanced Apprenticeship in Sporting Excellence (AASE) contingent also spent two days at Porsche's Silverstone facility last month to take part in workshops on topics such as body composition analysis, strength testing, functional movement and lactate thresholds.



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

## Clubs requested to submit event details for campaign website

Clubs wishing to have their 2011 events listed on the Go Motorsport website are requested to supply relevant details well before the end of this month. GoMotorsport.net includes a postcode search facility that allows browsers to locate all sorts of events that are taking place in their areas.

The site already lists all MSA Championships, plus many of the sport's other major highlights such as the Goodwood Festival of Speed and the British Grand Prix. Motor clubs, though, are able to include their own meetings alongside these within the 'Go Find' database – and to do so they should send the correct information to [info@GoMotorsport.net](mailto:info@GoMotorsport.net).

Details required are the name of the event, the type of discipline (Autotest, Sprint, Rally etc.), address, website, contact details (if available) and, most importantly, the venue's postcode, without which the search cannot function.

Go Motorsport Coordinator Jonathan Gill said: "We realise it can be hard to provide accurate postcodes for certain types of event such as sporting trials and multi-venue rallies, but we ask those organisers wishing to have their activities listed to give us as accurate a postcode as they can. At the very least this will point interested spectators – not to mention those potential new competitors wanting to have a closer look – in the right direction. We would also remind clubs only to provide details of events where spectators will be welcomed. For obvious reasons we only want to direct the public to activities that are properly geared up with the right safety provisions."

## Go Motorsport event wins Badge of Honour

An 'Enterprise in Motorsport' event organised by the Go Motorsport campaign's Midlands Regional Development Officer, Robin Webster, has been awarded the Global Entrepreneurship Week 'High Impact Badge of Honour'.

The event – run in conjunction with the Buckinghamshire Economic & Learning Partnership and the Milton Keynes & Bucks Enterprise Learning Partnership – saw 200 pupils from 14 schools visit Silverstone to learn about Go Motorsport and careers in the sport.

"The students had a great time and it really opened their eyes to the opportunities in motor sport," said Webster.



## Go Motorsport continues partnership with BSKC and Greenpower

As a major part of its drive to increase awareness of motor sport among the next generation, Go Motorsport is continuing to work closely with other initiatives that are similarly focused on introducing young talent to the sport.

This year's British Schools Karting Championship (BSKC) is already under way, with hundreds of teams – representing schools up and down the country – competing in regional heats and finals. Go Motorsport's nationwide network of Regional Development Officers (RDOs) is attending many of these heats and offering competitors even greater insight into how they can further their thirst for racing in the future.

Later in the year the RDOs will be working closely with those schools that are currently busy building their electrically-powered racers to contest the 2011 Greenpower championship (pictured).

## Join the Go Motorsport campaign

Launched in 2008, Go Motorsport is a national marketing campaign to promote UK motor sport and to encourage more people to get involved as drivers, volunteers or spectators. There are many ways for you to play your part in encouraging more newcomers into all areas of the 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)

# The 2010 MSA British title winners crowned at the annual Night of Champions ceremony at the Royal Automobile Club in January

(All left to right, with Ross Brawn or Malcolm Wilson unless otherwise indicated)

Alastair Moffatt, Link Up Ltd  
MSA British Autotest Champion

Alice Powell, BWRDC Lord  
Wakefield Trophy winner, with  
MSA Chief Executive Colin  
Hilton

Andy Robinson, MSA British  
Drag Racing Champion

Barry McNulty, Dulux Trade  
MSA British Rally Champion  
co-driver



Barry O'Neill, JLT MSA Marshal of the  
Year, with JLT's Richard Rainbow  
Dave Wellden, Chairman of JLT MSA  
Club of the Year, Cramlington and District  
Motor Club, with JLT's Richard Rainbow  
David Stokes and Guy Weaver, Dunlop/  
WONAGO.com MSA British Historic Rally  
Champions

Duncan Stephens, MSA British  
Car Trial Champion

Elfyn Evans and Andrew  
Edwards, Dulux Trade MSA  
British Junior Rally Champions

Ilan and Bianca Wright,  
MSA British Sporting Trial  
Champions



Jake Cook, RSF MSA Young Driver of  
the Year, with RSF's Derek Walters  
Jake Dennis, StingrayRV MSA British  
Junior Kart Champion  
Jason Dredge, MSA British Long  
Circuit Kart Champion

Jason Plato, Dunlop MSA British  
Touring Car Champion

Jean-Eric Vergne, Cooper Tires  
British F3 International Series  
champion

John Barnes, team principal of  
Dulux Trade MSA British Rally  
Championship Teams Winner, JR  
Motorsports



Martin Groves, Nicholson McLaren  
MSA British Hill Climb Champion  
Matt Neal, driver for Dunlop MSA  
British Touring Car Champion  
Manufacturer HondaDynamics  
Nathan Aston, MSA British Cadet  
Kart Champion

Nick Algar, SBD Motorsport  
MSA British Sprint Champion

Pat Doran, Quaife MSA British  
Rallycross Champion

Robert Ladbrook, Renault MSA  
Young Motor Sport Journalist  
of the Year, with MSA Chief  
Executive Colin Hilton



Ross Westgarth, MSA  
British Autocross Champion  
Tim Dilworth and Anthony  
Brinkman, Britpart MSA  
British Cross Country  
Champions  
William Neill, Renault  
MSA Young Motor Sport  
Photographer of the Year,  
with MSA Chief Executive  
Colin Hilton

# MEET...

## MSA Competitions and Clubs Manager **Simon Fowler**

**This month Simon Fowler sheds light on life in the Competitions and Clubs Department, gives his thoughts on the future of club motor sport and recalls the day Michael Schumacher visited Motor Sports House.**



### **Have you always been a motor sport fan?**

Well I was interested in cars from a very young age, and I used to make models and collect thousands of brochures. My first motor sport experience was probably when my father took me to watch a Superbike race at Brands Hatch in the 1970s.

### **What is your professional background and when did you start working for the MSA?**

After leaving college I went to work in the jewellery trade in London and eventually found myself working for a company that, amongst other things, engraved sports trophies such as the FA Cup. The British motor sport trophies were also brought in by the Royal Automobile Club and I remember thinking, 'That would be an interesting organisation to work for'. Then I left the trade and started looking for a new career.

I saw that the MSA had moved to Colnbrook and was advertising for a Processor in the Route Authorisation Department, a job that involves making sure that prospective events on the public highway comply with the Motor Vehicles (Competitions & Trials) Regulations, which is part of the Road Traffic Act. I applied, got the job and started in August 1988. I took on more responsibilities over the years and in 2003 I took over as Competitions and Clubs Manager when Ian Davis became Rallies Executive.

### **Who works in your department and what are their main responsibilities?**

Aside from myself there are Competitions and Clubs Assistant Manager James Betchley, Administrator Mike Gibbs and Route Processor Dave



Powell. We're a small but efficient team, and we work together very effectively.

We continue to handle route authorisation for events that take place on the public highway – about 225 per year – such as navigational rallies and trials. We also issue close to 5000 Event Permits every year, so we're busy from January to December. It's a huge amount when you think about it but it's not as arduous a task as when I first started in the late '80s. Back then we didn't even have a PC, we just had typewriters, phones and thousands of stamps and envelopes. If a club applied for a Permit in January for an event that was due to take place in December, they wouldn't receive the Permit until September. Now, if clubs apply online, their Permits are issued the next working day.

### **Are you a club member and do you compete?**

I'm a member of two motor clubs: Windsor and Falcon. I'm a fan of grassroots motor sport – the first competitive events I did were 12 Car and Scatter Rallies. I also like Autotests, particularly simple and logical ones that don't require a photographic memory. More recently I've been doing some Car Trials in a friend's car, which is loosely based on an Austin Seven. Its

mechanics date back to the 1950s, and it makes you realise how good modern cars are; just steering the thing is a workout.

I've tried a bit of karting as well but have never really got on with it. Karts really weren't designed for me; they need to be a bit bigger, and have some suspension and a bit more bodywork... like a car.

### **What does the future have in store for club motor sport?**

It's hard to say, although I do worry about it. Young people these days aren't as interested in joining clubs – any type of club – as they used to be, and many clubs' memberships have been slowly declining for 20 or 30 years. It's a generational and a cultural thing. It's also the reason why the Go Motorsport campaign is so important – we need to be going into schools and colleges, introducing young people to motor sport and showing them how they can get involved. The problem is that most people have no idea that there is more to motor sport than Formula One, because that's the branch of the sport that gets the majority of television exposure.

### **Who have you enjoyed meeting the most during your time in the sport so far?**

I met Michael Schumacher during the FIA hearing into his incident with Jacques Villeneuve at Jerez in 1997. It was supposed to take place in Paris but there were aviation industry strikes at the time so it was held at Motor Sports House, and afterwards a press conference was held downstairs. Michael asked me how many reporters were waiting. 'A couple of hundred,' I said. 'It won't be too bad...'