



MSA crowns its champions

The MSA honoured its 2011 British Champions and a series of special award winners during the annual Night of Champions ceremony at the Royal Automobile Club last month.

“The number of championship trophies presented on the night was a fitting reminder of the great depth of British motor sport, while the recipients of the special awards illustrate why the UK motor sport is admired around the world,” said MSA Chief Executive Colin Hilton. **See the 2011 MSA British Champions on page 5 >>**



Howard Lapsley, 1940-2012

The MSA is saddened to report the death of long-time MSA stalwart and former MSA Board and Motor Sports Council member Howard Lapsley (pictured left on his retirement from the Board).

Howard was still a member of the Judicial Advisory Panel, on which he had served since 1985 – a total of 26 years. He had also

served as Chairman of the Race Committee from 1994 to '97, and as Chairman of MSC Tribunals from 2000 to '03.

He was an FIA International Steward, an MSA Prosecutor in the International Court, and an active member of Oxford Motor Club. He became an MSA Steward while the governing body was still based in Belgrave Square, later sitting on the panel that reviewed prospective Stewards and taking part in the annual Stewards and Clerks of the Course seminars.

In 2009 he received an MSA Lifetime Achievement Award “in recognition of his unique contribution to British motor sport and his valued work in the establishment and implementation of the judicial processes.”

The MSA sends its condolences to Howard’s family and friends.

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Productive ASI for the MSA

The MSA stand was once again a hit at Autosport International, with 478 show visitors testing themselves against MSA Academy drivers on the Batak wall and many more dropping by with licence and technical enquiries.

"Autosport International marks the beginning of the new motor sport season, so it's always an important occasion for the MSA," said MSA Chief Executive Colin Hilton. "This year's event was particularly productive for the governing body, and it was encouraging to see so much interest in our stand from both licence holders and the wider public."

Fixtures & Permits 2012

The MSA Competition and Clubs Department wishes to remind clubs that events must be listed on the MSA Fixture list, in compliance with General Regulation (D)3.1. Fixtures must be submitted singularly, online, a minimum of two months prior to the event. Those who are unsure of their club login details should e-mail james.tattersall@msauk.org so that they can be reset.

It is kindly requested that clubs apply for Permits as soon as possible, especially for events requiring the appointment of an MSA Steward. Permits can be applied for online, and draft Supplementary Regulations uploaded in PDF file format.

Clubs should also ensure that if they feature the MSA logo on their websites they use the correct version. Clubs can additionally link from their website to an electronic version of MSA magazine using the following link: <http://www.msauk.org/site/cms/contentCategoryView.asp?category=607>

The magazine image that appears prominently on the MSA homepage can also be copied and used on club websites.

2012 Forestry Commission fees confirmed

The MSA has confirmed the fees that will be charged for providing access to the Forestry Estate for MSA-permitted events in 2012. Following a three-year extension of the Master Agreement, prices have increased in line with the Retail Price Index (RPI) at 5.4%. To view the 2012 fees, please click here: <http://www.msauk.org/site/cms/newsarticle.asp?chapter=210&nid=1464>



PC Autotests record strong growth

The number of people taking part in Production Car Autotests rose by 35 per cent in 2011, thanks to a 16 per cent increase in the number of events.

"Being cheap and widely available, Production Car Autotests are the best way into the discipline for people as young as 14, so it's encouraging to see this area show strong growth last year," said Autotest Committee Chairman Mike Sones.

Simeon Fry, 16, recently took part in his first PC Autotest, organised by the Under 17 Motor Club Northwest (pictured above). "I had a lot of fun and would like to come back soon and have another go," he said. "I think the experience provides vital knowledge that all people should know about the car before driving on the road. If you learn to control the car ready for when you start learning to drive, not only do you save money on lessons but you could also reduce the crash statistics of new drivers because they will have experienced emergency manoeuvres in a controlled environment. I am currently completing my Bronze Duke of Edinburgh Award and have been told I can use experiences like this towards the skill section of my award."

Marshals and radio crews needed for Mid Wales Stages

Newtown & District Automobile Club is looking for marshals and radio crews to cover the Mid Wales Stages rally on Sunday 4 March. The event uses stages such as Sweet Lamb, Myherin, Hafren and Pikes Peak, and is part of six championships including the MSA British Historic Rally Championship. Those interested should contact Chief Marshal Alan Yapp on 07776 223 265 or Gary Mitchell via gary@cwmharryfood.co.uk.

Timing Equipment - Classification and Certification

Following the retirement of Brian Snape, the MSA has appointed Turner Timing's Russell Smith as a new member of the MSA Test Panel (G29.12.5). Russell is approved to certify Rally and E/B timing equipment, and can be contacted using the details below:

R Smith, Turner Timing, Unit 10/11 Halliwell Business Park, Rossini Street, Bolton, BL1 8DL. Tel: 07584 936415. Email: russ@turnertiming.co.uk

MSA welcomes Speed Sisters to UK

The Speed Sisters, a group of female motor sport competitors from Palestine, flew to the UK last month for a special training programme organised by the MSA.

MSA training consultant Sue Sanders and ARDS instructor Helen Elstrop provided training on a voluntary basis at Silverstone, where the Speed Sisters were coached in circuit driving techniques aboard a Lotus Exige S and a Renault Clio, before tackling an Autotest in a Caterham. They concluded their visit with a trip to Autosport International in Birmingham.



“Following a photocall at Silverstone organised by the MSA Women in Motorsport Group to celebrate International Women’s Day in March 2010, the MSA was contacted by the British Consulate in Jerusalem, which was keen to deliver some training to a small

group of women seeking to participate in motor sport in the Occupied Palestinian Territories,” said MSA Director of Training and Education Allan Dean-Lewis.

“With financial support from the UK Foreign & Commonwealth Office, Helen and Sue delivered a programme in Ramallah later that year, which proved both popular and effective as a means of encouraging women in motor sport across the political and cultural boundaries that exist in that region. The Speed Sisters’ visit to the UK in January was a natural follow-on from that initiative, and the support of both Colin and Helen Elstrop and Chris Ward’s team at Silverstone was invaluable.”



MSA on the road

The governing body was delighted to attend a number of UK club, association and championship awards ceremonies over the last few weeks. MSA General Secretary Rob Jones was on hand to present silverware at the Association of Northern Ireland Car Clubs (ANICC) awards evening in January, and was joined a few weeks later by MSA Race, Speed & Kart Executive Cheryl

Lynch at the BRSCC’s ceremony. Lynch also visited the British Rallycross awards function, and Jones will this weekend head to the Association of North West Car Clubs (ANWCC) awards in Wilmslow. Meanwhile MSA Director of Development and Communications Ben Taylor attended the BTRDA prize giving ceremony at the National Motorcycle Museum at the end of January.

Myra Huddlestone, 1946-2011

The MSA sends its condolences to the family and friends of rallying stalwart Myra Huddlestone, who passed away recently. Myra’s was a familiar voice over forest radios, and along with her husband Chris – currently the MSA-appointed Forestry Liaison Officer (FLO) for North West England – she was involved in regional organisation for the Lake District and Lombard RAC rallies.

Brunel opens new Motorsport Centre

MSA Technical Administrator Joe Hickerton attended the opening of Brunel University’s new Motorsport Centre last month.

Brunel Motorsport was established over 10 years ago, and the university was among the first in the UK to enter Formula Student, a motor sport engineering competition run by the Institution of Mechanical Engineers (IMechE).

Hickerton, who graduated from Brunel’s Motorsport Engineering degree course in 2006, said: “I was delighted to be invited back to my old university for the opening of this fantastic new facility, which houses its Formula Student cars and other motor sport engineering projects. I’m sure it will enhance the university’s engineering courses yet further.”

SCOR puts safety first

Southern Counties Off Road Club (SCOR) has raised £1292 for both Hampshire & Isle of Wight Air Ambulance and Wiltshire Air Ambulance after exceeding a £770 target for a pair of new stretchers.

SCOR is a small but thriving club that has been running a full Trials and Safari calendar since it began in the mid-1980s. Medical cover for the club’s Clubman’s Safari events is provided by Hawk Safety Services, led by Eric Little, who approached SCOR following two incidents at Sidbury Hill in 2010, one of which led to the tragic loss of SCOR member Ray Kempster.

“Eric asked if he could pass round a collection bucket to help raise £770 for two new stretchers for his vehicle kit,” said SCOR’s Jane Dooley. “As safety is always the first consideration SCOR said the club would match any donations raised and set up its own collection. In just six events the £770 was raised, and a further £646 for Hampshire & Isle of Wight Air Ambulance and £646 for Wiltshire Air Ambulance.”

MSA announces insurance cover increase

The insurance cover offered by the Motor Sports Association's master policy has been increased with effect from 1 January 2012.

Public Liability

In line with a general increase in awards made by courts and the legal costs incurred by claims, the MSA's Public Liability cover for all events held under an MSA permit (or a Certificate of Exemption) has been increased from £30m to £40m for any one incident or accident.

Personal Accident

Additional Personal Accident benefits – superseding those published in the 2012 MSA Competitors' & Officials' Yearbook – have been amended as follows:

Officials ONLY

Temporary total disablement

Up to a maximum of £2,000 expenses necessarily incurred following any one accident, for those not in regular employment.

[Note: the previous cover had been limited to loss of earnings which offers no benefit to those not in employment]

Broken bone

Spine / skull / neck – £1,000

Elbow / arm / wrist – £400

Hip / pelvis / leg / ankle / feet – £400

All other bones, per fracture – £100

[Note: previous cover was limited to £200 for broken arm or leg, and £50 for all other bones]

Medical expenses following an accident, including repatriation to normal country of residence

Capped at £25,000.

[Note: this benefit has been introduced to cover medical expenses incurred during MSA-authorized activity outside of England, Scotland, Wales or Northern Ireland]

Competitors ONLY

Broken bone

Spine / skull / neck – £500

Elbow / arm / wrist – £200

Hip / pelvis / leg / ankle / feet – £200

All other bones, per fracture – £50

[Note: previous cover was limited to £200 for broken arm or leg, and £50 for all other bones]

"We have a responsibility to monitor the cover that is offered by the MSA's Master Policy to ensure that it keeps pace with the today's requirements," said MSA Chief Executive Colin Hilton. "This is especially true of the cover that we provide for our member clubs and volunteer officials, without whom the sport could not take place. The MSA is committed to providing every possible assistance for clubs and volunteers as we look to grow the sport further and attract more people to get involved."

The MSA would like to remind competitors and officials that every claim is considered on an individual basis and it can never be guaranteed that benefits will be paid. Therefore, accidents that may lead to a claim on these policies must be reported to the MSA as soon as possible and expenses should not be incurred on the assumption that they will be reimbursed.

The MSA further reminds its members that Personal Accident benefits are only relevant to issues at MSA-authorized events, although Officials are also covered on direct journeys to and from such events. Additional Personal Accident cover, including repatriation, can be purchased by competitors on top of the MSA policy, further details can be found at www.jltsport.com.

Full details of the MSA's insurance cover can be found in Appendix 2 of the MSA Competitors' & Officials' Yearbook (the 'Blue Book') which is also available online at <http://www.msauk.org/site/cms/contentCategoryView.asp?category=609>

TRAINING

2012 MSA training seminars underway

The 2012 MSA Club Officials Seminars kicked off at the end of January and will continue every week until mid-March.

Five of the 13 seminars have taken place so far, with an average of 70 per cent of those taking part being first-time attendees. The seminars are led by the MSA Director of Training and Education Allan Dean-Lewis, MSA Training Consultant Alan Page, and MSA National Training Team members Ian Watson, Dave Lucas and Peter Lawton.

Topics covered during the seminars include putting an event together, meeting operation, preparing for safety, the role

of the Secretary of the Meeting, and a number of further discipline-specific topics. Any club or event officials wishing to attend one of the following remaining seminars should email alan.page@msauk.org

February 11: Preston

February 12: Darlington

February 21: Jersey

February 22: Guernsey

February 26: Northern Ireland

February 27: Isle of Man

March 4: Scotland (Perth)

March 10: Exeter

The 2011 MSA British title winners crowned at the annual Night of Champions ceremony at the Royal Automobile Club in January

Left to right with MSA Chairman Alan Gow or FIA Deputy President for Sport Graham Stoker, unless otherwise indicated.

Daniel Ticktum, MSA British Cadet Kart Champion
Callan O'Keeffe, MSA British Junior Kart Champion
Tom Joyner, MSA British Short Circuit Kart Champion
Paul Platt, MSA British Long Circuit Kart Champion



Richard Davies, MSA British Autocross Champion
Steven Ferguson, MSA British Autotest Champion
Barrie Parker, MSA British Car Trial Champion



Ian Bell, MSA British Sporting Trials Champion
Graham Ellis, MSA British Drag Racing Champion
Stewart Robb Snr, MSA British Sprint Champion
Scott Moran, MSA British Hill Climb Champion



Julian Godfrey, MSA British Rallycross Champion
Ian Rochelle & Chris Hammond, MSA British Cross Country Champions
Martin McCormack, MSA British Junior Rally Champion
Guy Weaver & David Stokes, MSA British Historic Rally Champions



David Bogie, MSA British Rally Champion
Barry O'Neill, FIA Outstanding Official of the Year
Craig Wilkins & Aaron Scott, MSA British Endurance Champions
Felipe Nasr, British F3 International Series champion



David Hodgetts, MD of Honda UK, MSA British Touring Car Champion Manufacturer
Matt Neal, MSA British Touring Car Champion
Carolynn Hoy, BWRDC Lord Wakefield Trophy winner, with MSA Chief Executive Colin Hilton



Graham Sharp of Racing Steps Foundation, Sir Malcolm Campbell Memorial Trophy winner, with MSA Chief Executive Colin Hilton
Josh Webster, RSF MSA Young Driver of the Year with RSF's Derek Walters
Hugo McDaid & Gary Milligan of Omagh MC, JLT MSA Club of the Year, with JLT's Warren Downey (I)



Andrew Holley, JLT Marshal of the Year, with JLT's Warren Downey (I)
Dan McCalla, Renault MSA Young Journalist of the Year, with Renault UK's Jeremy Townsend
Dom Romney, Renault MSA Young Photographer of the Year, with Renault UK's Jeremy Townsend





Jakob Ebrej Photography



MSA Academy gathers young drivers at Silverstone

An incredible collection of the most talented young British race, rally and kart drivers attended the Porsche Performance Centre at Silverstone earlier this month, as the MSA brought together the entire membership of its ground-breaking MSA Academy for the first time.

During the event, Academy members benefitted from sessions with MSA Performance Director Robert Reid and National Race Coach David Brabham to explore what it takes to make it to the top of the sport, while eminent sports psychologist Dave Collins provided an introduction to unlocking the potential within an athlete. Further activities encouraged the drivers to consider how to work effectively as part of a team, and there was also an introduction to anti-doping.

"I first met with MSA Chief Executive Colin Hilton back in 2004 to get the MSA to understand the importance of developing British talent," said Reid. "We launched the Rally Elite programme the following year, Race Elite after that and brought those two schemes together as Team UK a couple of years ago. In the meantime, we've also started other initiatives further down the age range with the Advanced Apprenticeship, the Performance Master Classes and this year a new Development Squad to complete the pathway available to young drivers.

"Thanks to the efforts of all those involved, the MSA Academy is bringing to motor sport an approach to talent development that is taken for granted by most other sports. It is not simply about teaching drivers they have to be fit and hydrated, or how to deal with the media; it's about exploring the various parameters of human performance that can have a fundamental impact on their ultimate performance as international sports people."

The Academy event will be featured in the summer edition of *MSA* magazine.



Jakob Ebrej Photography

Applications open for MSA Academy junior co-driver programme

The MSA is inviting young British co-drivers to apply for a limited number of places on the new MSA Academy Junior Co-driver programme.

Nicky Grist, the former World Rally Championship co-driver best known for his successful partnership with the late Colin McRae, was brought into the MSA Academy fold in 2011 to oversee the development of co-drivers on the Team UK national squad. In addition to that programme, he will this year mentor a further group of promising navigators, who will be selected following an open application process.

"Our aim is to develop a junior group of navigators who will then be well placed to progress up to Team UK when the current national squad co-drivers graduate from the programme," said Grist. "They will have a number of training sessions with me throughout the year, and of course I'll be at the end of the phone if ever they need any advice during the coming season."

Applicants should be aged 21 or under on 1 January 2012 and should ideally:

- Hold a minimum of a National "A" licence
- Have completed a season in a national championship
- Have competed on both a national forest and tarmac event
- Have a confirmed season competing in a national championship for 2012

Those interested should request an application form from MSA Academy Co-Ordinator Greg Symes via greg.symes@msauk.org. Applications close on 29 February 2012.



MSA Academy drivers get advice from F1 star Webber

Some of the young drivers enrolled on the MSA's Advanced Apprenticeship in Sporting Excellence (AASE) programme enjoyed a rare opportunity to quiz an F1 star when they attended Get Race Fit with Mark Webber and Porsche Human Performance at Silverstone. Eleven recent graduates of the MSA's Advanced Apprenticeship in Sporting Excellence (AASE) took part in the event, which comprised yoga and race fitness classes and a Q&A session with seven-time grand prix winner Webber.

Development Squad member James Peace said: "I asked Mark how he prepared mentally and physically for a qualifying session to extract the best out of himself and the car when the pressure is at its highest. Mark answered my question with 100 per cent honesty and the words of advice he told me will stay with me throughout my racing career. The whole day was very educational and has given me a look at how important all aspects of fitness really are and has given me a more serious outlook on it."

Image: (left to right) National Rally Coach James Wozencroft, David Wagner, Max Coates, Will Thomas, Zoe Wenham, Josh Webster, Mark Webber, Aaron McClure, Jody Fannin, Ashley Dibden, Russell Danzey, Chris McCarthy, James Peace.

MSA Academy expanded for 2012

The MSA has broadened the reach of its acclaimed Academy by creating a new group of 20 young race, rally and kart drivers aged 14 to 18, drawn from leading series to benefit from sessions with MSA Academy coaches throughout the year.

"Thanks to the support of our friends at the Racing Steps Foundation, we have been able to develop a suite of materials that can really help young drivers at an early stage of their careers and roll that out more widely," said MSA Performance Director Robert Reid. "These new Academy members will benefit from a number of development sessions during the year, as well as access to the MSA coaches as they require."



Jakob Ebrey Photography

Latest Team UK line-up revealed

The 2012 Team UK national squad was unveiled at Autosport International at the start of the year, before gathering for its first group session at Silverstone's Porsche Performance Centre earlier this month.

Team UK is hand-picked group of the country's most promising race, rally and co-drivers, representing the pinnacle of the MSA Academy talent development pathway. Former grand prix driver and 2009 Le Mans champion David Brabham fulfils the role of National Race Coach alongside James Wozencroft as National Rally Coach, while former WRC co-driver Nicky Grist oversees the co-driver programme.

Exclusive visits to F1 and WRC teams as well as to leading component suppliers provide invaluable insight into the demands and requirements of a top driver and the squad enjoys access to some of the most sophisticated simulation equipment in the world.

TEAM UK 2012 IS:

Name	Age	From
Race		
Jack Harvey	18	Bassingham, Lincolnshire
Josh Hill	21	Farnham, Surrey
Alex Lynn	18	Dunmow, Essex
Josh Webster	17	Stowmarket, Suffolk
Nick Yelloly	21	Solihull, West Midlands
Oliver Rowland	19	Sheffield, South Yorkshire
Rally		
Mark Donnelly	20	Omagh, Tyrone
Elfyn Evans	23	Machynlleth, Powys
John MacCrone	22	Dervaig, Isle of Mull
Co-drivers		
Andrew Edwards	25	Aberystwyth, Ceredigion
Stuart Loudon	22	Glasgow
James Morgan	20	Aberdare, Mid Glamorgan



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



Clubbing together at the NEC

Kicking off the MSA's designated 'Year of the Motor Club', Go Motorsport's display stand at the recent Autosport International Show promoted many forms of grass roots motor sport, as organised by the hundreds of local UK car clubs.

Proving that motor sport is more affordable and accessible, the 'Join Your Local Motor Club' showcase featured an array of competition vehicles manned by members of 10 car clubs from the region around Birmingham's NEC complex. The cars on show included those regularly used for a wide range of disciplines and put the spotlight on asphalt rallying, sporting trials, autotests, sprints and navigational rallies. Many were unmodified road cars, providing showgoers with a great insight into some of the most cost-effective ways of enjoying the thrills of competitive motor sport without the need to invest in specialist machinery. Several of the vehicles also featured special controls permitting those with disabilities to compete alongside their normally-abled opponents – a rarity in most sports.

"I am hugely impressed with the performance of all the clubs and their members who contributed to this stand together," said Richard Egger, Go Motorsport's East Midlands RDO, who is also working closely with the MSA as part of the governing body's increased assistance for the sport at grass roots levels in 2012. "Without exception the clubs stated that they enjoyed the show and it had been a positive experience, so now we have to build on the experience gained."

Record year for BSKC!

The British Schools Karting Championship (BSKC) is reporting a significant growth for this year. Run by the British Automobile Racing Club (BARC) with support from the MSA and Go Motorsport, the 2012 BSKC is the biggest ever with more than 600 teams and close to 2000 drivers representing hundreds of schools throughout the UK, compared to 450 teams in 2011.

Practice sessions commenced in mid-January and regional heats and semi-finals are currently being held at 40 kart venues up and down the country. The best teams from these reach one of 10



regional finals. The winners of these will qualify for the National Final being staged at Daytona Milton Keynes at the end of March.

The 'arrive & drive' championship aims to introduce students aged 13 to 18 from schools and colleges to the excitement of competitive karting. Moreover,

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
- 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

the BSKC is now working with the ABKC and ARKS to help the talented youngsters to take the next steps into club karting competitions.

Go Motorsport's network of Regional Development Officers (RDOs) are visiting heats and finals in their areas not only to meet the competitors but also to discuss possible follow-up school visits.


TECHNICAL / REGULATIONS

Tyres for use in competition that incorporates the Public Highway

There are a number of motor sport activities that take place either totally or partially on the public highway. There are also times when, while the competition takes place off the public highway, there is a regulatory requirement for cars to “comply with Construction & Use Regulations”, i.e. be ‘road legal’.

The question of which tyres are acceptable for use on the Public Highway under Construction & Use and/or the Road Traffic Act is currently attracting a lot of interest and debate. The base line references are The Road Vehicles (Construction & Use) Regulations 1986 and the Motor Vehicle Tyres (Safety) Regulations 1994.

To summarise:

- The legal requirement for tyres used on the Public Highway is that they be “fit for use” and that minimum tread depth requirements are met. “Fit for use” includes – but is not limited to – being of a size and speed rating appropriate to the vehicle to which they are fitted.
 - While there is no legal requirement for tyres used on the public highway to be ‘E’ marked, it is illegal in the UK for anybody in the trade to sell tyres for use on the Public Highway that are not ‘E’ marked unless they are remoulds, which are required to be marked and constructed in accordance with BSAU144e.
 - Tyres marked “For Competition Use” need not be ‘E’ marked but this does not necessarily mean that such tyres are road legal or would be deemed to be “fit for use”. Whether or not a tyre marked “For Competition Use” or “For Competition Use Only” would be considered fit for purpose is something for a court to establish.
 - Tyres that are not ‘E’ marked can be sold in the UK provided that the supplier is satisfied that they are not intended for use on the public highway.
 - While a UK trader cannot sell non ‘E’ marked tyres for public highway use there are no restrictions on an individual purchasing non-‘E’ marked tyres on the internet from a non-UK company and then using them on the public highway, provided that they are “fit for use”.
 - For example, a new performance car could arrive in the UK on non-‘E’ marked tyres and be legally sold and used on the public highway, subject to the tyres being “fit for purpose”. However, when the tyres required replacing a tyre distributor in the UK could not legally sell direct replacements and would instead have to sell ‘E’ marked equivalents.
 - There is little doubt that a court would not consider tyres marked “For Racing Purposes” or “For Racing Purposes Only” to be “fit for purpose” on the Public Highway.
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- Different tyre manufacturers supply tyres with different conditions attached. For example, one tyre manufacturer advises that “even DOT approved or ‘E’ marked competition tyres are designed and compounded for competition use only and are not intended for highway or road use”. With such advice it has to be anticipated that a court of law would deem such tyres to be unfit for use on the public highway. Another manufacturer advises that “motor sport tyres are especially designed and compounded for competition use”. Some might argue that if the car is, for example, being used in a road rally, then such tyres would meet the “fit for use” requirement because they are being used in competition. However, would the tyres still be fit for use when driving to or from the event? Ultimately, only a court can decide.
 - The requirements for tyres are changing, inasmuch as tyres will have to meet wet weather performance and noise level criteria generated before they can be ‘E’ marked. This is not yet a requirement, but is not too far away. Compliance with these criteria is to be denoted by specific symbols moulded into the side wall.
- The reality is that if tyres meet the tread requirements and are ‘E’ marked, there is a substantially increased chance that they will be accepted as being “fit for use” than if they were not ‘E’ marked.

TECHNICAL / REGULATIONS

Seats in Stage Rally Cars pt.1

The MSA Technical Department wishes to clarify (R)48.10.6.1. which deals with seat requirements for cars that were issued with a Competition Car Log Book prior to 1st January 2009. The regulation refers to seat mountings specified in (R)48.10.6. which in turn refers to (K)2.2 and Section K Appendix 2 Drawing number 32. This drawing shows an individual mounting point and in (K)2.2.1 it details the minimum size of fastenings and counterplates etc. Rather than having four individual brackets, most seats have a single long bracket on each side. This is acceptable as long as the bolts are a minimum of M8, the bracket surface totals at least twice the minimum for an individual mounting point, and the counterplate for each bolt meets the minimum requirement.

Seats in Stage Rally Cars pt.2

There are a number of seats in use that are homologated to FIA Standard 8855-1992, the first seat standard produced by the FIA. Under the terms of (R)48.10.6.1 these seats are acceptable for cars with a pre-2009 issued CCLB, subject – as with all seats – to their appearing to be in sound condition for use in competitive motor sport. The fact that a seat carries an acceptable FIA homologation label is not the sole criteria for that seat being acceptable, and they should be checked for cracks and broken welds etc. With either a steel or composite seat the attachment points are high-stress areas, so look for signs of fatigue at these points. With composite seats the high-stress areas where you are more likely to find cracking are where the seat pan and backrest intersect, around harness strap apertures, in the shoulder zones and in the head side restraints.

Rear bumper studs

In December Motor Sports Council approved the immediate implementation of two new safety regulations applicable to Karting, as follows:

(U)17.8.9. Have any studs with more than 3 threads protruding from the rear of the kart covered with appropriate nuts, caps or suitable protective cover.

(U)17.13.12. Have any studs with more than 3 threads protruding from the rear of the kart covered with appropriate nuts, caps or suitable protective cover.