



## **Report of the Working Group established to review the Club's motor sport strategy and options**

The Working Group was created to carry out a strategic review of the Club's motorsport activities, current trends and the available options, and then report its findings and recommendations to the Club Chairman. Ron Gammons was appointed by Peter Best (Club Chairman) to lead the Working Group and select members who he felt had the experience and ability to work as a team in carrying out the remit and produce a good report. A subsequent resolution of the Board on 12<sup>th</sup> June 2006 confirmed that appointment and remit subject to one member of the Club Office staff being invited by Ron Gammons to join the Working Group. The Club's competitions secretary, Sharon Smith, was subsequently invited to join the Working Group along with Piers Hubbard, Victor Smith and Geoff St John Mitchell.

September 2006

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### Summary of the report's findings and recommendations

In presenting this report the Subcommittee recognise that there is no simple single answer to the malaise that is affecting the Club's programme of motor race meetings. Many factors interrelate and have knock-on effects. Nevertheless the Club has a considerable number of members and competitors within the Club's championships and competition groups who are very keen to support the Club and with their enthusiasm we have to be capable of substantially improving on the dismal results in 2006 when we have seen poor grids and serious financial losses on the race meetings except the International MG meeting at Silverstone.

Our recommendations, which are not necessarily exhaustive, are that:

- **Club should reduce its programme of race meetings** to a level that is viable with the full support of the Club's own championships providing the majority of the programme content. It is recommended that this would be a maximum of five meetings a year including the Silverstone International MG meeting. It is also recommended that the individual meetings should be spaced in the calendar so there is at least four weeks between meetings to minimise the large peaks in entry costs for competitors when Club meetings are bunched, as this leads to an uncomfortable cashflow burden for competitors. It is further recommended that the entry forms for each event should state clearly what the competitors are getting in terms of race length, entry tickets and other benefits from their entry. Events for earlier cars (MMM and T Types for example) should also be provided, possibly as handicap races.
- **Any invited clubs should be clubs that can provide compatible types of vehicles** for the Club's race meetings so far as is possible.
- **Every effort must be made to ensure that the present lack of support by the BCV8 and Midget Championships is resolved** through closer relations and contacts, and by careful diplomacy.
- **Cost effective publicity for the Club' race meetings, championships and competition groups is necessary** which will require careful planning and arranging both within and outside of the Club.
- **Greater efforts need to be made to secure sponsorship** and support for the Club' race meetings in order to reduce costs and offer better value to competitors by way of reduced entry fees.
- **Club should offer modest hospitality facilities at race meetings** to welcome Club members and bring competitors, marshals, race administration staff and volunteers and Club members together.
- **Significantly greater efforts need to be made to encourage Centres and Registers to arrange their activities at Club race meetings** so that more of their members will attend race meetings. The encouragement could include providing discounted tickets through Club Office and an invitation to the hospitality facilities at the Club's race meetings.
- **Club officers and senior staff should represent the views and needs of the Club's competitors to the MSA** and ensure that the results of the discussions with the MSA are relayed in full to our members involved in motorsport.
- **Main Club accounts should reflect the true costs of the Club's race meetings and motorsport activities** including any related overheads at Club Office.

## Working Group report of its review of the Club's motorsport strategy & options

### Working Group's brief

The Working Group was created to carry out a strategic review of the Club's motorsport activities, current trends and the available options, and then report its findings and recommendations to the Club Chairman. Ron Gammons was appointed by Peter Best (Club Chairman) to lead the Working Group and select members who he felt had the experience and ability to work as a team in carrying out the remit and produce a good report. A subsequent resolution of the Board on 12<sup>th</sup> June 2006 confirmed that appointment and remit subject to one member of the Club Office staff being invited by Ron Gammons to join the Working Group. The Club's competitions secretary, Sharon Smith, was subsequently invited to join the Working Group along with Piers Hubbard, Victor Smith and Geoff St John Mitchell.

### 1) Review of the current situation and trends

#### a) Background

- i) **Financial impact of motorsport for the Club.** Over half the Main Club's annual turnover and costs are in motorsport, so any adverse trading effects with the Club's motorsport programme will have a large impact on the Club's financial performance and the end of year results.
- ii) **Racing programme performance in 2006** has seen substantially lower grids than were budgeted last November and losses for all of the 2006 meetings apart from the International MG meeting at Silverstone. The results for 2005 showed a very low surplus on racing activities and Silverstone 2005 made a significantly reduced surplus because of substantial cost increases (for example from promotion). See Appendix A for an analysis of the Club's 2006 programme of race meetings.
- iii) **Gulf between the Club and its two principal and best supported racing championships** has unfortunately developed over recent years so for 2006 the BCV8 Championship would only support four of the nine Club meetings and the Midget Championship five meetings by including them as rounds of their championships. The explanation is they wish to maintain good relations with other motor clubs arranging and running motor sport meetings so they are offered invitations to their meetings to provide the balance of the rounds they need for their championships.
- iv) **BCV8 Championship had low entries for the Club's Cadwell and Donington meetings** whereas for the 750 Motor Club meetings at Donington and Brands Hatch the BCV8 Championship had full grids. The indications are the Club's high race entry fees are deterring entries as they see the other club's entry fees provide better value for money – for example the 750 Motor Club offer two races and one practice on one day for an entry fee of £240. This combination saves the competitor the cost of an overnight stay. Another factor seems to be that the majority of the Club's meetings are on Saturdays which is less popular with competitors who have family commitments on Saturdays (for example attending their son's football matches) and hence Sunday meetings appear to be more welcome. Having said that it has to be acknowledged that a number of circuits have operating restrictions on Sundays with noise constraints and reduced operating periods which do not encourage profitable race meetings.
- v) **Entries for the Club's race meetings from invited clubs have grown.** This trend appears to be a result of efforts by Club Office to try and achieve the target breakeven grids for meetings – typically 160 entries – when faced with falling entries from Club members. So we have seen races for Formula Fords and Specials which are not generally regarded as a compatible fit with classic and modern MG sports car and sports saloon race meeting.

- vi) **Our premier MG Trophy Championship has had very poor grids in 2006 with an average through the year below the MSA minimum for a championship** – for example there were only seven cars entered at Oulton Park. The “rough-house” driving seen this season has resulted in a number of competitors suffering major body repair costs and very poor publicity, not helped by advertisements stating that the series had “no nutters”. Clearly improving driving standards and excluding persistent offenders is a priority for this championship. The concentration in the early part of the season of double header races could easily have decided the Championship prior to the later meetings in the year. Little publicity has been given this year to a new ZR 160 class introduced for 2006 which aimed to attract more standard cars. Sadly it resulted in no entries. Indeed all the cars entered in 2006 are specialist race cars with no standard cars as we used to see when Club members entered the Abingdon Trophy a few years ago. This has resulted in no new drivers with the prospect of progressing in subsequent years to the more advanced classes. This Championship is at risk if action is not taken to improve grids.
- vii) **MSA requires a minimum average grid throughout the year for Championship status** - typically this is 15 to 16. At present the Metro and MG Trophy Championships are at risk although both have improved towards the end of this year. The Cockshoot Championship in the NW run by Paul Goodman has improved the grids this year so they are above the minimum figure. This is particularly heartening and if maintained would allow the Club, with the wholehearted support of its other championships, to organise a meeting with only the Club's championships present as we used to. To do this we have to obtain race dates that meet the needs of the majority of our competitors and the Club's championships. If we cannot achieve this we should not take the race date in the hope that we can fill the grids with invited clubs.
- viii) **Feeling amongst many race members is the Club's entry fees are high and represent poor value for money.** While this is a perception not entirely borne out by comparison, there is no doubt that some other clubs offer lower entry fees or better value – for example the 750 Motor Club. To offer better value we have to increase our grid numbers substantially from the all time low seen this year. The key to this has to be from the support of our own championships, supplemented where required by invited clubs with compatible cars. Certainly in 2006 we have seriously disappointed our competitors at our International MG meeting at Silverstone by dropping the usual discount for their second race entry with a result that the competitors contributed in excess of £106,000 - by way of entry fees the highest ever. Although entry levels for the events were good, despite the fact that the majority of races were for only 8 laps, there were numerous critical comments in the paddock so there is serious concern whether they will be willing to support the meeting again on that basis in 2007. Without a strong turnout of the Club's competition members at the annual International MG meeting at Silverstone, such a large meeting will suffer from reduced entry levels. So any factor leading to a serious drop off in the number of entries could easily become a disaster.

The various suggestions that competitors should pay for paddock space or have to pay for some of their entry tickets is likely to cause a most serious backlash and we would urge great care in introducing such measures. This is quite apart from the manpower that would be needed to allocate and manage the paddock space and checking the payment of various levels of charges for space. The allocation of four entry tickets to competitors is the norm throughout the club motorsport world so any proposal to change that allocation will need very careful consideration before implementing the idea.

- ix) **Special facilities have been provided by other clubs to attract MG entries.** For example MMM cars were attracted to a VSCC event at Silverstone with special facilities in the paddock plus goodies. The result was a very good grid of entries that our Club would like to see. Both Jim Lowry and Julius Thurgood have been successful in taking a number of our long time competitors, particularly with FIA spec MGBs, to their races and meetings. A feature of those events is good communications, hospitality and value for money.
  - x) **Number and concentration of our Club race meetings in 2006 has put a financial burden on competitors which affects their perception of "affordability".** For example the Club in 2006 had five meetings in nine weeks which then became six meetings in twelve weeks. This concentration before the middle of the year. See appendix B.
  - xi) **Imposition of new safety measures by the MSA has been an additional cost burden for racing members.** The MSA have recently enacted measures which have caused our competitors significant expense without any obvious benefit. Even though the Club's chief executive sits on the Race Committee at the MSA, no discussion relating to the measures was reported. A recent article in the Daily Telegraph by a journalist regularly racing an Aston devoted a page to railing against some of the recent MSA requirements. Putting a "service life" on a safety harness of simply five years, compared with the previous requirement relating to "condition" contrasts oddly with the withdrawal of the "life condition" on race helmets when the MSA reverted to "condition" apart from periodic upgrades. The requirement for inbuilt fire extinguishers for all post 1965 cars, whereas the previous requirement was for a hand held extinguisher, does not appear to have provided any obvious gain in safety. Indeed the latter regulation prevents the directional use of a hand held extinguisher against the root of a fire – for example where a driver in or out of the car is on fire! Each of these regulations calls for expenditure amounting hundreds of pounds. The Club's Competition Secretary should be raising these matters and ensuring that the MSA, who are complaining of falling grids, are made aware of the cost implication of the measures that they are establishing as new requirements. The Working Group recommends ways of helping competitors with timing transponders.
- b) Club championship management**
- It is clear that both the BCV8 and Midget Championships are very successful Club championships and each has been running for well over 30 years. Barry Sidery-Smith and Victor Smith set up the BCV8 Championship in 1973 and similarly Larry Quinn set up and ran the Midget Championship shortly before that and he has continued to run it since. The main success factors are the good communications and personal contact which help maintain their competitors' interest.
- i) **Communications are good within the BCV8 Championship.** Pam McCarthy and Mike Breedon provide good administration and a regular newsletter which keep championship members well informed about the championship rounds in the forthcoming season and competitors' progress during the season, so maintaining interest in the championship. The communications also helps bind the group together as a cohesive group with a friendly club atmosphere which is a credit to our Club and perhaps a model for other groups. Similarly Larry Quinn maintains close contact with the Midget Championship and Paul Goodman with the Cockhoot Championship members. It is not so evident that all the Club's other championships provide the same level of regular contact or support. Improved communication could make a significant improvement and might increase the number of competitors and thereby the grids. Further month by month reviews of the championships and series within Safety Fast! and on the Clubs web site are particularly important in giving a profile to a major part of the Club's activities. It is particularly sad to note that our major

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International MG meeting at Silverstone, with in excess of five hundred entries and seventeen races, warranted only one column in MG Enthusiast which is a magazine where the Club provides vital monthly contractual offtake payments. This should be our shop window to the world but the reality is the meeting got more space in Autosport!

- ii) **Other groups need support and encouragement** – for example the T Types, MMM, and MGAs. For instance the only place that the T Types, MGAs and MMMs currently can race with our Club, apart from the Club's main meeting at Silverstone, is with the Total Butler Championship. That is a ten round championship with multi model entries where the majority of the cars in those groups are totally outclassed. Further most of the older vehicle owners do not want to participate in a championship with ten or more rounds for which they have to pay to register for the whole championship. From discussions with these groups, it is likely that with the T Types and MGAs, a series of say three or four races may be successful in attracting entries. The success of Colin Jones in producing excellent grids of compatible MGAs at the last two International MG meetings at Silverstone are particularly noteworthy and would suggest that a suitably promoted series would gain some support. It is a fact that we have lost the support of our earlier cars in recent years.
- iii) **Looking to the future.** The Club needs to be looking and planning for the future by offering races which will enable competitors to continue to compete with us, perhaps outside a championship. We are a Club which now serves a marque which is now classified as historic! With the exception of the MG Trophy Championship, and to an extent the Metro's, we are providing events for vehicles which are at least a minimum of 25 years old. It would be foolish if the Club did not perhaps anticipate a falling off in the numbers of at the least these earlier cars competing in the future. The number of members with MMM, T Type and MGA cars now wishing to take part are the prime example. Their needs have changed and the Club must plan for the future by continuing to offer an opportunity for those members to compete if the Club is to continue to run race meetings which cater for the changing needs of our members. It is not sufficient just to complain of falling grids. We have to be significantly proactive in identifying opportunities and grasping them.

### 2) What are we aiming to do in motor sport?

This is a key question we need to clarify as a members' motor club with a long tradition of promoting and running successful motor sport events at a club level. So what are our strategic aims in motor sport?

- a) **What are we trying to provide to meet the needs of both our motor sport members and our ordinary members who enjoy attending Club motor sport events as spectators?** It is estimated that at most only 5% of our members are actively involved in motor sport so clearly the financial commitment, risks and workload in arranging a motor sports programme areas for a limited portion of the membership. However motor sport is also a potential attraction for general Club members and their guests, many of whom may be former motor sport competitors at an earlier stage in life, which will be seen as a valuable benefit of Club membership.

The Working Group feel that our motor sport meetings could be designed to be more attractive to general Club members thereby increasing attendance and interest – for example there could be better facilities at circuits to welcome general Club members and also the Club's centres and registers could be encouraged to hold some of their own events at the Club's motor sport meetings. However we have also had indications that a substantial proportion of Club members are not attracted by circuit motor sport events so we have to accept that each of the events run by the Club (except the annual Silverstone International meeting) is unlikely to attract really large numbers of Club members as

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spectators unless we do something to attract them. The efforts made by the VSCC are notable - they hold concours, road runs and other attractions including substantially discounted tickets to all of their race meetings to the general membership prior to the events. The VSCC also have a very active and successful press day normally in London in order to promote their SEE RED meeting at Donington.

- b) **Do we want to maintain within our Club the capability, skills and capacity to promote, manage and run good quality motor sport events?** Traditionally the Club has had the necessary motor sport administration skills, experience and resources to run both the entries administration and manage each event at the circuit. The Club has had an enviable reputation for very many years as one of the leading members' motor clubs running amateur motor sport events at a club level to high standards. That success and reputation has been down to the dedicated voluntary support of many Club members as clerks, stewards, race administration supporters and as other officials over the years with the support of Club Office providing the secretary of the meeting role. In addition Club members have acted as marshals. The particularly supportive relationship developed between the Club and the external body of marshals is a credit to our chief marshal and motor sports administration team.

The Working Party considers voluntary participation is part of the ethos and traditions of a members' motor club like ours and is a key feature the working group feel that most Club members would wish to see the Club continue to have so it retains the capability, skills and capacity to run good quality, well attended motor sport events at a club level.

- c) **Do we want to run motor sport events as a service for our members or are we running motor sports events as a business activity for both Club members and non Club members with the express intention of making a surplus to contribute the overall Club budget?**
- i) **Motor sport as a service to members.** In this case we need to ensure the type of events and entry costs are tailored to meet the current needs and reasonable expectations of our members so the meetings are felt to be attractive and affordable and are well supported. Several of the Club's established racing championships have indicated a willingness to support around four Club race meetings a year but wish to maintain arrangements with other clubs for events at other circuits for the balance of their championship rounds requirements. This will also bring a benefit to the club in a higher profile from a wider audience.
- ii) **Motor sport as a business activity.** If this option is adopted we must accept there is a greater commitment of the Club's financial and administrative resources and, by the sheer scale of the motor sport costs as a proportion of the Club's total costs, the Club will bear greater financial risks particularly from the type of adverse performance we have seen with motor sport entries with a programme of 8 or 9 race meetings over the last two seasons. The chief executive has reported that from his contacts with other motor clubs race entries are down by around 30% in 2006 so the present trends do not support planning for growth in promoting motor race meetings.

The Working Group feels the Club's aim should be to run a compact programme of motor sport meetings each season (probably 4 meetings plus the Club's annual Silverstone International meeting or a similar replacement event) as a service to the Club's motor sports members and those Club members who are attracted as spectators as that is more likely to meet their current needs and expectations. The Working Group do not consider continuing with the current large programme or an expanded programme of motor sports meetings run by the Club is needed or wise.

3) **Assessment of the options can we see for providing motor sport services for our Club members?**

The options considered by the working group are:

- a) **Providing a compact programme of race meetings as a service for our Club members** which meets their motor racing needs and attracts support from the Club's principal race championships. The size of the annual race programme is likely to be substantially smaller than the 2006 programme, possibly just five meetings – the annual Silverstone International long weekend meeting plus four race meetings. The Working Group noted that in the present Club accounts, the cost of the competition secretary and associated costs are not included in the motorsport cost centre of the Club's annual budget, monthly budget performance reports or annual results so the true costs of the Club's motor sport activities are not provided. The Working Group recommends the full motor sport costs are included in the annual budget, monthly performance reports and annual accounts so the true position is clear.
- b) **Provide a full programme of race meetings to cater for both the racing needs of our Club members and attract entries from non-members and other motor clubs.** This option would inevitably involve a large programme with nine or more meetings which would be run as a business with the commitment of Club staff and financial resources, an acceptance of the expanded business risks, and a motivation to make a substantial surplus so in effect it would be run as a profit centre. By increasing income from non-members there are also implications for the complex recovery of VAT paid by the Club.
- c) **Engage another provider of motor race administration to handle the secretarial and race management of the Club's racing programme for a fee.** This option would effectively result in the Club losing its capacity and capability to run its own race meetings. This subcontract formula is used for example by Goodwood Circuit for its very successful annual Goodwood Revival meeting.
- d) **Seek invitations from clubs promoting and running meetings at circuits where our members would wish to race.** The working group noted that in the present season, the Club has been invited by Howard Strawford to a meeting at Castle Combe. The advantage with this arrangement is the substantial workload of planning, and preparing the meeting, managing entries, the race administration and the management of the event is with the promoting club, together with the commitment of financial resources and the operational and commercial risks. However this arrangement is hardly to be seen as an MG Car Club race meeting since we are not involved in any respect. As the number of meetings available at Castle Combe is very limited due to noise restrictions, it is to be hoped that the Club's grids at these meetings do justice to the arrangement.
- e) **Choice of circuit.** The cost of running race meetings varies from circuit to circuit but principally on the cost of circuit hire which varies from just over £8,000 (Cadwell) to £20,000 (Brands Hatch). Since the Club does not take any gate monies at any meeting other than the main International MG meeting at Silverstone (where our hire fee is based on a substantial hire fee of £80,000) the only income is from the competitors whose entry fees have to cover all costs. Sadly whilst the cheaper circuit at Cadwell is a superb driver's circuit, it is rather remote with winding roads leading to it. A body of opinion amongst drivers is that they do not want to visit the circuit. Similarly they do not like Rockingham which although well served by roads is seen by drivers and officials as a circuit which is unacceptable. Hence the selection of circuit is not simply a factor of cost. However the consensus of the views we have obtained would appear to favour the following circuits.
  - i) **Silverstone National** for an April meeting with a £17,100 hire charge.

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- ii) **Oulton Park** at £17,500.
- iii) **Snetterton** - we suggest a two day meeting in September costing £10,000 per day.

Depending on the Club's main Silverstone date, either a meeting in May or, if forced to consider a later date, it might be in July but as it is near the holiday period this is generally less popular. This last meeting could be at **Mallory Park** where the circuit hire charge is £8400 or Donington where the hire fee is £17,100. Mallory Park is also not seen as being acceptable by some drivers because of the lack of a pit lane and, it has to be said, the circuit could do with some investment similar to that put in by Jonathan Palmer at the MSV circuits which have been significantly upgraded from the time of his take over.

A further factor is that not all circuits have the same grid size, varying from 24 to 48 at Silverstone International, but with most in the 30s. While sadly at most of our meetings this year we have not challenged the grid size at any of our meetings, it is a factor in circuit selection. See appendix C for detail of this years budget and circuit hire fees. See Appendix D for financial results to date.

#### 4) **Recommendations**

From the analysis of the outcome of individual race meetings and the overall motorsport programmes for 2005 and 2006, it is clear the outcome in terms of grids and financial losses is unsatisfactory and cannot continue. The Working Group feels the Club's aim should be to run a compact programme of motor sport meetings each season (probably 4 meetings plus the Club's annual Silverstone International meeting or similar replacement event) as a service to the Club's motor sports members and those Club members who are attracted as spectators as that is more likely to meet their current needs and expectations. The Working Group do not consider continuing with the current large programme or an expanded programme of motor sports meetings run by the Club is needed or wise.

The Working Group recommends the Club:

- a) **Plans for and runs a reduced motorsport programme for 2007** which is likely to be four race meetings plus the annual International MG meeting at Silverstone. The selection of the four race meetings (the circuits and the dates) will need to be made with very close consultation with the principal Club championship groups to secure their support for the four race meetings. The mix of events – possibly doubleheaders and a mini end of season weekend meeting at a circuit like Snetterton which could provide an opportunity for the Club's very successful Sportscar Weekend – will need to be worked up but again in close consultation with the racing members and their championship group representatives.
- b) **Retain a capability to arrange and run motorsport meetings** but the reduced programme will inevitably need a reappraisal of the competition secretarial workload. Club members with experience of running motorsport events as volunteers need to be encouraged as they are a valuable resource. The working party considers voluntary participation is part of the ethos and traditions of a members' motor club like ours and is a key feature the working group feel that most Club members would wish to see the Club continue to have so it retains the capability, skills and capacity to run good quality, well attended motor sport events at a club level.
- c) **Improve the sponsorship and promotion of the Club's race meetings** in terms of the effort made to secure sponsors for individual meetings and individual events at meetings. The Club's championships need to be encouraged to continue using their initiative and contacts to secure valuable sponsorship for their series and individual races which will help their registered competitors and make entering Club events more affordable. The

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accounting and VAT aspects will need to be addressed by the Club Treasurer in the usual way. The Working Group noted the Drayton Manor Championship has secured sponsorship for the Metros for at least the next two years and have new blood on board with 53 registered competitors.

- d) **Substantially improve the promotion of the Club's race** with regular features and prompt reports in Safety Fast! and on the Club website. Hand bills for each race meeting could be included as inserts in Safety Fast! and distributed for display at trader's counters and on their websites. Similarly CRBs need to be encouraged to display the handbills and the whole Club motorsport programme on their websites too. A separate review of the effectiveness and value for money of heavy commercial advertising needs to be made in the as a matter of urgency. The Working Group recommend an experienced PR person, preferably a volunteer from within the Club, is allocated the task of handling racing PR and the Press. A Press day might be attached to an MGoT track day to show off some championship cars and the standard class MG ZR cars plus track day participants could be offered special free tickets to a Club race meeting so they can be introduced to racing and competitors and hopefully recruit them as future competitors.
- e) **Provide "welcome facilities" at Club race meetings.** A modest hospitality marquee providing a central covered meeting place for drivers, their pit crew, officials, marshals and general Club members would improve the "welcome" at Club race meetings. It would also provide a focal point and enable individual race championships to gather and present their prizes (for example the MMM) conveying an essential welcome which would indicate they were valued as competitors and marshals. Equally important spectators could come together with competitors throughout the day rather than be spread all over a windswept paddock. A Club director could be on hand to meet and welcome Club members and talk over any concerns they may have. A copy of the practice times and race results could be posted there and presentations of individual race trophies and awards too. Even the supply of warm beverages would add to the welcome effect, subject of course to those arrangements not breaching any circuit franchise arrangements for hot drinks. Possibly a franchise holder could be included in the Club marquee as the beverage provider. For a small cost passes on a lanyard could be supplied to competitors entitling them to free beverages – these modest tokens convey a great deal. Where circuits have established facilities of a similar nature they might be used instead of a marquee.
- f) **Encourage Centres and Registers to put on events or gatherings at the Club's motorsport meetings** to enhance spectator numbers and bring members together. For instance, if MMM cars have a race at a Club race meeting, then many MMM Register members would wish to attend to see their models in action and in the paddock and meet fellow Club members in the hospitality marquee particularly at the time of awards presentation.
- g) **Consider selling individual races to third party motorsport organisers like Jim Lowry or our championships** whereby they would buy individual races at our race meetings. It is worth considering as the arrangements transfer the low entry risk to a third party.
- h) **Entry fees.** It is essential that the Club's fees are seen as value for money and it is clear that with the support of the Club championships and competition groups and hence fuller grids this can be achieved. Double headers offer an excellent way of reducing costs for entrants, both in travel and in the lower MSA fee. The length of races should be clear on the initial entry form, unlike this year where no length was stated, and for championship races it should be agreed with the Championship organisers. Perhaps races might be priced on a per lap basis - this is a VSCC arrangement where the shorter races have a substantially lower entry fee than the longer ones.

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- i) **Introduce some better inspired prizes** for race and class winners. Consultation with the championship organisers and competitors will be necessary to ascertain race members' views. The present cheap glassware, which has been used for many years, should be discontinued immediately.
- j) **Invited clubs should be those with compatible cars.** Many members welcome the sight of compatible sports cars (in terms of age, speed compatibility and race driving quality) entering the Club's race meetings as invited clubs. For example Morgans, TRs, Alfas and Austin Healeys are cars which would feel compatible with an MG race meeting. The Working Group feels this is an essential requirement for our meetings were invited clubs are required
- k) **Arrange track laps sessions for general Club members as a feature at the Club's race meetings wherever possible but particularly at the Silverstone Int.** It is essential the track drive sessions are managed with skill and care to ensure the track behaviour and speeds are within acceptable bounds to avoid dangers or incidents. Good briefings and on track control from a series of Club control cars is essential. The insurance aspects need to be checked to ensure the Club has sufficient scope and amounts of cover for any third party and public liability claims. An insurer is likely to require full disclosure of the operating procedures for the track laps sessions with the application for cover. Subsequently the Club would have to run the track laps sessions in strict compliance with those procedures to ensure the terms of the cover were not breached exposing the Club to the risk the insurer might decline to payout on any claims.
- l) **Encourage the development of track days as they** are clearly increasingly popular with Club members and motoring enthusiasts generally. The events run by MGoT (a branch of the Club) appear to be well run although the Executive Committee is currently seeking better information on a number of aspects of the operation of the track days including the insurance arrangements.
- m) **Encourage sprints and hillclimbs.** These have traditionally been a popular part of the Club's motorsport activities and in many ways they provide an easier opportunity for many Club members to participate in competition events with their MG rather than in out and out circuit racing. The Working Group feels the potential for sprints and hillclimbs needs to be reconsidered as an attractive area for developing the Club's motor sport activities.

Ron Gammons (Working Group Chairman)  
Piers Hubbard  
Sharon Smith (Competitions Secretary at Club Office)  
Victor Smith  
Geoff St John Mitchell

8<sup>th</sup> September 2006

## Appendices

- A. Club Race Meetings Programme in 2006
- B. Club Race Meetings Programme by date
- C. Club Race Meetings Budgets 2006
- D. 2006 Financial Results
- E. 2006 Race Meeting Statistics
- F. 2005 Race Meeting Statistics 2005
- G. MSA safety requirements article by Andrew English in the Daily Telegraph on 26<sup>th</sup> August 2006
- H. Schedule of MG Car Club championships and sponsorships

**Appendix A**

**Club Race Meetings Programme in 2006**

**2006 RACE MEETINGS**

Venue	Silverstone National	Cadwell Park	Donington Park	Snetteton	Oulton Park	Silverstone International	Silverstone International	Brands Hatch	Mallory Park	Castle Combe
Date	Sat 1 April	Sat 22 Apr	Sat 6 May	Sun 21 May	Sat 3 Jun	Sat 24 Jun	Sun 25 Jun	Sun 16th July	Sun 27 Aug	Sat 16 Sep
Race 1	Cockshoot	Cockshoot	BRDC 50/60	BCV8	BCV8	BCV8		Metro	Cockshoot	BCV8
Race 2	Jaguar	DDMC	Colonnade	Colonnade	Cockshoot	Cockshoot		MG Trophy	DDMC	Colonnade
Race 3	Jaguar	DDMC	Cockshoot	Metro	Colonnade	Colonnade		MG Trophy	DDMC	Metro
Race 4	Jaguar	HSCC	HSCC	MG Trophy	Irish FF	Jaguar		Midget	Metro	MG Trophy
Race 5	Metro	HSCC	HSCC	MG Trophy	Jaguar	Metro		Mini 7	MG Trophy	Midget
Race 6	MG Trophy	Metro	Metro	Midget	Metro	MG Trophy		Mini Miglia	Midget	Total Butler
Race 7	Total Butler	MG Trophy	MG Trophy	Total Butler	MG Trophy	Midget		TR Register	Total Butler	TR Register
Race 8	TR Register	Total Butler	Midget	Total Butler	Midget	Total Butler	BRDC 50/60		Total Butler	
Race 9		TR Register	Total Butler	TR Register	TR Register	TR Register	Enduro 1		Total Butler	
Race 10			TR Register			Pitstop	Enduro 2		Total Butler	
Race 11							MG Trophy			
Race 12							MGA			
Race 13							Mini 7			
Race 14							Mini Miglia			
Race 15							MMM			
Race 16							Morgan			
Race 17							T			

06.12.05

## Appendix B

### Club Race Meetings Programme by date

1. Silverstone National	Saturday 1 <sup>st</sup> April	}	3 weeks	}
2. Cadwell Park	Saturday 22 <sup>nd</sup> April		2 weeks	
3. Donington Park	Saturday 6 <sup>th</sup> May	2 weeks	5 in 9 weeks	
4. Snetterton	Sunday 21 <sup>st</sup> May	2 weeks		
5. Oulton Park	Saturday 3 <sup>rd</sup> June	2 weeks	6 in 12 weeks	
6. Silverstone International	Sat/Sun 24/25 <sup>th</sup> June	3 weeks		
7. Brands Hatch	Sunday 16 <sup>th</sup> July		7 in 15 weeks	
8. Mallory Park	Sunday 27 <sup>th</sup> August			
9. Castle Combe	Saturday 16 <sup>th</sup> September			

NB

6 out of 9 are Saturday meets  
7 in 15 weeks

## Appendix C

### Club Race Meetings Budgets 2006

MGCC : 2006 RACE MEETING BUDGET : 3rd Draft

RACE MEETINGS	SILVERSTONE	CADWELL	DONINGTON	SNETTERTON	OULTON	BRANDS	MALLORY	CASTLE	RACE
	1 DAY	1 DAY	1 DAY	1 DAY	1 DAY	1 DAY	1 DAY	1 DAY	TOTALS
	Sat 1 Apr	Sat 22 Apr	Sat 6 May	Sun 21 May	Sat 3 Jun	Sat 15 Jul	Sun 27 Aug	Sat 16 Sep	
Number Of Races	8	8	9	9	9	8	8	7	66
Maximum Grid	34	30	32	32	26	30	28	38	N/A
Maximum Entry	272	240	288	288	234	240	224	266	2052
Estimated Entry	160	160	160	160	160	160	160	150	1270
Entry Fee	185	165	185	165	190	195	165	8	N/A
<b>INCOME</b>									
Race Entry Fees	29600	26400	29600	26400	30400	31200	26400	1200	201200
Garage Fees	600	0	600	450	600	600	0	0	2850
Programme Sales	300	200	300	200	300	250	300	0	1850
Programme Advertising	150	150	150	150	150	150	150	0	1050
<b>TOTAL INCOME</b>	<b>30650</b>	<b>26750</b>	<b>30650</b>	<b>27200</b>	<b>31450</b>	<b>32200</b>	<b>26850</b>	<b>1200</b>	<b>206950</b>
<b>EXPENDITURE</b>									
Track Hire	17100	9800	17100	10000	17500	20000	8400	0	99900
MSA Fees	3120	3120	3120	3120	3120	3120	3120	0	21840
Ambulances	800	1100	800	1100	400	850	800	0	5850
Awards/Plaques	650	650	650	650	660	650	660	150	4720
Commentators	150	150	150	150	150	150	150	0	1050
Doctors	1150	750	1150	1250	1100	700	650	0	6750
Equipment Hire	150	150	150	150	150	150	150	0	1050
Garlands	240	240	270	270	270	240	240	0	1770
Hotels	700	900	700	700	800	1250	900	450	6400
Marshals	700	700	700	700	700	700	700	0	4900
Officials	400	400	400	400	400	400	400	200	3000
Programme	500	500	500	500	500	500	500	0	3500
Recovery	0	1500	0	1700	900	1200	1250	0	6550
Scrutineers	600	600	600	600	600	600	600	200	4400
Timekeepers	1200	1200	1200	1400	1200	1400	1200	0	8800
VAT Partial Exemption	3450	2750	3450	2800	3400	3950	2500	15	22315
<b>TOTAL EXPENDITURE</b>	<b>30910</b>	<b>24510</b>	<b>30940</b>	<b>25490</b>	<b>31850</b>	<b>35860</b>	<b>22220</b>	<b>1015</b>	<b>202795</b>
<b>SURPLUS</b>	<b>-260</b>	<b>2240</b>	<b>-290</b>	<b>1710</b>	<b>-400</b>	<b>-3660</b>	<b>4630</b>	<b>185</b>	<b>4155</b>

08.11.05 : 1st Draft : Original race meeting budget approved at November Board meeting.

06.12.06 : 2nd Draft : Updated following reduction of Snetterton & Brands Hatch to one day meetings and date changes.

09.02.06 : 3rd Draft : Updated for change in Brands Hatch date.

13.02.06 : Approved at 13.02.06 Board

Robert Gammage

16.02.06



Appendix D2



2006 financial results

Silverstone International 2006-Summary financial report

	Whole event			variance from Bud	from PY	%	Racing			variance from Bud	from PY	Non-Racing			variance from Bud	from PY
	Actual	Budget	Prior Year				Actual	Budget	Prior Year			Actual	Budget	Prior Year		
Sales	106,555	85,000	91,321	21,555	15,234	100%	106,555	85,000	91,321	21,555	15,234	43,969	52,500	62,739	-8,531	-18,769
Race Entry	1,830	1,830	1,830	1,830	1,830	100%	1,830	1,830	1,830	1,830	1,830	4,711	1,750	3,769	2,961	942
Garage Sales	58,625	70,000	83,651	-11,375	-25,026	25%	14,856	17,500	20,913	-2,644	-6,256	16,356	12,500	17,015	3,856	-819
Gate Money	9,421	3,500	7,537	5,921	1,884	50%	4,711	1,750	3,769	2,961	942		750	519	-750	-819
Programme Sales	19,396	12,500	17,015	3,896	-619	100%		750	519	-750	-519		6,000	5,765	-8,000	-3,765
Trade Stands	1,500	1,500	1,038	-1,500	-1,038	50%							1,000	10,900	-1,000	-10,900
Advertising	6,000	5,765	4,000	-6,000	-5,765	100%							3,608	3,000	4,325	608
Donor	4,811	4,000	5,766	811	-955	25%	1,203	1,000	1,442	203	-239		4,865	5,030	5,398	-195
Other	4,805	5,000	5,398	-195	-593	100%							195	500	411	-304
Pride of Ownership	196	500	411	-304	-215	100%							281	500	138	-239
Concessions	261	500	138	-239	123	100%							119	500	165	-381
Gymkhana	119	500	165	-381	-45	100%							460	500	1,013	-40
Cars for Sale	460	500	1,013	-40	-553	100%							314	500	351	-186
California Cup	314	500	351	-186	-37	100%							255	580	580	-325
Rally	255	580	580	255	-325	100%							120	120	120	120
Auction Vendor	120	120	120	120	120	100%										
Total Sales	204,186	191,000	231,049	13,186	-26,880		128,955	106,000	117,963	22,955	10,962	75,214	85,000	113,086	-9,785	-37,872
Purchases	80,000	80,000	80,000	-1,125	-478	75%	60,000	60,000	60,000	-1,125	-478	20,000	20,000	20,000		
Circuit Hire	9,125	8,000	8,647	-6,811	-554	100%	9,125	8,000	8,647	-6,811	-554					
MSA Permits	26,611	22,000	28,057	-2,180	-78	100%	26,611	22,000	28,057	-2,180	-78					
Officials	2,180	6,000	5,020	723	-257	50%	2,180	2,102	2,102	382	-128					
Breakdown	5,277	2,000	16,556	-1,320	13,236	50%	2,838	3,000	2,510	382	-128					
Proofing	3,320	2,000	16,556	-1,320	13,236	50%	1,860	1,000	8,278	-660	6,618					
Advertising	3,164	3,500	3,596	336	432	80%	2,631	2,800	2,876	269	345					
Awards & Plaques	1,185	1,000	5,531	-195	4,336	100%										
Dinner	26,689	25,000	54,820	-3,899	25,522	100%										
Hospitality	4,004	2,500	2,928	-1,504	-1,976	100%										
Equipment Hire	3,514	3,000	3,126	-514	-388	25%	875	750	782	-129	-87					
Other	7,000	7,000	7,000	-7,000	-7,000	100%	7,000	7,000	7,000	-7,000	-7,000					
Accommodation	176,788	166,000	223,140	-10,288	46,852		114,624	104,590	113,252	-10,074	-1,372	61,664	61,450	109,868	-214	48,224
VAT Partial exemption	27,880	25,000	7,909	2,880	19,971	100%	14,330	1,450	4,711	12,880	9,620	13,550	23,550	3,198	-10,000	10,362
Total Costs																
Profit/(Loss)																

Appendix E

2006 Race meeting Statistics

MG CAR CLUB		COMPETITIONS DEPARTMENT	
			
Tel: 01225 555521, Fax: 01225 533155, E-Mail: <a href="mailto:competitions@mgcc.co.uk">competitions@mgcc.co.uk</a>			
<b>2006 Race Meeting Statistics</b>			
<b>Practiced</b>		<b>Raced</b>	
<b>Silverstone - 1st April 2006</b>			
Cockshoot	17		17
MG Metro	16		16
MG Trophy	10		11
Total Butler	22		22
Powered By Jaguar	13		13
JEC Saloons	23		23
TR Register	3		13
BRDC Historic	18		18
XJS	20		20
<b>Cadwell Park - 22nd April 2006</b>			
Total Butler	22		22
MG Trophy	13		13
BCV8	18		18
MG Metro	13		12
Cockshoot	15		16
Northern Saloons	18		15
Endurance	10		10
Northern Saloons	13		11
<b>Donington Park - 6th May 2006</b>			
Cockshoot Cup	17		17
Thoroughbred	18		16
MG Trophy	15		15
MG Metro	15		13
MG Midget	22		21
Total Butler	28		24
TR Register	16		15
BRDC Historic	15		14
IN V Mazda	11		11
<b>Snettinton - 21st May 2006</b>			
MG Trophy	15		13
MG Trophy	15		10
Total Butler	18		18
Thoroughbred	12		11
MG Metro	10		10
MG Midget	21		22
<b>Oulton Park 3rd June 2006</b>			
MG Metro	13		13
BCV8	17		17
Cockshoot	19		19
MG Midget	17		16
Thoroughbred	12		10
MG Trophy	7		7
FF1600	19		18
TR Register	15		15
<b>Silverstone International - 24th/25th June 2006</b>			
Cockshoot Cup	26		25
MG Trophy	20		20
MG Trophy	20		19
BCV8	39		38
MG Midget	29		30
MG Metro	16		16
T Types	17		17
Thoroughbred	35		29
75 (2 Drivers)	40		40
75 (Single Driver)	37		30
Total Butler	45		42
100 Endurance	37		36
MGA	21		21
MMM	25		22
Mini Se7en	30		30
Mini Miglia	19		19
EIRDC Sports	8		8
Jaguar	17		17
TR/Morgan	43		40
<b>Brands Hatch - 16th July 2006</b>			
MG Trophy	16		16
MG Trophy	16		12
Total Butler	21		21
MG Metro	12		12
Mini Se7en	25		24
Mini Se7en	25		21
Mini Miglia	18		17
Mini Miglia	18		17
TR/A11comers	21		18
<b>Mallory Park - 27th August 2006</b>			
<b>Castle Combe - 16th September 2006</b>			

Appendix F

2005 Race Meeting Statistics 2005

MG CAR CLUB COMPETITIONS DEPARTMENT Ketter House, PO Box 2511, Abingdon, Oxon. OX14 1TF Tel: 01235 56562, Fax: 01235 53375, E Mail: <a href="mailto:kl@mgcc.com">kl@mgcc.com</a>		2005 Race Meeting Statistics	
	Practiced	Raced	
<b>Silverstone - 10th April 2005</b>			
Total Butler	29	25	
Cockshoot Cup	13	12	
BCV8	25	21	
MG Trophy	26	26	
Thoroughbred	19	18	
MG Metro	20	21	
TR Register	18	19	
XJS	23	23	
Pitstop	14	11	
<b>Rockingham - 19th May 2005</b>			
Cockshoot	15	15	
MG Metro	15	15	
MG Trophy	19	18	
MG Trophy	19	18	
Total Butler	21	18	
TR Register	20	19	
<b>Shettleston - 12th June 2005</b>			
Total Butler	25	26	
Total Butler	25	26	
BCV8	23	23	
MG Trophy	17	17	
Thoroughbred	19	15	
MG Metro	18	15	
TR Register	18	18	
<b>Silverstone International - 23/24th July 2005</b>			
MG Trophy	17	16	
MG Trophy	17	15	
Cockshoot	18	16	
Total Butler	14	14	
MG Midget	26	25	
MG Metro	16	16	
Pitstop	13	10	
TR Register	22	20	
<b>Silverstone International - 23/24th July 2005</b>			
MG Metro	19	16	
BCV8	37	33	
MG Trophy	21	20	
MG Trophy	21	21	
Thoroughbred	33	32	
MG Midget	30	30	
Total Butler	37	37	
Cockshoot	16	16	
75 Pitstop (2 Drivers)	40	35	
Kimber	33	33	
MGA	31	27	
75 Pitstop (Single Driver)	28	28	
TR Register	26	26	
Longbridge 100	39	37	
Moigan	21	18	
AMOC Intermarque	24	24	
AMCO UBS	16	16	
Mini	17	17	
<b>Mallory Park - 28th August 2005</b>			
Cockshoot	10	10	
Total Butler	29	28	
MG Trophy	15	15	
MG Metro	19	18	
MG Midget	23	22	
TR Register	24	22	
TR Register	24	21	
Pitstop	11	9	
<b>Cadwell Park - 1st September 2005</b>			
Total Butler	19	19	
BCV8	18	18	
MG Midget	20	18	
MG Metro	18	18	
Cockshoot	13	12	
Thoroughbred	7	7	
MG Trophy	15	15	
TR Register	22	22	
<b>Silverstone - 24th September 2005</b>			
Total Butler	2	23	
MG Trophy	18	18	
MG Trophy	18	18	
MG Metro	20	20	
BCV8	21	20	
MG Midget	20	20	
Thoroughbred	13	13	
Classic Clubmans	19	19	
Pitstop	14	15	

Appendix G

that isn't required of private drivers or commercial airline pilots?  
**A** stress electrocardiograph (ECG) test, in which the subject is wired up with sensors and then walks and runs for seven minutes on a treadmill.

**T**he Motor Sports Association (MSA) decreed that, having just passed my 45th birthday, I had to have a stress ECG in order to renew my International Speed licence. On a cheap treadmill in a private hospital I had to run in a bending position and my back was soon in agony. A slight heartbeat irregularity was noted but never explained.

The test and an all-clear letter from a consultant cardiologist cost me £300, rather a lot in my opinion, but I soon realised I'd been lucky. "You shouldn't do stress ECGs on healthy people," says a senior medical adviser to the Civil Aviation Authority (CAA) and America's Federal Aviation Administration (FAA). "They cause a lot of false positives that indicate something's wrong when it isn't. And they aren't predictive; you only do them on people who have indications of heart disease, and being 45 is not an indication."

Racer and TV presenter Tiff Needell had a false positive in his stress ECG. "I had inverse T waves," he says. "Turns out it's a 'normal abnormality'." He was sent for an angiogram: a tube is inserted into an artery and pushed into the heart, then a dye is squirted into the organ and observed with X-rays. It's an invasive procedure with its own risk of death, complications and misread results.

"An angiogram isn't just an inconvenience," says another medical adviser to the US and British aviation authorities. "You're cutting a hole in a major artery, and there's a risk. This is the problem with ECGs – false positives – and it's why we don't do them in Britain, and nor does the FAA in the US. It's not just me saying this, but thousands of eminent cardiologists. I don't understand the MSA's attitude and I'd like to see its evidence for doing this test."

"I had no idea of the dangers of an angiogram," says Needell. "When I heard, I was furious. My heart checked out 100 per cent OK, but while it was nice to be checked it was also nice to be alive to get the results."

The insistence on stress ECGs is just one of many complaints about the MSA, Britain's self-appointed governing body of car-based motorsport. Ask any of the amateur or semi-pro racers who make up the vast bulk of the UK's 34,000 competition licence holders and you'll hear a litany of complaints about pettyfoggish safety requirements and rule changes that require yet more money to be spent at ritzy racewear emporia that do a lot of advertising in motorsport publications.

How different it was in the 1950s, when drivers wore cotton overalls soaked in boracic acid as a fire retardant. Safety wasn't taken very seriously in those days, as Australian F1 and sports car driver Frank Gardner observed at the drivers' briefing for the first Goodwood Revival in 1998. "You've gotta remember," he growled, "in an open-wheeler, you're sat between two big pannier tanks, there's more fuel in front above yer crown jewels and a load more behind you in the tail tank. If you go off, you will be attending yer own barbecue. And if you hit a straw bale that's great, because the whole bloody lot will burn for a week."

In the post-War period many drivers perished in ghastly infernos. "A lot of people died – drivers and spectators, but it didn't



English at the wheel of his DB5: if I hit the barriers I would surely perish despite helmet and overalls

have the same impact," says Jaguar racer and former chief test driver Norman Dewis. "We'd just come out of a war and sudden death wasn't quite the shock it is today."

It wasn't really until 1966 and Jackie Stewart's crash at the Belgian Grand Prix, when he was trapped in his BRM, soaked in fuel, that driver safety began to be taken seriously. Stewart was in the vanguard of calls for circuit improvements and pioneered the use of safety belts and full-face helmets.

But have things gone too far, particularly at club level and for historic racers? What you don't see is important. Regulations insist on the latest fire-resistant overalls, plumbed-in extinguishers and flame-retardant foams, but there is merely an advisory note in the MSA "Blue Book" about fire-resistant underwear, which vastly increases the level of protection. Yet when Goodwood Revival drivers had sets of modern, fire-resistant overalls made up to match the old driving suits, the MSA banned them because they didn't quite meet the latest requirements.

But nor do the cars. When Damon Hill first drove the Ferrari GTO his dad raced in the 1960s, he was appalled by its lack of safety and it was years before he was happy driving it. My own Aston Martin DB5 is rightly allowed to race (as it has since new) with its original fuel tank and no roll-over bar, yet if I hit the barriers in the way F1 cars do every other weekend, I would surely perish in spite of a helmet and overalls made to the same standard as Michael Schumacher's.

There's a risk compensation factor that seems to be affecting several branches of motorsport. No one wants to throw out the harnesses or fireproofs, but in some cases the safety kit is much safer than the cars. Older race or rally cars are inherently more dangerous in a crash. Wrap drivers up in quilted overalls and neck braces like F1 stars and there's a danger they'll think themselves immortal and drive accordingly. I've met such people and they're a liability, because in most cases it's the driver who determines safety. When Niki Lauda was terribly burned in the 1976 German GP on the old Nürburgring, his rivals worried about restarting the race, thinking it too risky. "I think we should race," said Australian driver and 1980 F1 champion Alan Jones. "My

dad always said safety was in your right foot."

Many people also complain that the MSA sees no difference between standards for club racers and professionals, and fails to understand how safety kit deteriorates with use rather than time. It's how you look after your stuff that matters; there's a big difference between the belts in a battered race-school Formula Ford and those kept in a sealed box and fitted two or three times a year. Yet both are treated the same by the MSA, often barely inspected, apart from the date labels, before events. Every five years I must send a pristine set of harnesses back to the supplier as a pattern for costly renewal. He thinks this "lifing" of belts is absurd even though it makes him money.

To be fair to the MSA, much of the law

**‘My dad always said safety was in your right foot’**

it hands down, including the requirement for stress ECGs, comes from the Fédération Internationale de l'Automobile (FIA), a largely French bureaucracy that claims to be a world motoring body and is presided over by Max Mosley. The MSA has already dropped the stress ECG for national race categories and insiders say it has tried to replace such tests, and the FIA's "confusing and outdated" eyesight test, with modern ones that reflect best medical practice.

Professor Hugh Scully, past president of the Canadian Cardiovascular Society and a fellow of the FIA's Institute for Motor Sport Safety, defends the FIA's requirement for a stress ECG. "The reason for this is not just because of the individuals," he says, "but also for the protection of other competitors, officials and pit crews." He suggests that, contrary to the experience of many, an angiogram should not be the next step after stress ECG, and that there are intermediate, less invasive alternatives. He says that in a 34-year career he has seen three coronary events on circuits, one of them fatal.

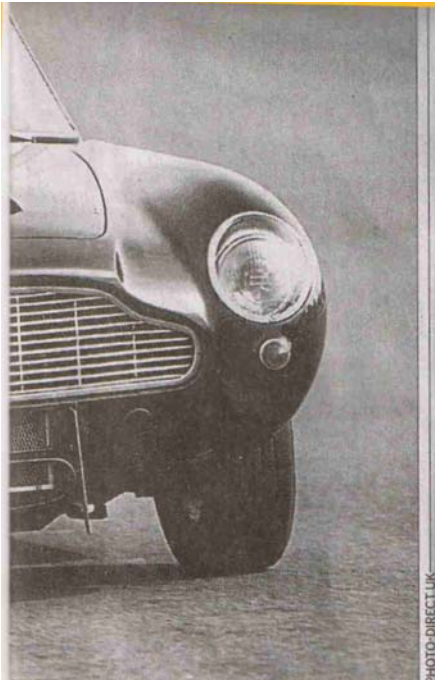


PHOTO-DIRECT.LUK

is to the same standard as Michael Schumacher's

"I feel strongly that [a stress ECG] is a useful background check," he says. "Many people in the business world going into senior positions will have a full medical and a stress ECG because of all the money being invested in them."

It's indicative of the FIA's approach that Prof Scully uses the example of big business to justify the testing of drivers, the vast majority of whom will never be involved in such management transfers. My Speed licence, for instance, merely allows me to take part in timed hillclimbs and sprints, with only one car on the track at a time.

I point this out and ask why, if a stress ECG is such a great predictor, the RAF doesn't require it of pilots in fully armed Tornado fighter aircraft. Prof Scully admits that there are differences of opinion about the test's efficacy among high-risk professions.

"Some FIA regulations were written 20 years ago," says one legislative insider, "and they've been allowed to drift since then." Many competitors are less charitable, suggesting that the FIA has forgotten what it was set up for, and is now a self-serving, self-financing body feeding lucrative work to medical and technical committee members.

All sports gripe about their bureaucracies. But there seem to be genuine grievances against the MSA and FIA. One view put to me is that there are too many rich drivers who, in the event of a crash, instruct expensive lawyers to sue if the most insignificant safety gadget hasn't been mandated by the authorities. As a result there's a fervent health and safety culture at work, and officialdom exists to cover its back rather than ensure real safety.

The track day boom shows that motorists love driving on circuits, yet for all the FIA's trumpeting of full grids there is a problem in British motorsport, particularly at club level. At a recent Aston Martin Owners Club track day and sprint at Goodwood, the track day was vastly oversubscribed while the sprint was a shadow of its former glory. Is it mere coincidence that the safety requirements for the former (while perfectly adequate) were less stringent (and a whole lot cheaper) than for the latter?

Are the legislators killing motorsport? I believe they are.

### MSA safety requirements article by Andrew English in the Daily Telegraph on 26<sup>th</sup> August 2006

This interesting article from Andrew English in the Daily Telegraph on 26<sup>th</sup> August 2006 sets out some of the background factors which have contributed to the marked down turn in entries this year for club motor racing generally. Is someone losing the plot so far as club motor sport is concerned?

## Appendix H

### MGCC Championships and Groups, with sponsor detail

1. **MMM Register:** Generally race at Silverstone International only. Receives modest support from one of its members. Grid in 2006 26.
2. **T Series Racing:** The majority race only at Silverstone International (19) although a small group in which generally less than ten take part in some of the Total Butler rounds where there is a class for them. No sponsorship. Registration fee Total Butler.
3. **MGA Group:** Until the last two years when a special MGA race at Silverstone was instituted very few MGA's apart from one or two highly modified versions were seen. No sponsorship (grid in 2006 15).
4. **Actman Eyewear MG Midget Championship:** Catering for all types of midgets in three classes. Sponsored by Actman Eyewear direct to championship secretary level not know. Registration fee £50.00.
5. **BCV8 Championship:** The most populous of the Club's championships and capable of producing grids in the 30 to 40 range. Sponsored by A1 drivers level not known and various others in one off arrangements dependent on circuit. Sponsorship direct to championship secretary. Registration fee £40.00 per competitor direct to championship secretary.
6. **MG Cockshoot Championship:** Mainly NW based now producing grids in the high teens sponsorship provided from individuals for some rounds direct to championship co-ordinator. Registration fee £25.00 to championship secretary.
7. **MGCC Total Butler Championship:** A multi-model championship capable of producing grids in mid 20's (40 registered). Sponsorship paid direct to Club Office. Some used to subsidise the championship annual dinner. £50.00 registration fee per competitor also paid to club office. **NB** Total Butler have now withdrawn from sponsorship.'
8. **MGCC Henry Recruitment Thoroughbred Sports Cars Championship:** For various basically 50's/60's sports and sports racing cars. Grids high teens. Sponsorship direct to championship.
9. **Drayton Manor Park Metro Championship:** For all Metros. Grids now high teens have been much lower but 53 registered. Drayton Manor sponsorship direct to championship co-ordinator and just confirmed for a further two years level unknown. Registration fee £25.00.
10. **MG Trophy Championship:** For MGF/TF and ZR cars. Grids low teens. No financial sponsorship although some tie up recently with Motorsport ads run by a competitor. 24 registered £80.00 fee direct to Club Office.