

NOTTINGHAM SPORTS CAR CLUB

Spin Off



..... DANGEROUSLY PAST IT!!



October 2010

CLUB WEBSITE

www.gosprinting.co.uk

Don't forget to visit the Club Web Site.

Its full of useful information from Club events and dates to results, Championship positions, downloadable regs and membership forms and details.

If you've got something that could be useful to other NSCC Club members, then why not advertise it on the Web site.

For further details contact

Cliff Mould on :-

0114 2864135 or email clifford@salsrv.plus.com

SPIN OFF ARTICLES

Breaking news, adverts, for sale items, letters, views and race & event write ups should be sent to the Editor.

Copy date for the next Spin Off:-

20th December 2010

And sent to :

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Acknowledgement

The artwork on the front cover is re-printed with the kind permission of the well known motorsport cartoonist Jim Bamber. Jim has very kindly allowed me to use his illustrations. For a sneek preview why not visit his web site
www.jimbamber.co.uk

Chairman's Chatter

The season of mists and mellow fruitfulness is upon us; cold, wet & windy round our way. Circumstances mean't we had to cancel our usual week in the sun around the beginning of October but, by way of compensation, we managed a few days on the Northumberland coast at Seahouses; cold, wet and windy up there as well. The beach didn't tempt and the castles, country houses and gardens were a bit too strenuous for Sandra at the moment so it was charity shops etc and I picked up a biography of Stirling Moss which I hadn't read and devoured it in a couple of days. Amazing that it's 48 years since the accident at Goodwood that ended his competitive career but he is still around, involved in the sport and, by all accounts, very approachable.

Moss's era was when I first got the motor sport bug and I have, over the years, disposed of reams of motoring magazines – virtually all the Autosports, and the more mundane Autocar & The Motor have gone, weekly magazines which soon provided support for a table top or bookshelf when you are a student or bachelor but are anathema to the ladies who come into your life. Mind you motoring magazines are small beer compared to 1/2" thick architectural and building periodicals I also subscribed to but they, at least, gave you details on re-inforcing the floor to support your piles of magazines.

Not so many magazines these days but it's now books that threaten the floor joists. Although I am banned from buying another book, on pain of death, it is too easy to smuggle in a new purchase and squeeze it onto the shelves. Unfortunately they are spreading onto the floor – “just sorting them out dear, need to get rid of a few”.

This weeks purchase is The Motor Year Book 1954, complete with dust jacket (the reason for it's exorbitant price according to the stall holder) and what a brilliant read it is. All familiar stuff, amazing what sinks in when you are nine years old.

The committee has been hard at work, particularly our new Competition Secretary Steve Brown, in compiling the 2011 Championship. All will be revealed shortly but, suffice to say, we are looking at a greater number of events than in recent years to give members a greater choice of venues, including circuits, and there is every chance we will break with tradition and extend the season past the Thoresby weekend. The most important thing, as ever, is that we get support for our own events from members and other championships to try and refill the coffers after declining entries and the expenditure on the tarmac at Thoresby Park.

I urgently need a fourth member for the NSCC team (currently moi, Mike Mayfield and Steve Miles) to compete in the EMAMC quiz in Beeston on Tuesday 16th Nov – closing date is close so a quick e-mail / tel call would be appreciated. If you can get a whole team together so much the better, we can enter as many teams as possible. Your booking form for the Awards Lunch on Sunday 28th November is included in this edition of *Spin Off*, sorry no subsidy this year but still good value for a three course Xmas dinner with all the trimmings and the opportunity to catch up with the gossip and salute the award winners.

There is also a nomination form for the Committee – one evening a month is all we ask, normally at Grasmere Rd in Loughborough, please give it a try.

If you can make the Winter Paddock at Trent Lock on Friday, 29th Oct I'll see you there

Roger C
roger.carrington@virgin.net

Editors Mutterings



Another year of competition closes and the AGM draws ever closer. November 28th is the date for this years AGM and we are very privileged to have the MSA's Stuart Turner as our guest speaker. Don't miss out, our AGM is a great day out and provides another chance to catch up with your adversaries from the paddock.

So who saw the Moto GP where Rossi carved his way from midfield at the first corner through to a race win at Sepang? Truly inspired racing at its best and certainly puts his mark on the score sheet again in readiness for his move to Ducati for 2011.

I am pleased to be able to report that due to the generosity of NSCC competitors, drivers from invited clubs and championships entering our NSCC organised events, and the success of our Italian meal evening, we will be donating a cheque for £1000 to the Headway Charity this year. Did anyone watch the Korean F1 Grand Prix? Does anyone agree that a large proportion of the field made the race look like a childrens go kart race? Also reminded me a bit of the figure of 8 banger racing! Heaven help us, hopefully the weather might be a little better on November 7th in Brazil.

You may have noticed that this months Spin Off is a little later being sent to you. A few reasons for this, aside from the fact that my time is getting evermore precious. We have been waiting on Trent Lock for a price for this years AGM meal and a menu plus we are hoping to attract some new blood on to the committee (see pages 8 & 16). Please, if you feel in anyway slightly tempted, do not hesitate to have an informal chat with any of the committee members. Details are at the back of this issue.

Our Marshals have supported the club well again this year and to them we offer our grateful thanks and look forward to their continued support for 2011.

My personal thanks to all of you who have contributed your scribblings to Spin Off this year without which, I'm sure, it would have been a duller read.

PM

For Sale : my well developed OMS Hornet. Built new in 2008 and has done approximately 35-40 events.

The car has just finished the season but will be fully overhauled and ready to go for whoever should purchase.:

Makes a very competitive club racing package, 4 FTD taken at Club meeting in 2009 and car also holds outright course record at Thoresby Park Sprint. Some times achieved this year

Loton Park – 50.40s

Harewood – 54.83s

Prescott – 41.3s

Car is also offered with a covered Brian James Clubman trailer. 12ft internal length, 5ft 5" internal width. Car fits inside on transport wheels and whole package can then be easily accommodated in a standard size single garage. Internal Tyre rack for Wets.

Offers in the region of £14k for car or £14.5K with trailer.

Call Lee Griffiths on 07926 194624 or 01482 881783

(Photo on NSCC website "Far Sale" tab)

Spec:

OMS Chassis No 138 Built new March 2008

MSA log book

1 set Centre lock OMS Wheels with Avon Radial slicks, tyres new in July done 5 events

1 set Centre lock OMS wheels with Avon wets 3 years old, good condition

Wilwood Dyanalite 2 pot brake callipers all round

AVO dampers

Carbon front and rear wings (twin plane rear wing)

Carbon Floor/Diffuser

Most bodywork upgraded to carbon to reduce weight

MBE 992 ecu

SPA Digi Tacho/shift light complete with in-helmet shift light attachment

1300 busa engine with Powertec big valve head (titanium valves etc), High Compression pistons, Uprated clutch springs.

Billet swinging pickup sump

Custom made by Stainless 4 into 1 exhaust and titanium Scorpion silencer.

PI Data Logger and software

Parts which come with the car as follows :

Set of spare driveshafts (worth £450) and UJ's

Spare universal rear upright

front sprockets 11t and 13t

Spare Chain

Spare rear wing post

Spare front wing mounts

Full set of body and floor moulds (should you want them)

2010 LOYALTY SCHEME

Congratulations, and above all, thank you, to the following drivers who competed in the "New for 2010" Loyalty Scheme run by Nottingham Sports Car Club.

Has it been a resounding success? Difficult to say in view of the economic circumstances we have been faced with over the last 12 - 18 months. All I can say is that the 18 drivers below supported NSCC very well this season and competed in 4 of the nominated 5 events, and to them I offer the thanks of the Committee. Without their support I'm sure we would not have done so well. Your cheques are in the post!!

Rich Stephens	John Allen
Martin Parkes	Tim Burrill
Paul Webb	Nigel Cresswell
Stephen Lomas	Richard Windmill
Richard Abraham	Jonathan King
Peter King	Dave Purdy
Dean Maddock	Rodney Ellis
Calvin Andrew	Michael Percival
Paul Darch	Mike Mayfield

NSCC Committee Members re-standing @ AGM

(List shows committee positions held during the year plus changes)

POSITION	Currently Held by	Re-standing or change
President	Vi Selby	yes
Chairman	Roger Carrington	yes
Secretary	Martin Pickles	yes
Treasurer	Paul Marvin	yes
Competition Secretary	Melanie Smith	Stepped down Spring 2010
Competition Secretary	Steve Brown	Appointed Spring 2010
Membership Secretary	Kim Marvin	Yes
Committee	Lee Griffiths	No
Marshal Co-ordinator	Vi Selby	yes
Committee	Mike Simpson	yes
Committee	Keith Graham	yes
Committee	Mike Mayfield	yes
Committee	Steve Lines	No
Committee	Val Street	yes
Committee	Stephen Miles	yes

AGM & Award Presentation 2010

Sunday 28th November

Tent Lock Golf Club - Sawley

Hopefully, included with this months Spin Off, is the flyer for our AGM which is once again being held at Trent Lock Golf Club in Sawley on Sunday 28th November. *(sorry, the flyer and booking form will be with Octobers edition)*

This is a good afternoons entertainment where not only are we served with fine food and get to applaud the NSCC Championship winners, but we also this year get to listen to a gentleman by the name of Stuart Turner who is our guest speaker for this years event. For those of you who may not be familiar with Mr Turners activities within the MSA, allow me to enlighten you.....

Stuart Turner has had a lifelong interest in motor sport and has competed as co-driver on most major international rallies.

He became Sports Editor of "Motoring News" then Competition Manager for BMC, managing the rally team when Minis were winning Monte Carlo Rallies.

Two years at Castrol as Publicity Manager, then joined Ford as Competitions Manager, guiding the team to wins on the Safari and London-to-Mexico rallies and many others.

Later he headed a special Ford Division which designed and manufactured performance cars and then was made Director of Public Affairs at Ford in 1975.

Appointed Director - European Motor Sports in 1983 with responsibility for Ford's race and rally programme across Europe.

Author of over twenty books on motor sport and business including The Public Speaker's Bible, Public Speaking in Business and Planning and Organising Business Functions.

Stuart is a member of the Lord's Taverners and one of the funniest after dinner speakers in the country. He was voted Benedictine After Dinner Speaker of the Year in 1988.

In addition to after dinner speaking he lectures on teamwork and motivation in 'Team Building' using motor sport for examples (under his leadership, Ford took both World and European Championships). Stuart is also available to act as Chair/Linkman at conferences and other business functions. As well as speaking at countless conferences, he has also organised and hosted many such occasions.

"Autosport" magazine stated that; "Stuart Turner's addresses are unsurpassed." Indeed I recall a dinner when an international actor and celebrity, generally considered as a raconteur without peer, tried unsuccessfully to follow the Ford executive."

Stuart is also one of the Trustees of the Motorsport Safety Fund.

THORESBY PARK - Rounds 19 & 20

Good weather once again prevailed for the 2 set up days and both competition days. Sunday did start wet but eventually the rain ceased, the sun appeared and by mid afternoon the track was "almost" dry. A good job was done by all the volunteers who turned up to lay out the circuit on Thurs and Friday. Pegging out the orange plastic fencing in a straight line is not as easy as it looks! With the new tarmac from start to "Kiosk" and then up to "five-ways" all was set for a good weekend of club motorsport. Rich Stevens finished 2nd in class SA on Sat but then came back to claim a class win on Sunday and so became the new 2010 NSCC Champion, Gordon Gunn finished 4th in class on Sat and then 2nd on Sun. Reg Wild in his Renault finished 7th and 4th over the two days. Richard Windmill, in class SB, was never challenged over the weekend with 2 wins and Rodney Ellis in the nice Lotus Elan finished 4th on Sat and 2nd on Sunday to win the 2010 Classic Car Trophy. Former NSCC Champion Peter King on the other hand was battling with a fire under the bonnet of his MGB on the Saturday practice, he managed to extinguish it by blowing rather than using extinguishers, he was a bit dizzy afterwards!! Luckily no major damage was done and he finished 5th on Sat and 3rd on Sunday.

The next class for NSCC members was 1B where Paul Darch was sharing the MR2 with Martin Harrison. John Allen and Tim Burrill were in Peugeot 205's and George Cole joined then on Sunday in his Alfa. John took the class win on both days recording times of 56.69 and 57.76 respectively and finished 2nd overall in the Championship.

Class 2A had a total of 9 Kit cars on both days with 6 NSCC members on Sat and 7 on Sun. I took the class win on both days with a Saturday time of 51.59s which is just 0.59s from the class record! Both class winning times were achieved on the final timed run so elevating me from 4th to 3rd overall in the 2010 Championship. Peter Rosenthal really got to grips with the course and his Fisher Fury by finishing a creditable 3rd on Saturday and 4th on Sunday whilst new 2010 Novice Champion Rich Abraham was a consistent 5th on both days although his car seemed to develop a "magnetic like" pull towards the large straw bales at times!

Stephen Lomas, who was using Paul Barrow's Caterham as his own Alpha was broken, finished 6th on both days and just missed out on the novice award. Paul was working on Sat but joined Stephen on the Sunday for a shared drive, Emma Bennison in her Westfield SE finished 8th and 7th over the two days. No NSCC members were in Class 2B on Sat but on Sunday Dave Greenwood made a rare Thoresby appearance for a barrel demolishing run on his 3rd timed run! He was never going to win the Class

against a 4WD Dax (which also won on Sat) but finished a credible 2nd out of 6.

In class 3B Mike Mayfield suffered a clutch/gearbox failure in the Lada Samara on Saturdays 2nd timed run so Calvin Andrew very kindly offered him a shared drive in his hard working Bond Equippe on the Sunday. This could be the last time he is asked to share this car though as Mike went and beat Calvin on the final run! Tony Hart took the class win on Sat in his Renault 5 Turbo and Dean Maddock in his Escort claimed the honours on Sunday, along with the 2010 Des Richardson Trophy. Jonathan King collected his first trophy on Sunday when he stormed to 2nd in class in his Peugeot 106 with a time of 57.25 and finished 11th overall in the final championship, just one place ahead of his Dad Peter.

Gordon Peters was on his own in class 3C on Saturday but was enjoying himself after turning off all the electronic gizmos on his immaculate Nissan 350Z GT! Sunday he returned to his usual marshalling post at the line up and helped take the straw bales back to the farm on his trailer at the end of the meeting.

2 NSCC members where in class 3F, Mike Clarke finished 3rd on both days in his Westfield Megabusa but Nigel Cresswell improved on his Saturday 2nd in class to take the win on the Sunday in his Fisher Fury, his daughter was on hand to collect the trophy's. Nigel also wins the 2010 Harry Driver Trophy. Paul Webb was the only competitor in class 5B driving his Van Diemen RF84.

Thanks to the organisers for a great event as usual and a special thanks to the Marshals who did a superb job over the weekend. The Presidents bottle went to Roger Carrington on Sat and Mike Mayfield on Sunday (both well deserved in my opinion), and FTD on both days went to Westfield competitor Barry Slingsby who just beat Phil New-

hall on the final run on Sat by 0.15secs! That's it for another NSCC Championship; don't forget the Awards Presentation on Sunday 28th November and the Winter Paddocks at the end of every month.



Martin Parkes

Marshals Page

We have had another good season well supported by you, our dedicated team of marshals.

We had 24 marshals covering 67 days of marshalling and 13 of you who did three or more events have your cheques on their way to you. The Committee and I am sure, the drivers thank you for your support and are all well aware of how important you are to enable us to run our events.

It was good to see some of you at Mallory Park (one went missing, probably spending his winnings!!)

May see some of you at Donington Park their calendar goes to December 28th I wonder if that is 'weather permitting'

Just watched the Yeongam GP what a tough weekend for those marshals, with so many incidents some seemed inexperienced at times.

See you at the Dinner and Presentation and don't forget the winter paddock starting this Friday.

Vi

Archive Material

I have been passed a number of photocopies of Club Event and magazine front covers from one of our "mature" members in the shape of Terry Goodlud.

Terry has amassed a not inconsiderable amount of NSCC material dating from the 1960's and 1970's.

If any club members are interested, Terry is prepared to copy the complete programmes and / or NSCC Bulletins that he has.

Anyone wishing to view the photocopies of the front covers or to make contact with Terry are asked to make contact with me in the first instance and I will pass on your contact details to Terry.

Paul Marvin (Editor)

WINTER PADDOCKS 2010 / 2011

Our off—season eventing kicks off once again in October and continues monthly through to March 2010.

A great opportunity to catch up with members and enjoy a drink or 3!, some good food and company.

Remaining dates for these are:

Friday October 29th

Tuesday December 29th,

Friday January 28th 2011

Friday February 25th 2011

Friday March 25th 2011

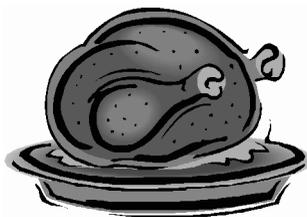
Usual venue;

Trent Lock Golf Club nr Sawley, Nottinghamshire.

Usually meet around 7.30 - 8.00

Meals available in the bar as well, but if you intend to eat please let Mike Simpson know in advance.

01530 411349 / 07774 770319



URGENT RETURN OF AWARDS

Can we ask that any award winners from 2009 make contact with Keith Graham as soon as possible (details at the back of Spin Off) to make arrangements for the return of their silver-ware please.

ADDITIONAL AWARDS

The Committee are also looking for nominations from the membership for the following awards:-

The Wonky Trophy :

this exactly what it is; a wonky trophy. We need the membership to suggest for the committee's consideration, any person (s) who might deserve this award. The criteria is fairly straightforward. Any form of mishap that makes us smile or just plain split our sides! It can be a driver, marshal, official almost anyone providing they are a member of NSCC.

The Brian Tustain Award :

The Brian Tustain Award is a long standing award within NSCC and again is open to be awarded to any NSCC member. The criteria here is fairly simple as well in that it is awarded for meritorious action or work that have benefited the club.

Would you please help us by sending any nominations you feel suitable to the Chairman in the first instance either by post or email. (details on page 31)

Final 2010 NSCC Championship Positions (modified)

Please note the new finalised positions within the championship and associated Club trophies. These results supersede those previously published in Spin Off and on the Club website.

	Driver	Car	Points
1	Richard Stephens	Peugeot 106 Rallye	164.79
2	John Allen	Peugeot 205 GTi	147.85
3	Martin Parkes	Westfield SE	145.65
4	Tim Burrill	Peugeot 205 GTi	139.48
5	Paul Webb	Van Diemen RF84	138.73
6	Nigel Cresswell	Fisher Fury	136.99
7	Stephen Lomas	Alfa GTV	130.25
8	Richard Abraham	Westfield SE	122.99
9	Jonathan King	Peugeot 106 GTi	104.09
10	Peter King	MGB GT	103.23
11	Dave Purdy	Opel Manta	100.88
12	Dean Maddock	Ford Escort	97.25
13	Mike Mayfield	Lada Samara	45.73

Vi Selby Trophy (Best Improver)	Martin Parkes	145.65
Gail Thomas Trophy (Novice Award)	Stephen Lomas	130.25
Brian Tustain Award (Meritous)	T.B.A	
Marshal of the Year	T.B.A	

Committee Appeal

Do any of you motor sport fans out there have a little spare time that you are willing to give up in order to help your hard working committee?

Your committee are looking for nominations for new members to be voted onto the Nottingham Sports Car Club Committee at this years AGM in November. Can you spare an evening once a month for committee meetings? Do you know anyone who might be interested?

Your hard working committee would welcome any approaches from members wishing to be elected. Please make contact in the first instance with your Chairman

**Roger Carrington.
152 Egypt Road, New Basford
Nottingham. NG7 7GZ. 01159 781997
Email : roger.carrington@virgin.net**

(a Nominations Form should be included with this issue of Spin Off)

Harry Driver Trophy Final Positions (modified)

	Driver	Car	Points
1	Nigel Cresswell	Fisher Fury	70
2	Paul Webb	Van Diemen RF84	41
3	Martin Parkes	Westfield SE	34
4	John Allen	Peugeot 205 GTi	26
5	Richard Abraham	Westfield SE	22
6	Dave Purdy	Opel Manta	21
7	Stephen Lomas	Alfa GTV	14
8	Dean Maddock	Ford Escort	13
9	Tim Burrill	Peugeot 205GTi	11
10	Rich Stephens	Peugeot 106 Rallye	8

Des Richardson Trophy Final Positions (modified)

	Driver	Car	Points
1	Dean Maddock	Ford Escort	70.09
2	Nigel Cresswell	Fisher Fury	68.82
3	Tim Burrill	Peugeot 205 GTi	65.42
4	Paul Webb	Van Diemen RF84	65.32
5	Stephen Lomas	Alfa GTV	62.01
6	Dave Purdy	Opel Manta	60.02
7	Jonathan King	Peugeot 106 GTi	58.27
8	Richard Abraham	Westfield SE	52.52
9	Peter King	MGB GT	51.82
10	Mike Mayfield	Lada Samara	45.73

Miller Trophy (Classic Cars) Final Positions (modified)

	Driver	Car	Points
1	Peter King	MGB GT	119.35
2	Calvin Andrew	Bond Equipe	94.44
3	Ben Stanbridge	Bond Equipe	35.31

Formula Ford Racing

"Sweet are the uses of adversity, which, like the toad, ugly and venomous, wears yet a precious jewel in his head"

I think what Shakespear was trying to say was, there is joy to be had despite the poo! The weekend ahead was about to verify this truly incisive prediction.

Back at Castle Combe for the third race of the season, the weather was once again warm and mild. The agreed new policy with Mrs Meanie of somewhat more sumptuous accommodation than the trailer (read 'larger tent') and arriving on the Saturday afternoon to set up camp had been acted upon and were duly in place. Additional contractual conditions included 'dinner' which by its very description would rule out the on-site establishment, and would have to involve seats in an establishment where the food was not ready on arrival. Fortunately within walking distance of the circuit is a jolly nice gastro-pub to which the majority of the paddock migrate once the sun dips below the horizon. I recommend the haddock with a couple of pints of the local Otter brew – not sure what an aquatic mammal has to do with beer and probably best left to the brewer.

The additional benefit of setting up on the Saturday is that the regular scrutineers are also on site and make informal visits to any teams and individuals in the paddock for a chat and a beverage. So picture the slightly surreal image of a driver preparing his car for racing with a torque wrench in one hand and a Stella in the other. Still, very agreeable. The other benefit of course is the time factor making the whole experience more relaxed; it gives you just a little more time to polish your nuts.

Walking back from the showers later that night and studying the stars, the International space station made an appearance (check the web site for details of the next flight over your house!) which for those that have tried to spot, will know just how difficult this is to view. Definitely a positive sign for the weekend, until still gawking skyward, tripped on the edge of the paddock road and made an athletic charge for the turf. That bit was not in the script, nor was trudging back to the shower block to clean off the mud.

Race day dawned and we were briefly treated to a vocal chorus from the birdlife buried in the hedgerow and trees that surround and decorate the circuit, only to be interrupted by a generous neighbour and his diesel generator which looked large enough to power Normandy. There seems little point in lying in a sleeping bag, in daylight, whilst your ear drums are being battered so an early breakfast seemed the appropriate response. A steamy mug of tea, bacon sarnie and a sun-drenched paddock; does life get any better? Well if he

turned the effin generator off at least we could hear it!!

Signing on is only worth of note for the chocolate treat in exchange for a signature. No idea why this custom persists at Castle Combe, but just after bacon, chocolate is the next essential nutrient for an aspiring racing driver and no, 7:00am is not too early for chocolate.

Qualifying proceeded well but as with many drivers, the complaint is always getting a clear lap to post a good time – and if you do get a clear lap, making it a mistake free one! Being lapped in qualifying by the front runners is I always feel a distinct advantage as you then have the perfect sherpa through as many corners as your can maintain visual contact. The focus this year for Meanie racing was of course to make progress up the grid and the class to ultimately annex the podium – retirement would then be an acceptable option without the spectre of 'complete failure' haunting my later years. After another cup of tea and a stream of excuses, a rather surprising (Dad need not has spat hit tea so far...) grid position of 3rd in class was secured. This equated to 20th on a grid of 34. Divide by the three classes and you can see that we were just punching slightly above our weight. The only negative from qualifying was the rather nasty 'thock tttthhh ththock ok ok, thock thocck every time second gear was selected and accompanied by a vibration through to the gearstick. Engineering brain switched to 'investigation' mode and the gearbox was nominated as primary suspect.

A gearbox strip (fully clothed and without a greasy pole) in the paddock attracted a number of spectators, some small and some small and slim enough to have their picture taken in the cockpit by their dad. It is always fantastic to meet enthusiastic youngsters that are genuinely interested in bhp/tonne, dog clutch gear box assemblies and to ask questions that had a clear understanding of mechanical engineering principles. I was really quite amazed at the knowledge and intelligent questions from a 9yr old, obviously out-questioning his father whom merely shrugged his shoulders at the questions. Thirty minutes later and my world was complete – 'can I have your autograph please?' I know enough about child psychology that you do not laugh but simple comply; but then do the honourable thing and point them in the direction of the racing snake at the front of the grid, someone who really might make a career of racing in the future. The gearbox proved a little more difficult as a gear had shed on of it's teeth. Fortunately the paddock is a friendly place and one of the bigger teams had a stock of gears, kindly lending me a pair for the race (the following meeting I did compensate the team with a case of beer!).

Okay, enough of the ramble, cut to the wheel turning stuff. Dad is my most avid supporter so it is great that my passion is shared by my best

mate too. He really does share in the peaks and troughs of disappointment and occasionally success, but it is great to have someone so upbeat at your side. So picture the scene in the holding area – a place where we are made to wait in full battle gear, listening to the sounds of conflict just a few metres the other side of an Armco barrier and the wise words from an old sage, 'have a good one and be sensible'! It was if he has never seen a FF race before! Sensible – when did that ever enter the mindset.....although I did understand what he meant. From the holding paddock we are assembled onto the grid in precise position and held for a further five minutes to allow all the grid to acclimatise. Naturally we switch off our engines and wait for support crew to materialise from the holding paddock.....except on this occasion the acclimatisation period was unusually short and had a little longer than normal to the point where the grid was cleared before dad arrived to restart the Meanie.....no problem as I could use the on-board battery to start. The starter motor whirred into life and promptly sheared the pin connecting it to the gear that rotates the ring gear of the engine. The result was a lot of whirring from a spinning motor and pressing of a starter button by a panic stricken pilot! The grid streamed away leaving me in a wasteland of grid and a defunct motor. The marshals duly attended and I managed to pass on the information via frantic arm waving and gesticulation that all that was required was a push start. This was duly provided but was preceded by instruction from the COC that I could only continue from the back of the grid – 34th place! Bo99ocks! Resigned to a race of 'how many places can you make', I stomped round the green flag lap to join the back of the grid before assembling into that special place held for misdemeanours or qualification error – like the seat behind the pillar at a concert, and controlled by a dedicated marshal. As the lights went out so did the logical thinking and with a sprinting style start launched through the back two rows of the grid. Within 50m eight places had been recovered and by the end of the lap another two. On lap seven a quicker class B car was hot on the tail of my class chum John sitting in third position. Entering the esses John slid wide and the class B car pounced down the inside and seeing the opportunity, clung to the gearbox like a dog with a favourite chew. John unable to move back to the racing line conceded the place and bingo, we were suddenly into third.. The remaining few laps unfolded without incident or manoeuvre to secure the first racing trophy for Meanie Racing. On the slowing down lap there was a particular 9yr old waving frantically from the banking – an equally enthusiastic wave was returned. Standing just a short distance away was my dad, jumping and fist pumping in jubilation in a manner that could also be by a from nine year old.

RACE 6

A drivers meeting at the race had given all a verbal slap for the lack of com-

petent driving (!!?). All the incidents of the twenty race programme of the previous meeting had been confined to one FF race and it was going to stop....allegedly. The race itself had eliminated the front row at the second corner and the usual suspects took each other off, smattered with 'errors' resulted in the usual 20% of the entry reacquainting themselves with the tow truck guys.

A few weeks later we were back to restart the motoring combat but this time we has all received a stern letter in the post confirming that sanctions were now going to be taken, video evidence, TV footage blah blah, zero tolerance etc. So it was with particular interest I waited for reaction following the race.

Qualifying had placed John and I close together again and frustratingly after half distance of the race he was still firmly attached to the rear of the Meanie like a slug on a lettuce. Momentum is all in FF racing as the difference in performance is minimal so missing a gear in the chicane was like ripping a wheel off. The approach to the next corner, Tower, was therefore two abreast and instead of conceding the place I decided to stick around the outside, John lost grip at the apex and slid across the track. When his rear wheel touched the front of mine he momentarily impersonated Mark Webber and had a good look at the air traffic over Combe. The resulting landing was less than text book and his helmet made good solid contact with the roll bar and knocking him out cold in the process. The car spun lazily to a halt and neatly parked adjacent to the barriers. The Meanie had fared equally poorly in the contact and made a swift dash for the cornfield, incorporating a couple of double salkos. Had this been a little later in the agricultural season then the way back to the sanctuary of the track would have been impossible! Employing John Deere mode and chugging back to the track a further lap and was completed with handling like a bowl of custard. Front wheel, suspension, body panels and a whole list of incidentals were now on the shopping list but of greater importance was the return of John to the paddock a short while later, slightly shaken but not entirely stirred. The bonus for Meanie racing was another podium finish but the damage to John took the shine off the occasion.

Martin Pickles

Part 2 will be in Decembers Spin Off)

moleracing – with K2 Consultancy

2010 Event reports from

British Sprint Championship rounds at Lydden and Colerne and the Brighton Speed Trials

Going into the last three rounds of the British Sprint Championship, a finish in the top 12 and the 'prize' of retaining a number was looking dodgy. I had to get a reasonable score in all three run offs. To maximise the chances a new set of tyres were purchased, (some tyre stats for you: cost £1,005, life: 12 heat cycles or about 30miles!).

A weekend meeting at **Lydden** gave us all sorts of weather, sun, wind and torrential rain. At one point the meeting was halted and the paddock had a large fast

flowing river running down the centre! The first timed run was on wets – just to play safe and I put in a qualifying time, but after lunch, the sun had dried the track out and it was time to treat myself to the new slicks – Awesome! The grip levels left me physically shaking for several minutes after the run with sheer exhilaration. Mike Musson was really flying earlier in the day, but snapped his chain and didn't get a time to qualify. Martin Jarvis also had a big one, and left the track and ended up in the tyre wall. He was extricated OK and went to hospital, but was given the all clear after being briefly unconscious in the accident. In a four way battle in the formula ford class, Martin Pickles took the honours.

The run off was going to be exciting at the top end with Nick Algar and Stewart Robb pushing each other to new class records and even coming off the track as they both pushed the 700bhp machines to the limit of adhesion. Stewart took top honours and I was pleased with 8th and 5 points. We had found a superb country house B&B nearby – so good I'm not going to name it for fear of it getting booked next year! And had a great evening! The following day the meeting didn't start until midday so a long slow breakfast was enjoyed.

Terry Holmes in the big V8 joined us on Sunday, plus Gary Thomas who travelled down from Nottingham and back in the day. Ultimately it was not rewarded for Gary who suffered from fuelling problems and ended at the rear of the top 12 run off. I qualified but was really annoyed to make a mis-shift on each run and this dropped a few tenths, to leave me 9th – a few tenths faster than Saturday I had moved to 11th overall. Martin Pickles ended up in the tyre wall pushing hard trying to snatch the Junior Trophy from Gary. Jonathan Toulmin snapped a drive shaft and didn't run but Mike fixed his chain and put in a stunning time to come 7th, Stewart took top honours by 0.04seconds to lead the championship by 1 point going in to the final round.

Two weeks later, we arrived for the season finale at **Colerne**. This was the

big showdown and the British Championship would be decided. Dramas early in the day saw Nicks team frantically sorting the Gould out as the quickshift caused a bad misfire. However there were even bigger dramas in the Robb camp. In his second timed run, a valve failed and the Judd sounded as sick as a 7 cylinder Judd with head damage would. A sad Stewart slowly packed up and set off on the 10 hour drive back home after leading the championship all year, in the run off Nick easily took enough points to become the back to back champion – a great win as he was pushed all the way and only snipped it by 2 points. Mark Smith in the 2 litre Gould took a great 3rd overall, and I was really please to end up 2nd in the 2 litre class and 10th overall.

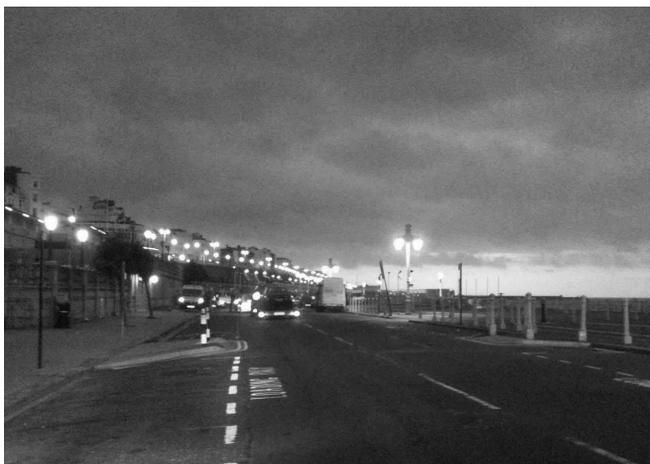
Brighton Speed Trials

The final event of the season was also the last ever drive of my car – see below for 2011 season plans, but first the alarm at 5am brought me to reality and after an dark morning drive Giulia and I arrived at Brighton sea front. The plan was to arrive early, get set up and positioned before the chaos of 200 cars and trailers started. We neatly slotted in to a gap in the sea railings and went to explore the delights of beachside catering, sharing the front with late night drinking revellers, the council cleaning staff, wandering drivers and early morning joggers!

The Brighton Speed Trials apparently are the worlds oldest Motorsport event, starting in 1905 and always draw a good crowd of many thousands along the sea

Front I was in a class of 7 racing cars, including Bill Gouldthorpe, the SBD OMS, this time driven by Ali Gibbons and SBDs Matt Hillan, The event is a standing ¼ mile straight sprint and this SBD machine was achieving over 140mph in practice and times around 10.7 seconds.

By the time the first of two timed runs came round it had been gently raining for an hour and traction was very much compromised. As I drew up to the start line, I did the old trick of moving to the side of the 'conventional' start, as the rubber that had been laid down during the morning was slippy, and the tarmac to the side of-



ferred better traction. In addition, I started in 2nd gear to minimise wheel spin. Considering the conditions, and the fact that the wheels did not stop spinning until 4th gear and 110mph, it was pleasing to win the class with this run on a 12.26 run from Matt who was just 0.09 behind, still managing 124mph over the line!



This run and the build up is shown on YouTube, or the www.moleracing.com website.

I was awarded the 'Sidney Tidy' trophy – or would have been if the previous holder had returned it!

Exciting News for 2011,

I have purchased a new RF96 for next season – same chassis, but 40 more bhp and I intend to get the chassis under 400kgs. This should give a 19% increase in power to weight ratio – around 675bhp/tonne!

The current car is for sale if anyone is interested.....



Hang on for the ride in 2011.....

And finally, many thanks to K2 Consultancy for excellent support this season.

Steve Miles

Caption Contest

I'm sure many of you will remember last years caption contest involving our Chairman Roger Carrington and Club Archivist Mike Mayfield; a few very amusing "lines" appeared in subsequent Spin Offs.

My thanks go to Martin Parkes for submitting the following photos from the "set-up" days at Thoresby Park this year.

Please feel free to post or email me with suitably embarrassing comments that I can publish.

Sorry, no cash involved here, just a good chuckle at the expense of the attendees "caught on camera".

Caption 1



Caption 2



Caption 3



MSA News ISSUE 06: OCTOBER 2010

Champion Groves announces sabbatical

Newly-crowned Nicholson McLaren MSA British Hill Climb Champion Martin Groves has announced that he will not contest the 2011 season, citing family and business reasons.

Groves, 45, took a record 100th run-off victory this year, but has now put the Gould that he shares with driving partner Paul Ranson up for sale. "Myself and Paul have been competing together since 2003 and I'd been doing almost every round before that back to 1996," said Groves. "I need to take a break from it; I may be back in 2012 but there is a possibility that I've done my last British Championship event."

Algar won't defend title

Nick Algar does not plan to defend his SBD Motorsport MSA British Sprint Championship crown next season. Algar took his second consecutive title this year with a double victory at Colerne but has now put his title-winning Gould up for sale. "What people don't realise is that the cars we're running are almost as quick as Formula One cars; in 2009 I took the outright lap record at Mallory Park," said Algar. "I'm 56 now and feel that I want to step back from the top level but if the car doesn't sell I'll compete, as it would be silly to leave it in the garage doing nothing."

Franchitti takes IndyCar crown

Scottish driver, Dario Franchitti last weekend successfully defended his IndyCar Series title, claiming the biggest prize in US single-seater racing for the third time in four years. This year also brought the Ganassi driver a second victory in America's most famous motor race, the Indianapolis 500.

MSA Chief Executive Colin Hilton said: "British motor sport is enjoying a golden period at the moment and, as a triple IndyCar champion and a double Indy 500 winner, Dario is proving to be a superb ambassador for us in the US."

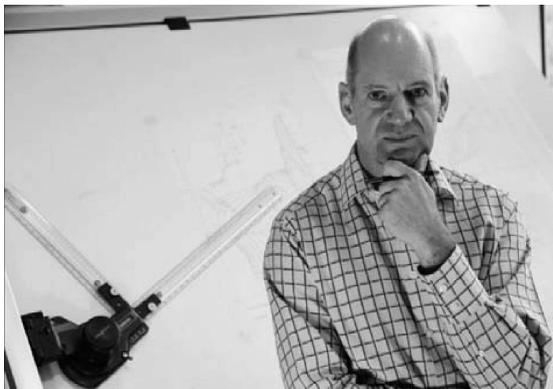


Newey nominated for design award

Red Bull Racing's Adrian Newey has been nominated for the Prince Philip Designers Prize, which recognises outstanding contribution to UK business and society through design.

Newey, who has created grand prix-winning cars for the Williams, McLaren and Red Bull teams, will go head-to-head with designers responsible for the 2012 Olympics Aquatic Centre, Burberry macs, the first laptop computer and the motorway signage system.

The winner will be announced by HRH The Duke of Edinburgh at a ceremony at the Design Council on Tuesday 9th November. Former winners include the architect Lord Foster of Thamesbank, Habitat founder Sir Terence Conran and inventor Sir James Dyson.



Aussie Pye takes Fford crown

Australian Scott Pye sealed the Dunlop MSA Formula Ford Championship of Great Britain title at Brands Hatch last month. "It's difficult to put into words – to win the championship is absolutely fantastic," said the 20-year-old. "Our season started on such a high at Oulton Park with a win, and to finish on the podium here at Brands as Champion is an amazing way to cap a brilliant year."



Groves takes Hill Climb title

Martin Groves secured his fourth MSA British Hill Climb Championship title with the Fastest Time of the Day at Doune. "It's nice to get the title back again," said 45-year-old Groves, who will now take at least a year's break from competition. "It's something that we've been working towards for the last two years since I last won the Championship and it's a good feeling to achieve that goal."

Algar defends Sprint title

Nick Algar retained his SBD Motorsport MSA British Sprint Championship title with a double victory at Colerne. Algar, who took his first Sprint title last year, said: "This

season was a lot tougher than last year, mainly because there were a few events that I wasn't able to compete in for various reasons, from getting caught in the volcanic ash cloud to a family bereavement. That meant I had to push hard to score in every event I entered, which worked out in the end."



Helmet standard labels

All British Standard labels are uniquely numbered, yet the MSA Technical Department has been made aware of six helmets that

have been presented at scrutineering bearing the same serial number. Competitors are advised to check BS stickers carefully when purchasing helmets to avoid forgeries.

Bulkheads

The MSA Technical Department wishes to remind Competitors of the requirements of Regulation (J)5.2.1, which states that fuel tanks must be isolated from the driver's compartment by a bulkhead. The removal of equipment such as speakers can leave large holes (above) that may contravene this Regulation.



Humphrey to navigate for Jardine

BBC TV's F1 anchorman Jake Humphrey will co-drive for racing pundit Tony Jardine in this month's Cambrian Rally, as part of the Go Motorsport campaign.

Jardine believes that the event will prove a sizeable challenge for Humphrey, whose competitive experience extends to a Lotus on Track Elise Trophy race at Silverstone last year.

"We're throwing him in right at the deep end," admitted Jardine. "Luckily he lives close to my office in West London so, fingers crossed, we'll find a couple of hours to plot our adventure in the days building up to the event. But he's now up to his neck with GPs in the Far East and then the Commonwealth Games in India. It's all going to be a bit of a rush but it will be fun and, more importantly, a great advert for Go Motorsport."

If all does go to plan, highlights of brave-hearted Humphrey's latest escapade will

be screened to millions of viewers as part of the BBC's build-up to the Abu Dhabi Grand Prix. Further coverage of his exploits will be aired on the BBC website and on Humphrey's online blog and Twitter page.

Join the Go Motorsport campaign

There are many ways for you to play your part in encouraging more newcomers into all areas of motor sport:

Direct anyone interested in competing, volunteering or visiting a live motor sport event to the 'Go Drive', 'Go Help' and 'Go See' sections of the Go Motorsport website, www.GoMotorsport.net

Help us to set up a visit to your local school by emailing the relevant contact details to info@GoMotorsport.net

Promote the initiative by running Go Motorsport decals on your competition car. A selection of free decals is available from info@GoMotorsport.net

Include Go Motorsport advertisements in your event programmes. Artwork is available from the 'downloads' section of www.GoMotorsport.net

Establish web links to the Go Motorsport website where relevant or possible.

Distribute Go Motorsport and Let's Go Karting promotional materials. Flyers, pencils, DVDs and other materials are available from info@GoMotorsport.net

Brabham takes second ALMS title

MSA National Race Coach David Brabham secured his second consecutive American Le Mans Series title with LMP2 class victory in the final round of the season, Petit Le Mans.

Brabham, who runs the Team UK programme and mentors the race drivers, said: "We took the LMP1 title last year, I've won Le Mans three times with Peugeot and Aston Martin, and now I've got two ALMS titles. You can't achieve all that without the support of great teams and I feel very fortunate to achieve all this at this point in my career."

Webb gets Formula Renault 3.5 test

Oli Webb's third place finish in this year's Cooper Tires British F3 International Series has earned him a World Series by Renault test at Motorland Aragon later this month.

"It will be great to step into a car with around twice the horsepower of what I'm used to," said 19-year-old Webb. "Hopefully if I do well in the test I will be able to find the budget to contest the World Series season next year, although another year in F3 is also a possibility."



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