

February 2011

www.trackrodmotorclub.co.uk

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD
RAC MSA AFFILIATED, NO. 1230

Editors Bit

Yet another month has gone by, and now the rallies are set to start again

This month we have the Riponian and all help is needed on Roppa, please contact Andy Turnbull if you are free.

Then in April we have the Lookout Stages for 2011

All entries to Melanie Goldie please, she is Entries Secretary. E mail contact is Melanie@trackrodmotorclub.co.uk

Chief marshal for this event is Mark Dickenson from Ilkley motor club so if your free to help please contact him. His contact number is 07900 564239

If you wish to claim points for events you are either competing in or marshalling on please make sure all trophy points are submitted within 1 month of doing an event (along with a set of results please).

If you require any more information about any events or if you have an article please contact me.

Richard Goldie
Editor/Trophy points

THE BOXING DAY AUTOTEST 2010 FINAL RESULTS

After the long easy to remember fast flowing tests on the excellent "Morley Waste Traders" fully sealed but icy surface the results (including actual test times) are included in the list below.

Our traditional post event gathering and awards presentation commenced just after 12 noon in the Punch Clock Tavern and I am sure more competitors arrived at that point than actually did the event. We managed yet again to keep the **entry fee** down to just **£5** this is probably still the cheapest motorsport money can buy and it is all thanks to the vital support from our sponsors **Morley Waste Traders** and **Sulzer-Bootham Engineers** (Lifting Services) of York .

The Final Results are as follows.

| Position | Competitor | Car | Total | Penalties | -Test times 1-8 |
|----------|------------------|---------------|-------|-------------------------|----------------------|
| O/A | | | | | |
| 1st | Gerald Holdroyd | Mini | 331 | 48 40 43 40 43 39 42 36 | |
| 2nd | Michael Pickles | Micra | 335 | 41 49 40 43 40 39 44 30 | |
| 3rd | Chris Pud Wood | Micra | 345 | 54 42 50 41 39 39 39 41 | |
| 4th | Steve Carter | Micra | 353 | 50 44 49 42 44 40 44 40 | |
| 5th | Ian Beech | another Micra | 411 | 60 49 57 50 52 46 54 43 | |
| 6th | Tim Buckley | Same again | 411 | 62 51 55 47 50 53 48 45 | |
| 7th | Lorraine Leeming | Escort | 417 | 61 55 59 49 52 50 44 47 | 1st Lady & RWD Award |
| 8th | Mark Sherburn | Escort | 418 | 60 52 55 52 50 47 50 52 | |
| 9th | Dave Hemingway | Escort | 424 | 78 65 52 52 48 42 50 37 | |
| 10th | Simon Porter | Red 4X4 | 442 | 62 66 48 56 55 54 49 52 | |

Best Novice Award was won by **Graham Field** in the sideways Mk 2 Escort Well Done!

Thankfully again we had no protests, queries or hearings our regulations now exclude that kind of carry on anyway !

Thanks again to all who came and supported the event including Tom Whittaker for the use of his yard.

Final Note. I have thoroughly enjoyed my 20 year+ involvement with the Boxing Day Autotest initially as a competitor back in the 1980s when the event was always well organised by experienced club members including Derek Lee and Malcolm Jagger. I was therefore delighted to be asked to "keep the event going" and took over the organisation of the event myself in the late 90s when competitors, marshalls and venues were a short supply.

It is therefore with great regret due to the fact that I may not be resident in the UK this this time next year, we are looking for a new clerk of the course to take over this long established event.

Could any interested parties please contact myself or our Trackrod Club Chairman Mr Rod Parkin who will, as always, be happy to help if required.

Thank you to all who have supported myself with the running of the event over the years !

Happy New Year, Best Regards for 2011 and the future!

Andrew R Apperley

Clerk of the Course
The Boxing Day Autotest (1996-2010)

Dulux Trade MSA British Rally Championship

BRC New Year registrations

In a flurry of early New Year activity the Dulux Trade MSA British Rally Championship opened its books for 2011.

Apart from Evans and Evans, six drivers took advantage of the early registration fee and avoided the increase in VAT. Scottish driver John Boyd returns in an R2 Fiesta as does Joe McGonigle at the wheel of his Citroën C2R2 Max, while four new drivers have already registered for the 2011 championship.

A welcome face in the BRC is Tom Cave, who famously became the youngest driver to contest Rally GB just days after his seventeenth birthday. Kit Leigh has also registered; no stranger to the series' events, he has contested several in the past few years but never as part of the BRC and swaps his Fiesta ST for the newer R2 model.

Winning the BRC's support series means that the BRC Challenge champion Callum Black will have part of his entry fees paid for this year. But as the first team to register for the 2011 Dulux Trade MSA British Teams Rally Championship, his 586 Sports outfit could well have another driver lined up for a second Suzuki Swift S1600. Auto-sport Technology have also registered their intent to run a two car Renault team, with Estonian Siim Plangi taking the wheel of one, the second driver currently undisclosed.

Finally TEG Sport will have additional work this year as they have taken young Nick Cristofaro under their wing, the seventeen year-old planning to take the wheel of a Fiesta ST after deciding to move straight to the International series following his Formula 1000 apprenticeship.

For more information on the Dulux Trade MSA British Rally Championship visit www.rallybrc.co.uk

ENDS

FIA Institute chooses academy finalists

A selection of the world's most promising young drivers arrive in Melk, Austria tomorrow with their eyes firmly fixed on landing one of 10 places on the inaugural FIA Institute Young Driver Excellence Academy.

The drivers, who come from both race and rally disciplines, were nominated by their FIA-affiliated national sporting associations (ASNs) and then narrowed down to the best 18 by the FIA Institute.

They are: Kevin Abbring (21, Netherlands); Hamad Al Fardan (23, Bahrain); Paul-Loup Chatin (19, France); Albert Costa (20, Spain); Alon Day (19, Israel); Philipp Eng (20, Austria); Robin Frijns (19, Netherlands); Adam Gould (23, UK); Timmy Hansen (18, Sweden); Egon Kaur (23, Estonia); Andreas Mikkelsen (21, Norway); Norman Nato (18, France); Alexander Rossi (19, US); Jan Skala (19, Czech Republic); Richie Stanaway (19, New Zealand); Molly Taylor (22, Australia); Stoffel Vandoorne (18, Belgium), and Joni Wiman (17, Finland).

Josef Newgarden (20, US), who was originally on the shortlist, has withdrawn due to racing commitments in the US, which mean he is unable to travel to Europe for FIA Institute Academy training sessions this season.

The Programme

Over the first two days the drivers will be split into three groups and put through a series of driving and non-driving assessments.

On Sunday and Monday, all three groups will participate in driving assessments. Also on Sunday, the drivers will be put through their paces physically in the gym to assess fitness levels and mentally through team-building skills. Monday means psychological profiling and media skills. The final day delivers a sharp competitive edge to the shoot-out, with a Race of Champions-style qualification event in the morning and final in the afternoon.

The 10 successful drivers, who will be chosen to participate in the FIA Institute Young Driver Excellence Academy 2011, will be announced at 1800 on Tuesday.

The Coaches

The Selection Event and the Academy programme will be led by former Formula One star and Le Mans 24-Hour winner Alex Wurz and 2001 World Rally Champion co-driver Robert Reid.

Wurz will run the on-track activities through his Test and Training International (TTI, www.test-and-training.com) company. TTI has schooled more than 2.8 million road users in safety training. Robert Reid will lead the off-track activities via his company Elite Sports Performance (ESP www.esp-academy.com). ESP has been a training service provider to the FIA, working most recently on the Pirelli Star Driver scheme.

TheDriving

For the driving elements of the Selection Event, drivers will use identical race-spec BMW M3s. This part of the programme, designed by Alex Wurz, will offer an exacting and thorough examination of all areas of driving. Tests include:

- **Smooth driving:** drive on pre-determined sections of the racetrack while maintaining the highest possible average speed in a single high gear. The participants are not allowed to use the clutch in slower corners. This will demonstrate the driver's ability to use the correct line while maximising the torque of the engine.
- **Car control:** drive as fast as possible around a track while dealing with the loss of grip and resultant sliding car. The drivers must keep the car between a set minimum and maximum speed. This will demonstrate the driver's ability to control a skidding vehicle and maintain continuous drifts on slippery surfaces.
- **Consistency:** drive several laps around the racetrack reaching a minimum lap time or faster, while trying to achieve lap times as consistent as possible without any control devices such as the speedometer occluder. The target is for the driver to post lap times which are within 0.5 seconds of the average.
- **Driving ability:** the driver will take a vehicle around a handling track, which includes dry, wet and slippery conditions. The drivers will be required to perform various braking exercises, including brake-swerve manoeuvres, and the goal is to be as fast as possible while staying within the minimum and maximum speeds at specified locations on the track.
- **Acceleration, braking, coordination:** the driver will tackle linked sections of the racetrack where highest possible entry, apex and exit, as well as braking-point speed are assessed. Additional elements such as the duration of braking and general braking habits will also be assessed.
- **Driver competition:** a straightforward, pursuit-style of competition; the drivers start at either side of the circuit and attempt to close the gap on their rival. The winner goes through to the next round, while the loser has to rely on a fastest loser mechanism in the hope of continued progress in the shoot-out. r rev

ClassroomanFitness

Non-driving assessments will take place over the first two days of the Selection Event. They include:

- **Interview and presentation:** the drivers will have to deliver a pre-prepared 10-minute presentation to a panel consisting of representatives from the FIA Institute, ESP and TTI. This will be followed by a short question and answer session on the presentation and close with a general interview including questions from the panel regarding the driver's goals, ambitions and opinions.
- **Media:** Media skills will be assessed by ESP using professional journalists who will be looking for confidence, competence and flair in their communications during the driving sessions to simulate real life on-event media.
- **Behaviour in team situations:** the drivers will be required to participate in tasks requiring inter-

dependent working. The focus will be on identifying strengths in areas such as communication, interpersonal skills, competitiveness, time-management and forward planning.

- **Psychological profiling:** Participants will complete a number of ESP developed questionnaires designed to build a reference profile for future personal development.
- **Fitness:** the fitness of the drivers will be examined under a series of aerobic, strength and conditioning tests, which will be compared against ESP motorsport benchmarks.

The Prize

The 10 successful drivers will be given a fully-funded year of training from the FIA Institute Young Driver Excellence Academy. Training sessions will be scheduled through the season, the first of which will run in Edinburgh later this month. Being one of the 10 will stand those drivers out from the crowd; for 2011, at least, nobody else will have access to this ground-breaking, world-class Academy.

Event Details

The three-day shoot-out will take place at the Road Safety and Motorsport Training Centre in Melk, 100 kilometres west of Vienna. The 18 drivers will begin their shoot-out on Sunday at 0830 and finish at 1900. The same format is run on Monday, while Tuesday ends slightly earlier at 1800 with the announcement of the 10 successful participants.

Further information is available from www.fiainstitute.com, with daily updates together with downloadable, high-resolution pictures available from Sunday (February 6) evening onwards.

Contact: press@fiainstitute.com

RETROSPECTIVE

40 YEARS AGO - FEBRUARY 1971 - The club's gestation period is proving to be lengthy, still no news on RAC affiliation - though there was a postal strike in progress !! The very first AGM was held at Moortown Rugby Club and 40 members attended, dealing with the election of officers and the accounts - we had £70-15s-2d - wow !!! Also up for discussion was the establishment of appropriate trophies for the planned calendar of events. Peter Gledhill reported on his motorsport activities in his VW Beetle 7673 UG (is it still out there somewhere?) -Said it cost him £175 in 1969 - what price now ??? On a more sombre note it was reported that the wife of Chairman Ray Dickinson had passed away on 28th January.

30 YEARS AGO - FEBRUARY 1981 - Dave Kelsall/John Bownass were best Novice on the Three Swans Rally, it was also the 1st event for new member Carl Gomersall and he finished a creditable 12th in class - he was navigated by Ronnie Moore. Other TMC crews out on the event were J.Harrison/Nigel Latimer (18th in class); Tom Whittaker/Derek Lee (14th in class) and Jez Waters/John McNichol (7th in Class). Gracme Bradford put on the Boxing Day autotests at the Crest Motel for a meagre 10 entries. However the Autotest Championship was at stake and messrs Mackinnon and Ineson embarked on an event -long battle which included wrong tests for both but it was Ron that won the day - by 2.8 secs.! Other classes were equally competitive with John Renny being victorious in the rwd class from a surprisingly well driven standard Cortina of Ian Gurnett. Dates announced for the scalextric championship - 4 events with best 3 to count 9 (we still have the track etc if anyone fancies doing it in 2011 !!!)

20 YEARS AGO - FEBRUARY 1991 - John McNichol's somewhat caustic comments about the RAC rally, and the MSA in general ,in the December issue seemed to have spurred others into print! - John Richardson offered an alternative view, at some length, by adopting a more pro MSA stance, He made lots of very valid points that seemed to balance the argument. However, both Steve Lancaster and Nick Steven added their own 10 penneth and suggested that the RAC rally was now definitely out of favour !! John Renny seeking marshalls for the Talkland International on 24th Feb - Staindale/Bickley was to be our stage upcoming social events included Karting; clay pigeon shooting;table top rally;spoonnoggin and a visit to Peter Black's museum !! The annual explanation of the trophy points system was another lengthy feature, in fact Editor Derek Lee claimed he had had a struggle to get everything in this month!!!!

10 YEARS AGO - FEBRUARY 2001 - Dave Hammond reported on the Christmas Stages that he did with Andrew Apperley in the Escort Cosworth. Apparently they had a very good event, finishing 9th o/a albeit aided by the late retirement of Bryan Gill who was leading at the time. However that's the nature of the sport. There was a brief report on a continental trip in Tom Whittakers Quattro which was reported to include a border confrontation about the name Quattro referring to the no.of seats !! and not being legal for 5 passengers !! (all this had the ring of a fairy tale) Apperley's Emporium had almost 2 pages of bits for sale plus a couple of cars !! TRACK-ROD _____ ENDS

MSA responds to forestry commission consultation.

The Motor Sports Association (MSA) is calling on the motor sport community to ensure that the sport's voice is clearly heard as the UK government considers the future management and ownership of the public forest estate in England. Following the publication of the coalition government's proposals yesterday (Thursday), the MSA is now urging all motor sport competitors, businesses and supporters to get involved with the public consultation which will run until 21 April 2011.

All the relevant documentation can be found online at <http://www.forestry.gov.uk> and the response survey can be completed online or in hard copy format. Interested parties from across the UK can legitimately get involved in this consultation if they use or might use the forest estate in England or could be affected by any potential change in policy. Alongside the public consultation, the Motor Sports Association will be making its case directly to the relevant government departments to ensure that the interests of the motor sport community are championed and that ministers, advisors and civil servants are fully aware of the importance of forest access.

The facts and figures:

- Total revenue collected and paid to the Forestry Commission (2010): £821,645
 - Number of motor sport events held on Forestry Commission land (2010): 41
 - The average road bill of a Stage Rally (2010): £25,950
 - Value to the UK economy of the UK motor sport industry (Source: MIA): £4.5bn
- Colin Hilton, MSA Chief Executive:

"We have been waiting with interest to see what the government would propose and we are encouraged by their insistence that current rights of access for leisure and recreation will be preserved and perhaps even legislated for. However, we cannot be complacent and 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.

"We accept that motor sport may be regarded as a minority activity, but it brings a great deal of revenue to the Forestry Commission and it helps to sustain one of the most successful British industries. Access to the forests is absolutely critical to the sport and we will be making representations directly to the government to ensure that they realise the importance of the public forest estate to our activity."

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National Motorsport Week Celebrates Global Sporting Success

This summer sees the launch of a new and improved National Motorsport Week that will culminate in the 2011 Goodwood Festival of Speed.

Thanks to an exciting new partnership between the Motorsport Industry Association (MIA), the Motor Sports Association (MSA) and Goodwood Motorsport, the annual National Motorsport Week has been switched to a date in high summer (June 25-03 July).

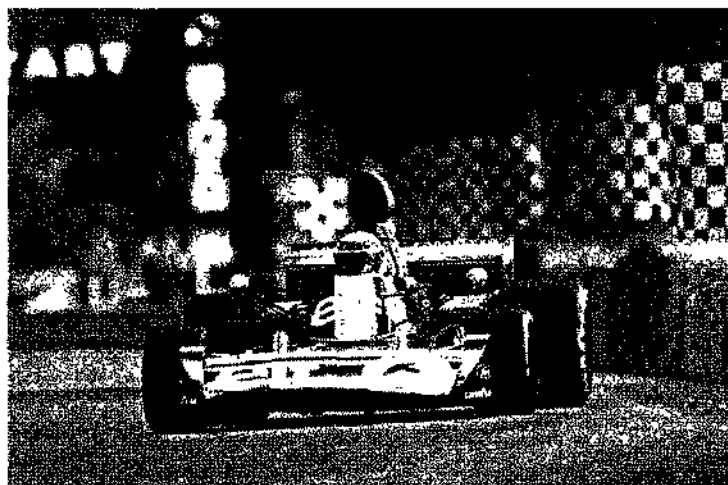
There's a tremendous amount to celebrate, as the UK remains the world leader of motor sport on all fronts. As well as producing World Champions such as Jenson Button and Lewis Hamilton, this country is one of just two hosting rounds of every major FIA World Championship, providing fans with an unrivalled opportunity to experience the excitement of live top class action. Indeed there are more than 5000 motor sport fixtures sanctioned by the MSA governing body every year in the UK. These not only provide the public with nationwide events to enjoy but also a chance to participate in a raft of different disciplines from sprints and hillclimbs to autotests and rallycross.

The UK is also in pole position when it comes to the cutting edge motor sport industry and it's no surprise that eight out of the 12 current F1 teams are based in this country. The MIA figures indicate that around 4,500 companies are involved in our motor sport and performance engineering industry, boasting an annual turnover of £6 billion of which £3.6 billion is exported. "From all angles motor sport is a great UK success story and one we will be highlighting in National Motorsport Week," said Colin Hilton, Chief Executive of the MSA. "The MSA has supported the MIA in this project since its inception. However, now National Motorsport Week will be part of our on-going Go Motorsport initiative, the primary purpose of which is to encourage more people into the sport. The objectives of the year-round Go Motorsport campaign are very similar – let's get more people involved in motor sport.

"The revised date – plus the extra impetus from the MSA – will see this well established initiative gather even greater momentum. We couldn't hope to have a better showcase than the Goodwood Festival of Speed and the move to July coincides with numerous UK motor sport events and activities, including the final build-up to the British Grand Prix. I am confident that by combining our resources and the whole sport coming together, we can really celebrate the global status and achievements of UK motor sport."

National Motorsport Week has run each year since 2006, with the valued *backing of the MSA's affiliated motor clubs*. Its aim is to attract wider media coverage, which in turn introduces new fans, competitors, spectators, organisers, engineers, journalists, photographers and much needed marshals to the planet's most thrilling sport.

Said the MIA's CEO Chris Aylett, "This is great news. We are excited by our new partnership that will vault National Motorsport Week to a new level. Incorporating it into Go Motorsport makes enormous sense, as does being able to crown nine days of nationwide promotional activities with access to 150,000 of the most ardent followers of motor sport at the Festival of Speed."



Kubica hurt in rally crash

Renault driver Robert Kubica has suffered serious injuries after crashing a car during a rally in Italy, according to reports.

The 26-year-old Pole was taking part in the Ronde di Andora Rally near Genoa when he left the road at high speed and crashed into a wall.

According to Gazzetta dello Sport, Kubica was taken to hospital with serious injuries to his arm and hand. His co-driver, Jakub Gerber was unhurt.

The start of the Formula One season is just over a month away, with the first grand prix to be held in Bahrain on March 13.

In a statement, Lotus Renault GP confirmed Kubica was airlifted to hospital but gave no details of his condition.

"Lotus Renault GP driver, Robert Kubica, suffered an accident at high speed while competing in the Ronde di Andora Rally," the statement said.

"The driver was airlifted to Pietra Ligure Hospital where he is currently undergoing medical checks. His co-driver is fine.

"Lotus Renault GP will issue another statement as soon as more information is known about Robert's condition."

D-MACK tyres to make WRC debut

Chinese tyre firm DMACK will make its debut on next week's Rally Sweden, running its tyres on the Ford Fiesta S2000 of former Junior World Rally champion Martin Prokop. DMACK and Michelin are the only tyre companies available to WRC competitors this season and the Chinese firm has put together its WRC range in just five months.

Triple British Rally Champion Mark Higgins has tested the full range of DMACK tyres, but it will be the DMG-ICE which comes under the microscope in Karlstad next week. DMACK is aiming its supply of tyres at private drivers, with Prokop being the highest profile driver running the new rubber in 2011. DMACK motorsport director Dick Cormack said: "The WRC, as a series, is the ideal global platform for us to showcase the brand and next week will see the culmination of many months of hard work. It will be fantastic to see a DMACK tyre on the start line of the opening world rally championship event. We are looking forward to the rally and are happy with how the testing and development programme has progressed. "Since gaining authorisation from the FIA to supply tyres in the championship alongside Michelin, we've achieved a lot and worked hard to develop what we believe is a product which suits our customers. We are confident our DMG-ICE tyre can perform well in terms of stud retention which is a key factor in this rally."

Ford's Preparations better than ever

Ford team principal Malcolm Wilson says his squad feels in its strongest ever position going into this year's World Rally Championship. The Cumbrian-based team has collected more testing data than ever before on a new World Rally Car, which Wilson admits is a previously unknown luxury. And, while he aims to put it to good use at the season opening Rally Sweden next week, he says the Fiesta RS WRC's true test will not come until round three, the Rally of Portugal. "In years gone by, we've done a day here and there before we've had to start the first event," said Wilson. "But with the Fiesta, we've done thousands of miles of testing and we've had time." That does add pressure, but it also means we're better prepared than ever. It's a very exciting way to start the new season, but one thing is for sure, Citroen will not have stopped developing or testing their car. "We have a good track record in Sweden, both of our drivers [Mikko Hirvonen and Jari-Matti Latvala] have won there, but Sweden is quite a specific event. At the same time, with the altitude, Mexico is a little bit the same in round two. I don't think it's until we're down at sea level in Portugal that we'll really see where we're at with the cars." As part of its commitment to the WRC this season, Wilson's M-Sport firm will not run any Super 2000 cars at all this year, focusing its attentions only on running the Fiesta RS WRC. "We've got nine cars running in Sweden," added Wilson. "But by Portugal we'll have 10. We're not going to release the cars to the customers just yet, that will come later in the season. It's going to be a very busy year for us, but it's one that we're all very excited about."

Ogier: No regrets over three shunts

Sebastien Ogier says he has no regrets over the three consecutive accidents that blighted the end of his 2010 campaign. After winning his second rally of the year on Rally Japan, Ogier was very much in contention to finish second in the championship. But instead of driving for points finishes, he stated that he wasn't interested in the runners-up spot and elected to push for more wins. While his fellow Citroen driver Sebastien Loeb ended the season in perfect fashion with three victories, Ogier garnered just nine points from a possible 75 and slumped to fourth in the standings. Ogier said: "Now I have thought about that for a few weeks, because I had to. You have to learn from your mistakes. Now it's finished and I forgot it. I'm focused on the new season. It was a difficult few events, but it's okay, it's a new season [now]. I have no regrets about that. I tried some things." Ogier has admitted he would have taken the points if he hadn't already signed to drive for the Citroen factory team this year. "If I had to play for my future, for my contract for this season, for sure, I use a different strategy, but now it's done," he said.

McLaren duo target 2011 title

Lewis Hamilton and Jenson Button are optimistic that McLaren will be even more competitive in 2011 as the 2008 and 2009 champion drivers go in search of further Formula One glory.

The British duo were at the unveiling of the new McLaren MP4-26 car at Potsdamer Platz in central Berlin on Friday, with both excited at the prospect of improving on an encouraging first year in tandem in 2010.

Hamilton was in contention for the F1 title until the final race of the year in Abu Dhabi but ultimately finished fourth, 18 points behind eventual winner Sebastian Vettel of Red Bull Racing. Button, who won the drivers' title in 2009 with Brawn, was fifth in his debut season with McLaren, who finished second behind Red Bull in the constructors' championship.

Button said: "I've had some fun years in Formula One - some good, some bad, and I think the competitiveness now is the best it ever has been.

"You have five world champions on the grid but also other drivers who have been close in the past, like Mark Webber or Felipe Massa.

"There is lots of competition and I hope it's a good fight but not too good - hopefully we can have a few tenths on everyone."

Hamilton added: "We should have a more competitive season. We are pushing as hard as we can to be even more competitive than we were last season. I do feel optimistic."

The launch of the MP4-26 was delayed until after the first Formula One tests of the season in Valencia, with an interim car used in Spain instead. But Button believes the extra time spent on development will be important, even if it has meant less time actually being able to test the car.

He told autosport.com: "I am sure (other teams) are saying that they have got an advantage because they are driving the new car already, and doing set-up work, KERS work and rear-wing work, but I think that for us as a team we understand KERS and that is important.

"I think it was important for us to spend as much time as possible building our car and that when we get it on the circuit it is competitive."

HAMILTON SET TO NAME NEW MANAGER

A happier, fitter Lewis Hamilton is poised to place the final piece of the jigsaw into his life that he hopes will also make it much easier.

It is approaching a year now since Hamilton split from father Anthony as manager, a move that impacted significantly upon him off track as he was forced to personally handle his own affairs, and on it as he admitted there were times when his performances were affected.

The 26-year-old, though, is now close to a resolution, with high-profile sports management agents IMG, who house an array of stars on their books, still rumoured to be the frontrunners.

"I'm working on getting it sorted. Hopefully in the next couple of weeks I'll be able to let you know what's going on," said Hamilton.

"But it's positive. It won't distract me from my job, and certain things will be taken care of a lot better than when I was looking after myself. I've a couple of candidates and I'm just trying to decide which one. I'll let you know when I've decided."

The suspicion is once that particular matter is resolved, it will allow Hamilton to focus fully on the most important aspect of his life - driving.

The 26-year-old certainly backed up his father's recent assertion he is particularly extra motivated this year to reclaim the title.

"I just feel things in my life are much better now, and I feel in a much better place, that I'm able to focus even more energy on to winning than I've done in the past," added Hamilton.

"It feels great to be here, I'm happy in my life, as I was at some points of last year. But every year I've always approached it the same. Sometimes your training doesn't go as well, sometimes you're more drained by appearances or certain things that you do.

"Whereas this year things have been a lot clearer and the training has been a lot more productive, and I'm feeling a lot better about the car. Of course, I always want it more. I can never want it enough."

Button happy with tyres

Jenson Button emerged from his first day of pre-season testing ahead of the new Formula One campaign sensing the new Pirelli tyres might just work to his advantage this year.

With McLaren due to launch their new car, the MP4-26, on Friday in Berlin, Button drove an interim spec of last year's challenger on the final day of the opening three-day test in Valencia. For the 2009 world champion, the work was all about evaluating the new rubber, with Pirelli having replaced Bridgestone.

"I like the feeling of the tyre," said Button. "It has a stable rear when you enter high-speed corners, a stable rear when you brake for low-speed corners, and that is something I really do need with the car. I am happy with that step."

He added: "In quite a few races last year I wasn't happy with my qualifying performance, but in the races we were very competitive. It is an area I need to work on, but all we can do off the circuit is try and improve areas that I think will help me.

"One area I think is that with Pirelli we have a tyre that maybe suits me more than the previous tyre we had. We have to wait and see, but I think that may be the case. I also think the work we are doing at the factory is positive."

Button was third overall on the timesheets with a lap of one minute 13.553secs, finishing 0.409secs behind Robert Kubica in the new Renault that features an innovative exhaust system. Kubica was the third different driver to lead the way this week as world champion Sebastian Vettel was quickest in his Red Bull on Tuesday followed by Ferrari's Fernando Alonso on Wednesday.

The Pole's lap, however, was the quickest of the week as he set a 1:13.144, finishing just 0.057secs ahead of Adrian Sutil, who ran the most laps of the day with 117, albeit in last season's Force India.

Behind the leading trio Mark Webber had a more productive day in the new Red Bull, the RB7, following yesterday's showing when he was hampered in his afternoon run by a master cylinder failure.

The Australian completed 105 laps, with his best a 1:13.936, and was followed by Felipe Massa as he sampled the new Ferrari F150 for the first time, with the Brazilian's best a 1:14.017.

Although it is early days, Michael Schumacher was 1.393secs off the pace in his Mercedes, finishing ninth of the 12 drivers on show, and seeming to suggest there is room for improvement all round. The second test, when McLaren's new car will have its first serious outing, takes place in Jerez for four days from next Thursday.

TROPHY POINTS CLAIM FORM 2011

Members Name

Competitors tick ☒ appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Autotest ☐

Economy Run ☐

Hillclimb ☐

Organising Club:

Trackrod ☐ PCT ☐

Other ☐ Road Rally ☐

Type of Claim:

Stage Rally M/V ☐

Stage Rally S/V ☐

Driver ☐ Treasure Hunt ☐

Navigator ☐ 12-Car ☐

Marshal ☐ Other - ☐

Service Crew ☐ state type

Organiser :

state position

Event Status

Clubman CM ☐ National "B" ☐ ANCC Round ☐

National "A" ☐ International ☐ Yorkshire League Round ☐

Other

For Official Use Only

RESULTS

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

ALL claims to be made within 1 month from the date of the event and must include a copy of entry list and final results sheet.

Club Nights

February 2011

1st Old Modernians

8th Fox & Grapes

15th Rose & Crown (Otley)

22nd Admiral Hawke

**Also any suggestions
for new places to meet
please contact any
member of the commit-
tee.**

March 2011

1st Old Modernians

8th Fox & Grapes

15th Rose & Crown (Otley)

22nd Fox & Grapes

29th Admiral Hawke

Events Calendar 2011

19th February

20th February

26th February

27th February

5th March

13th March

Bill Cammack Memorial Stages

Riponian Stages

Rally Sunseeker

Oak Leaf Stages

Malcolm Wilson

Roskirk Stages

Manby

N Y Forest

Various

Swynnerton

Cockermouth

Three Sisters

3rd April

Lookout Stages

Melbourne

10th April

SMC Stages

Weeton Camp

Your Committee

| <u>Chairman/Assoc. Rep</u> | <u>Treasurer</u> | <u>Secretary</u> |
|---|--|--|
| Rod Parkin 15 Holly Drive Tinshill Lane LS16 6EF 0113 2262422 (h) 07850 783555 (m) rod@trackrodmotorclub.co.uk | Richard Hart 10 Holt Park Green Leeds LS16 7RE 0113 2679544 (h) 07901 372919 (m) richard@trackrodmotorclub.co.uk | Simon Marston 24 Pasture Close Sherburn in Elmet Leeds LS25 6LJ 01977680578 (h) 07889152580 (m) simon@trackrodmotorclub.co.uk |
| <u>Website</u> | <u>Membership</u> | <u>Trophy Points & Editor</u> |
| Andrew Wride 1 Marlowe Close Pudsey Leeds LS28 9NT 0113 2194368 (h) 07796113713 (m) andrew@trackrodmotorclub.co.uk | Graham Wride 124 West End Drive Horsforth Leeds LS18 5JX 0113 2580274 (h) graham@trackrodmotorclub.co.uk | Richard Goldie 18 Kineholme Drive Otley LS21 3LX 01943467602 (h) 07875060423 (m) richardg@trackrodmotorclub.co.uk |
| <u>Comp Sec & Chief Marshal</u> | | |
| Andy Turnbull 93 Sandholme Drive Burley in Wharfedale Ilkley LS29 7RG 01943 862836 (h) andyt@trackrodmotorclub.co.uk | | |
| | | |
| Tim Jameson 98 Bilton Lane Harrogate HG1 3DG 01423 564243 (h) 07919694078 (m) tim@trackrodmotorclub.co.uk | David Thompson Primrose Cottage Main Street Collingham LS22 5AS 07841212562 (m) david@trackrodmotorclub.co.uk | Russell Holdsworth 07980 570078 (m) russell@trackrodmotorclub.co.uk |