



***April 2011***

[www.trackrodmotorclub.co.uk](http://www.trackrodmotorclub.co.uk)

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

## Editors Bit

Trackrod's Lookout Stages is now over and from my point of view it all went well. I was stage commander for the first time and hopefully I did OK and may be asked to do it again, we had J Turnbull as Chief time-keeper this was also his first time and we all seemed to work well together.

For the first time in years we managed to get the rally finished and cleaned up before 7pm so for all those who stayed over till Monday there was not a lot left to do.

The next rally we are organising as a club is rally Yorkshire so all help is needed yet again, if you can help please contact Rod Parkin or Mark Dickenson.

As you are all probably aware there was no magazine last month, this is because I only got one article so thank you Mr Ineson.

This is your magazine so let me have the articles please, as I mentioned at the beginning, even if it's only something you have for sale please tell me.

Congratulations to all the Trackrod members who won awards at the Lookout Stages this year.

Richard Goldie  
Editor/Trophy points

Chief Marshal

# *Academy begins with fitness focus*

Following the Selection Event in Austria earlier this month, the 12 successful drivers in the FIA institute Young Driver Excellence Academy will begin their training with a fitness-based workshop in Edinburgh, Scotland from Sunday 27 February.

The fitness tests, an extension of the field-based tests carried out in Austria, will be tailored to each of the 12 drivers' individual needs. They will examine body composition, movement screening, core and neck muscle endurance and a running test to scrutinise blood lactate and heart-rate response.

The drivers will undergo both temperature extremes; working outside in February in Scotland means temperatures close to zero, while the university's heat chamber offers 40 degrees and high humidity. In addition to the physical work, there will be further classroom-based tasks to complete as a follow-up from the profiling at the Selection Event.

The first workshop will be led by Elite Sports Performance's Dr Tony Turner, who is a lecturer in sports science at Edinburgh University.

Turner said: "The first workshop is much more about development of fitness and attitudes to training. We will do some more in-depth training and combined with the results from Austria we will be working to develop individualised training programmes to help push the drivers forward. Part of this is about education and giving the drivers the tools to use for a long and successful career. For example, we will bring in sessions on nutrition and hydration. They will also hopefully use the information with future teams and colleagues, as well as feed back to their National Sporting Association's to help promote professional development and safety in motor sport."

FIA Institute Young Driver Excellence Academy performance managers Robert Reid and Alex Wurz will be present during the workshop, along with the whole Elite Sports Performance team.

Due to the drivers' busy schedules, the first workshop session has been split into two, with Kevin Abbring, Albert Costa, Alon Day, Philipp Eng, Egon Kaur, Andreas Mikkelsen, Alex Rossi and Richie Stanaway training from Sunday to Tuesday (February 27 – March 1) and Paul-Loup Chatin, Robin Frijns, Timmy Hansen and Stoffel Vandoorne (who are involved in a Eurocup Formula Renault test) running through the same programme from Wednesday to Friday (March 2 – 4).

## RETROSPECTIVE

40 YEARS AGO - APRIL 1970 - Meeting at Moortown Rugby Club, Alan Staniforth guest speaker - gave us all we ever needed to know about Terrapin racers - minibased and devised by the man himself !

Also held our 2nd rally on map 102 utilising the Ripponden Maze. This was followed by our first PCT at Whin Park, Arthington, - a super venue though long now defunct. The winner was Dave Lawton, proving that he could have feathers in his shoes as well as lead !!! Also featuring in the results were messrs. Goodall and Ineson along with Johnny Solk; Steve Mills; Steve Hazeldine; Howard and Diana White; David Taylor; Martin Cantrill and Jim Rawlings. A very popular event though 2 competitors were penalised for running on oversize tyres and wheels - keen scrutineering even in our early days !!

30 YEARS AGO - APRIL 1981 - On the cover was Ken Goodall in the RS2000 on the Costa Di Plenti. John Bean assumed the role of Editor after some severe production and distribution problems ( we still meet up with John on occasions when we visit his local on clubnights- the Old Mods at Cookridge ).

Round 4 of the indoor rally championship was won by Simon Richards, Alan Lilley was 4th with the the Sanderson brothers 5th and Keith Hunn 6th.

John Bean also provided a report on the Airedale & Pennine Snowdrop Rally, Roy Fox and him being the only TMC crew. Apparently extensive roadworks did confuse the route but Andrew Smalley/Steve Kemp emerged victorious with our crew managing 20th o/a.

Trackrod won the Yorkshire Bank MC Scalextric challenge at their sports clubhouse at Moortown. Despite the inevitable bickering and harassment re. marshalling etc our team of Gurnett; Renny; Ineson; Mackinnon; Richards and Phillips won by almost 3 laps !!! YB insisted on a return match !!!

12 new members this month - Davidson; Womack; Buckley; Gill; Teasdale; Burnitt; Appleby; Lindley; Brock-Smith; Carr; Stone and one Sean Muscroft.

20 YEARS AGO - APRIL 1981 - New calendar for Larkspeed League published, our event will be SV Stage rally in november.

Report on the Lanc & Cheshire Chairman's Challenge autotest. 5 entries from TMC including 2 novices ; Donald white and Matthew Ineson. The others being messrs. Renny; Mackinnon and Ineson snr.. Ineson snr was gobsmacked to see jnr throw the spyder onto a line on test one but rested a little easier when he collected a penalty on test 2, and 3 !

David Haigh was in his own little world in the lead leaving all playing catchup with varying degrees of success - Ronmack had various errors (concentrating too much on videoing everyone else) and Jr broke his knob in disgust (steering wheel knob that is ) and the had a brake problem. Novices had their own little intense battle - finally resolved in favour of Ineson Jnr - however they both confirmed their novice status as navigators when they came home to Leeds from W

Wigan via Stoke-on-Trent !!!

Peter Rutterford/Mark Midgely reported on their outing on the Northern Lights Rally on which they won the 2nd Novice Award.

Steve/Mary Lloyd gave us an update on their Wiltshire motoring activities having recently acquired an MG Metro and using it as shopping car; autotest car and PCT machine!! Steve promised to keep us up to speed with forthcoming activities.

Nick Stevens/Dave Coates reported on the Morecambe Bay Stages rally - 28th o/a after several near misses/offs and mechanical maladies.

Martin Douglas gave us his version of the recent Northern Lights Rally as he was Chief Timekeeper - good to read an alternative viewpoint !!

10 YEARS AGO - APRIL 2001 - John Richardson reported on matters various, including the recent Ringmeister Rally held at the Nurburgring, which, you may recall, was largely organised by TMC members despite 3 or so feet of snow - a great achievement on our part!

A 4 round scalextric championship was announced - all to be held at Gildersome Con. Club.

( please remember, we still have all the kit if anyone fancies a play one club-night ! ).

TRACKROD ENDS

Now that the Lookout has been and gone it's time to start recruiting marshals, radios etc for the next event on Melbourne.

North Humberstone John Overend Memorial Stages Rally will be held on Sunday 15<sup>th</sup> May

We would be grateful for any Assistance people can give in any capacity.

Please let me know if you can help

Thanks

John Newlove

The 12 drivers in the FIA Institute Young Driver Excellence Academy were put through their paces at the first workshop in Edinburgh. Following three-days of intensive fitness and aptitude tests, here is what they had to say:

**Kevin Abbring** (21, Netherlands, rally driver)

"Going in the heat chamber was very useful for me, showing what can happen if we don't stay hydrated on the really hot rallies we're going to be doing. In Holland, we have a saying which basically means: "A new world opens for you." And that's how I feel about being involved in the FIA Institute Academy, I can only be very happy to be involved – especially when you see the kind of instruction and potential improvements that can be made through the programme this year."

**Paul-Loup Chatin** (19, France, race driver)

"This first workshop gave me a good insight into what the future might mean from a fitness point of view. In one of the tougher physical disciplines we had to wear a crash helmet that had weights on it to simulate the forces working on our necks in corners. In Formula Three or in some of the other lower formulas of racing, we're not making the same kind of force on the neck, but when you get to World Series or something like that, this is going to be a big thing and we have to make sure the fitness is ready for the future. The media work we did in Edinburgh was very useful as well, we did a lot of planning for the career – this was helpful to see where we should be looking to go after this year."

**Albert Costa** (20, Spain, race driver)

"It was really useful to meet with the personal trainers in Edinburgh. It means we can really focus on what we have to be doing to make the most of the fitness work. Everything is coming now, the start of the season is not so far away and, because of being involved with the FIA Institute Academy, I am trying to change the way I am doing things this year, with a bigger focus on the areas we are working on. I am not very tall and I need to work hard to get the most out of my body. I need to control the car in the same way the taller, bigger guys are doing and to do this I have to be 100 per cent fit so I can keep 100 per cent concentration all of the time. You need to be completely right on every lap, all of the time focused on what you are doing. You know, sometimes when you are in a race you are trying to remember something which has happened on a lap and being mentally strong and able to concentrate makes that easier – we saw this with the heat chamber."

**Alon Day** (19, Israel, race driver)

"One of the areas I found really useful in this workshop was the career-planning. I come from Israel, where there's really not much racing. It's quite tough to come from a country where there's not so much information about what the next step should be. I have realised that moving to Europe will help and I now hope to do that this season. When you look at a driver like Richie [Stanaway], I'm going to be racing with him in German Formula Three this season and Richie's living in Germany – that's what I've got to look at. Being in the place where you're racing will make things so much more

straightforward, to be close to the team and avoiding the five-hour flight from Israel every time. Being in this workshop has helped me realise that. On top of that, the fitness work we've done again here has been great, it's made me realise where I have to work."

**Philipp Eng (20, Austria, race driver)**

"The run up Arthur's Seat was a great way to start the day. And the reward at the top was fantastic: what a view over the city. Already I have learned so much from Edinburgh, but it's the media side which is making me think more. We had to make a one-minute presentation and I feel I didn't do so well as I could have done in this. This I have to work on and I will be doing that in the future. I realise that having to speak in front of a crowd is something I will have to do and it was useful to get some advice on this and some experience of doing it. For me also finding out about the hydration was very useful. Before this workshop, I was never sure exactly how I should be hydrated and I tended to drink too much in a short space of time, meaning I had to go to the toilet every 10 minutes on the morning of a race, now I have a really clear picture of what to do for hydration management. We also did some work with Alex [Wurz], which gave us some ideas on the debrief process and the driving elements of the workshop, which were really useful and very exciting."

**Robin Frijns (19, Netherlands, race driver)**

"When I was driving in Formula BMW, my fitness was not the strongest. Through the BMW series we had a website which helped with the fitness and some ideas of what we should be doing to help build ourselves. But now, through the FIA Institute Academy, we have people working with us individually, which makes it so much easier. Working with somebody on a one-to-one basis in Edinburgh, getting them to make a plan just for me to make me stronger was so important and so useful. My fitness is definitely where I have to work. It's kind of strange, I get in a race car and do lots of laps testing and racing or concentrate in qualifying in all sorts, an F3 car, a GP3 car, all kinds of cars and I get out and I'm not tired. But then I go out on the bike or go for a run and I get tired; the guys in Edinburgh were able to help me with that. It's this kind of assistance which is going to make us stronger."

**Timmy Hansen (18, Sweden, race driver)**

"I have learned so much already and I've put it into practice straight away. Last year, I don't think I was getting the most out of my engineer and now I realise why; it's because I'm a very digital person in the way I deal with things and my engineer was very visual. This season I have chosen an engineer who works in the same way as me and already I have noticed a difference in the results. Beyond those kind of things, the other area Edinburgh taught me a lot was on the fitness front – and especially for my neck muscles. The team had put some weights on a crash helmet to give us some idea of what two and 3g would feel like in a corner. We didn't have the helmet on for long, maybe 10 seconds, but it was really tough. I can't wait for the next workshop already."

**Egon Kaur (23, Estonia, rally driver)**

"After Edinburgh, I have already made some good plans for the next couple of weeks on what I am doing in training and what I am going to be eating. The nutrition was really interesting for me; I always try and eat chicken or pork or something like that when I'm at home, but this workshop has made me understand much more about when to eat and what sort of energy to be looking for from the food. Going to the shop to buy the lunch was a really useful exercise, making us really look at the energy budget from everything we bought: how much protein was there? Is there enough carbohydrates – and what about the fat? We need to know all of these things. It's been great getting back with everybody again, it's still an incredible feeling to be part of the FIA Institute Academy. When I got home from Austria I got messages of congratulations from all over the place and lots of news channels talking to me about what I'm doing, there's certainly been a lot of interest. But, for me, the main thing is now taking what I have learned from Robert and Alex and the rest of the guys and using it to my advantage ahead of my first World Rally Championship event, which is not so far away now [Rally of Portugal, March 24-27]."

**Andreas Mikkelsen** (21, Norway, rally driver)

"A couple of years ago, I got to the end of a stage in Turkey and saw [fellow driver] Gigi Galli at the side of the road, he'd fallen out of the car, literally exhausted from the heat – so it's quite clear how important this is in our side of the sport. Also, from my side, I have felt my levels of concentration lowering in places like Cyprus. I have worked hard on this over the winter, but going in the heat chamber was really useful to show what else we can be doing. I found the physical side of Edinburgh really good. It was similar to the stuff we had been doing in Austria, but really high intensity. We had 10 different exercise posts to go to in the gym and just 30 seconds on each machine, so we had to make some quick and explosive efforts. It was tough, but it's going to help my fitness even more. Of course the rally is not quite the same as it was for the endurance a few years ago, but strength is so important in the car. A couple of times, the power steering has failed in the car and it's at times like this when you need the strength, it would be easy to drop a couple of minutes when this happens because it's so hard work to drive the car without the [power] steering."

**Alex Rossi** (19, US, race driver)

"Going into this first workshop, I had no idea of what to expect. Coming out the other side, I have to say I have been very, very pleased; I really took a lot from it and it was a really cool experience. We all go there as race drivers able to drive fast, but with a basic understanding of fitness and media relations and the other things like that. Edinburgh has shown us how important the peripheral work is to the driving. ESP has taken us to the next level with this training and really opened everybody's eyes to what it takes to get to the top. Having Alex Wurz in Edinburgh, training along side us was fantastic as well. It came as no surprise to see how strong Alex is, he's known for being one of the most physically fit race drivers around. It was really useful to be able to take a look at what he was doing and use him as a baseline in our own work. "

**Richie Stanaway** (19, New Zealand, race driver)

"I've highlighted my strengths and weaknesses here in Edinburgh, which is really important to me. It was more than just about trying to improve on my weaknesses, it was also about making me even better in the areas where I'm already strong. The fitness side is an area which I realised needed working on in Austria and this workshop underlined that – that's something I'm really working on. It was great to b



there's a really good team building here with the drivers and the instructors. The atmosphere was very good and it's all such practical stuff that we're learning about. I've got lots of training and testing coming up with the team I'm racing with this year, so Edinburgh has really got me in the zone for what's coming; I'm in a great frame of mind for pre-season."

**Stoffel Vandoorne** (18, Belgium, race driver)

"The message I take away from Edinburgh is just how important the right level of fitness is to succeed at the highest level in the sport. As well as the physical side, we have been working on the mental approach and this is where the FIA Institute Academy is helping me, to get me to the level where I wouldn't be without them. We really made some good progress in the workshop in Edinburgh, I feel I have taken a good step forward. I leave Scotland with a good idea of what I have to do to help myself."

## To all members who haven't paid their 2011 subscriptions

Just to let you know that this is the last magazine you will receive until you renew your membership. Please let me have your form and money asap so you don't miss out.

You know it makes sense.

### New Members

We are pleased to welcome the following new members and look forward to seeing them at club nights or out on events.

Gordon Sneddon

Andrew Riley

Rob and Josh Watson

Graham Wride

Membership Secretary

Thanks

Graham

## **Regulation Changes**

At the latest meeting of the Motor Sports Council, which took place at the Royal Automobile Club on Tuesday 8th March, it was unanimously agreed to implement immediate changes to Regulations K1.3.1 and K1.3.5, which cover the Technical Specifications of Rollcages.

Following a National Court judgement last September, the Technical Advisory Panel was asked to review the regulation.

The Technical Advisory Panel confirmed to the Motor Sports Council that as front hoop failure was a possible risk where multiple bends appear in ROPS members, an additional Windscreen Pillar Reinforcement must now be fitted in these circumstances.

This change takes immediate effect and competitors are advised to ensure that all vehicles are fully compliant with the new regulations before any future event. Should further advice be required, competitors are encouraged to speak to the MSA Technical Department or an MSA-registered Scrutineer. The revised regulations are as follows (red wording indicates new text; strike through indicates deleted text):

**K1.3.1. Main, Front and Lateral Rollbars.** These frames or hoops must be made in one piece without joints. Their construction must be smooth and even, without ripples or cracks. The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell. The front leg of the front rollbar or a lateral rollbar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend with its lower vertical part unless a windscreen pillar reinforcement [K1.3.5(e)] is fitted.

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

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

### **K1.3.5. Optional Reinforcement of Rollcage.**

#### **(e) Windscreen Pillar Reinforcement**

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

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

## **Pirelli International Rally – 30<sup>th</sup> April 2011 SS8 & SS11**

Once again we have been asked to run a stage on the Pirelli. We have been asked to run Shepherdshield stage which is 6.48 miles long with 13 junctions including an absolute minimum of 6 marshalling points.

The stage is being run on Saturday afternoon (30<sup>th</sup>), first Historic due 12:51 so sign on before 11:00. We will have all events through once and then the Internationals for a second run through.

You will be able to celebrate the Royal wedding at home on Friday (public holiday), drive up to Kielder Saturday morning for an afternoon's marshalling, drive back and still have Sunday and Monday (another public holiday) before going back to work on Tuesday!

Alternatively you can join Margaret, Mrs T, Andy T, Derek Lee and me for a weekend's camping or caravanning. We plan to stay at the camp site at Stonehaugh, this is a simple site with clean showers and toilets. It is less than 2 miles from the stage start so very convenient for Saturday night's barbecue (feel free to join us even if you are going back home but please let me know).

I still have a range of jobs available so just let me know ASAP what you would like to do and I will try and accommodate you.

Look forward to hearing from you.

**John Smallwood**

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- **InterSteps becomes first ever MSA Under 18 Compliant championship**

The Motor Sports Association (MSA) has awarded Under 18 Compliant status to the new Dunlop InterSteps Championship, which has become the first to commit to Steps Foundation (RSF), has received MSA U18 Compliant status in advance of its maiden season, after implementing a number of measures to promote the welfare of young people in its championship:

Ensuring that events do not conflict with national exam timetables

- Mandating that all competitors can take time out of school to compete only if their head teachers provide written approval; this approval can be revoked if their schoolwork suffers
- Committing to the provision of dedicated quiet space for study at all race events
- Hosting – and encouraging participation in – MSA Academy Performance Master Classes at a number of test and race events throughout the season.

Colin Hilton, MSA Chief Executive, said: “The MSA has a responsibility to each of the 3,000 competition licence holders under 18 years of age. While every young driver believes that they will go on to become world champion, we know that the reality is that this is a very rare feat. Furthermore, all of our discussions with the leading teams confirm that they are looking for well educated drivers; not those that have dropped out of school to go testing.

“We are working with a number of the championships at this level in order to create a more responsible approach, but we are delighted that InterSteps has really taken the initiative in implementing all of the proposed elements. We are delighted to designate InterSteps as the first Under 18 Compliant championship.”

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

‘Sustain’ invests in the infrastructure of the sport, its clubs and its people, and ‘Excel’ focuses on training future world champions and educating their peers.

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**Editor’s notes:**

The Motor Sports Association – [www.msauk.org](http://www.msauk.org)

The Motor Sports Association (MSA) is the national governing body for four-wheeled motor sport in the UK, responsible for the regulation and administration of the sport. The MSA is a member of the world governing body, the Fédération Internationale de l'Automobile (FIA) and holds a seat on the World Motor Sport Council. The MSA represents 33,000 licence holders, 15,000 volunteer marshals and officials, more than 750 member clubs and issues permits for 5,000 motor sport events every year.

In recent years the MSA has expanded its remit to cover the development of the sport and currently invests in excess of £1m a year in the three elements of its Whole Sport Plan. ‘Grow’ targets an increase in participation levels, ‘Sustain’ invests in the infrastructure of the sport, its clubs and its people, and ‘Excel’ focuses on training future world champions and educating their peers.

**Release MSA11-040: 18 March 2011**



## **Government announces consultation into 'closed road' motor sport**

The Motor Sports Association's campaign to bring closed road motor sport to mainland Britain received a major boost yesterday. In an announcement that was welcomed by former F1 champions Sir Jackie Stewart and Nigel Mansell OBE, the coalition government confirmed that it would begin a three month public consultation to establish how existing legislation can be amended to allow motor sport to take place on public roads.

The announcement was made during a debate at Westminster Hall, secured by Ben Wallace MP (Wyre and Preston North) and involving Mike Penning, the Parliamentary Under-Secretary of State for Transport. Both Members of Parliament were unanimous in their belief that the MSA's proposal could significantly boost not just UK motor sport and the related motor sport industry, but also bring benefits, both economic and social, to the communities that wish to host this type of event.

The MSA has been pushing successive governments to empower local authorities with the right to suspend the Road Traffic Act without having to resort to an Act of Parliament. Such an amendment would open up the way for competitive motor sport events such as stage rallies, sprints and hillclimbs to take place on a limited number of British roads, as happens across most of mainland Europe.

### **Colin Hilton**, MSA Chief Executive:

"We are delighted that the government has recognised that a minor change to the Road Traffic Act could have huge benefits, not only for the sport itself, but also for the communities involved and we are grateful to the Under-Secretary of State for Transport for listening to our proposals with such an open mind. As the governing body, we are proud of our excellent track record of safety and risk management, and throughout the consultation process we will be demonstrating that proper safeguards are already in place to ensure that these events would be safely and responsibly staged."

### Three-time F1 world champion, **Sir Jackie Stewart** said:

"I whole-heartedly support the initiative to introduce the opportunity for motor sport to utilise appropriate public roads for sporting events. The British motor sport industry is one of the UK's most successful enterprises and we indeed lead the world in this field. There are many other countries that use their roads on a temporary basis for significant sporting events that attract worldwide interest. In many cases it can even progress safety standards on those same roads for the benefit of the general public and all road users."



Former F1 world champion **Nigel Mansell OBE** has also given his backing to the proposals:

"This would be a great move forward for the sport in the UK and would bring visitors and pride to parts of the country that wish to stage such events. I am delighted that this government seems to be willing to embrace motor sport which will assist the UK's world-leading position, and improve the sport's ability to help provide opportunities and focus for young people."

In announcing the consultation, **Mr Penning** said that he wanted to "establish how we can deregulate the matter from central Government bureaucratic control, while ensuring that local communities do not have such things imposed on them. Those involved can perhaps come together in a consortium with the MSA, which will issue the licence for any motor sport activity. We are in a very exciting situation."

Editors notes:

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The value of closed road motor sport

A study by the renowned Sport Industry Research Centre at Sheffield Hallam University concluded that just 20 motor sport events held on closed public roads could bring more than £40m into local communities across the UK in the next five years - a figure that it described as 'pragmatic'.

The report analysed not only the economic impact, but also the softer social and wider benefits offered by these proposed events. It concluded that there was compelling evidence to support the MSA's proposed amendment to existing legislation that would enable local authorities to suspend the Road Traffic Act without having to resort to an Act of Parliament.

# 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		[ ]
Organising Club:	Hillclimb		[ ]
Trackrod	[ ] PCT		[ ]
Other	Road Rally		[ ]
Type of Claim:	Stage Rally M/V		[ ]
Driver	[ ] Stage Rally S/V		[ ]
Navigator	[ ] Treasure Hunt		[ ]
Marshal	[ ] 12-Car		[ ]
Service Crew	[ ] Other -		
Organiser :	[ ] state type		
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.**

**May 2011**

**1st Old Modenians**

**8th Fox & Grapes**

**15th Rose & Crown (Otley)**

**22nd Fox & Grapes**

**29th Admiral hawke**

**Also if you have any suggestions for new places to meet please contact any member of the committee.**

**June 2011**

**Events Calendar 2011**

Please contact Andy Turnbull For events

[andy@trackrodmotorclub.co.uk](mailto:andy@trackrodmotorclub.co.uk)

# Your Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
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