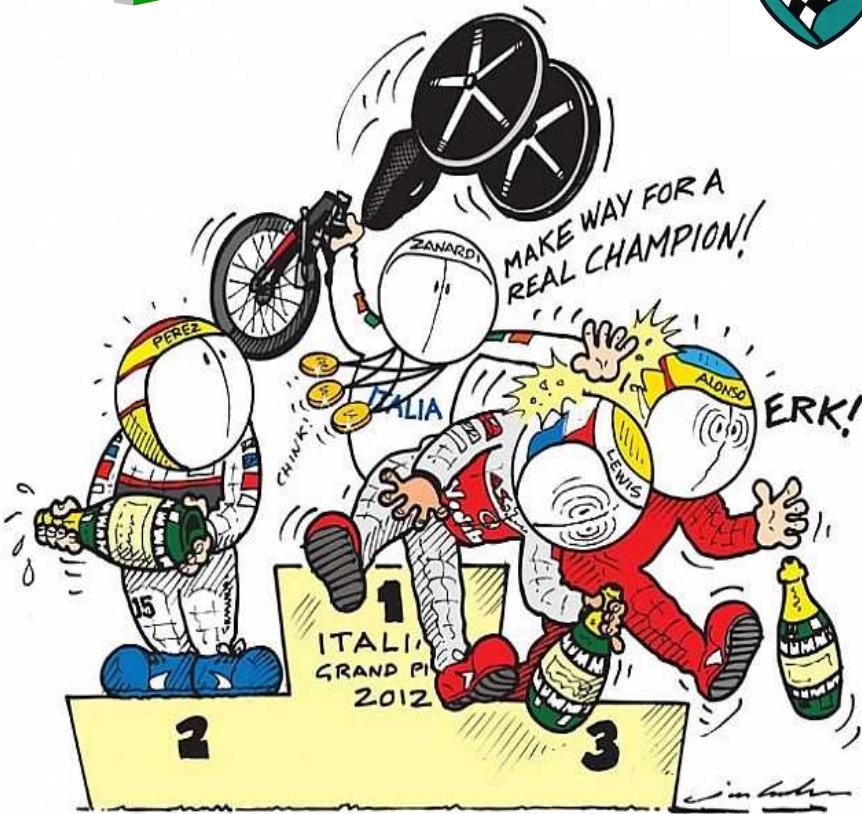


NOTTINGHAM SPORTS CAR CLUB

Spin Off



October 2012

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

Andrew Warren on :-
c7borg@gmail.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:-

And sent to :

Paul Marvin.

4 Marriott Drive, Kibworth Harcourt,
Leicester LE8 0JX

Tel : Mobile : 07715 353440

or Email : paulm179@gmail.com

IN THIS ISSUE

Club Website & Spin Off contact details	2
Chairmans Chatter	4
Editors Mutterings	5
Marashals Page	6
Final Championship & Trophy Positions	7 - 8
Winter Paddock dates	8
A Long Time Ago - Vi Selby	9 - 10
Wales Rally GB - Martin Parkes	11 - 12
On the Lighter Side	13
Thoresby Park Sept 15th / 16th Results	14 - 19
AGM 25th November 2012 Menu & Details	20 - 21
MSA News Septemnber 2012	22 - 26
Official & Committee contacts	27

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

It probably didn't register that there was no 'chatter' to read in September (for those who noticed it was probably a welcome break!) - the work involved in setting up Thoresby and supporting Sandra with the entries etc, took all my time. Not helped by so many late entries, although we were glad to have them, and glitches with laptops which meant a lot of two day entries only received FI's & results for one day- still don't know why but apologies anyway. We had been warned that part of the paddock area had been roped off but were not prepared for the extent of 'prohibited' area facing us when we arrived to set up. Happily the quickly re-arranged layout worked ok and there were many positive comments that, with some modifications, it would be worth considering as a permanent choice.

We were blessed with good weather and the weekend went pretty well and by the time I left on Monday I was thinking we had had a successful event. Unfortunately Tuesday brought protests about the course set-up that took the icing off the cake and resulted in it being classed as a 20 point event which has had a material effect on the Championship placings.

The whole episode has soured the end of the season and highlighted a number of issues which 'once a year' venues create. It boiled down to the omission of one barrel (on the grass) on the exit of Fiveways and the RH penalty barrel on the entrance to Rise Esses being nearer the entrance to the corner (but still on a correctly placed barrel) than previously. There was additional comment that some bales were also nearer the edge of the track and we had omitted the bales behind the barrels at Rise Esses (intentional to facilitate the marshals re-setting the course). In short, as far as I'm aware, the width and profile of the track was as previous years.

Minor amendments to the Championship Regulations over the years, often in response to competitors comments, have also had unintended consequences and exacerbated the situation.

The Technical Sub-committee are meeting shortly to take all the comments and arguments on board to review the regulations & scoring for 2013.

The pressure of work means that I will be stepping down as Chairman at the AGM as I cannot give the time and energy the role requires and as I would wish to do so.

Roger C
roger.carrington@virgin.net

Editors Mutterings



Well its all change at Nottingham Sports Car Club!

I am sorry to have to report that this will be my final Spin Off as editor. What will happen in the future with regard this NSCC publication is uncertain except to say that it will not continue in its current state. Most likely it will become an "online" version only in a reduced newsletter format and posted on the club website periodically. Costs of producing the 10 issues per year, although considerably less due to the email versions being sent to 60% of the membership, are still significant enough to have an impact on the dwindling club funds. So it is farewell from Spin Off this month and I do hope that you have all enjoyed reading the club magazine as much as I have in creating it for you for the last 12 years. My thanks must go to all of you who have sent me information and articles to publish in Spin Off over the years; too many of you to mention, but you know who you are.

More changes afoot I'm afraid in that Kim and I are stepping down from the committee at the next AGM in November. For myself after 14 years (most of which as Treasurer and magazine editor) and Kim for 12 years as membership secretary, we feel it is time for a change. Hopefully there will be people waiting in the wings to fill our committee places. Both Kim and I have enjoyed working with NSCC and have made many friends during our time with club. We're not disappearing completely and we will hopefully still be of some use to club maybe at future NSCC events and we hope to see many of you in and around the NSCC paddock next year. You never know, I might even get back into sprinting again. Watch this space!!

Our Awards co-ordinator and long standing committee member Keith Graham is also stepping down from the committee after many years of service to the club.

Details of this years AGM and Awards presentation day on November 25th are elsewhere in this issue and I recommend you visit the club website to download the booking form and get your ticket request to Vi.

Ed

Marshals Page

A 'thank you for your support again this season' from the Club and we hope you have all enjoyed your days' marshalling.

We were fortunate having good weather for Thoresby Park it was a good weekend and there was a special message from Dennis our club steward, his words

"The marshals did a superb job as the timings showed. It is the marshals who should take full credit for the smooth and efficient running of the event. 100% Top Job" One can't beat that!

We had 24 marshals volunteer for our events this season totalling 59 days, 5 of you did all 4 events. Lack of entries resulted in us having to cancel Mira

We are looking forward to seeing you at our AGM and Lunch and our speaker will be sure to keep us entertained.

Don't forget our Winter Paddock, it would be good to keep in touch with those of you who live in the area, we are aware that distance can be a problem for some of you.

Have a well earned break which I know is short one for those of you involved in rallies etc.

Christmas cards and volunteering forms will be on my list soon!

Have a good Christmas and New Year

VI

FINAL HARRY DRIVER POSITIONS

1st	Richard Abraham	Class 2A	Westfield SE	66
2nd	Emma Bennison	Class 2A	Sylva Striker	64
3rd	Tony Hary	Class 1B/3B	Renault Clio	54
4th	Sarah Bosworth	Class 2E	Lotus Elise	48
5th	Paul Web	Class 5B/6	Van Diemen RF84	47

FINAL CHAMPIONSHIP POSITIONS

Pos'	DRIVER	CLASS	CAR	POINTS
1st	Richard Abraham	2A	Westfield SE	165.20
2nd	Tony Hart	1B	Renault Clio	162.10
3rd	Emma Bennison	2A	Sylva Striker	152.41
4th	Paul Webb	5B/6	Van Diemen RF84	151.59
5th	Robert Smith	1B	Peugeot 205 GTi	151.17
6th	Gordon Peters	1C	Nissan 350Z	148.07
7th	Tim Burrill	1B	Peugeot 205 GTi	144.39
8th	John Clarke	2A	Caterham 7	110.36
9th	John Fox	SA	Peugeot 106	112.57
10th	Reg Wild	SA	Renault 5	111.97
11th	Nigel Cresswell	3F	Fisher Fury	95.07
12th	Peter Caiado-Gillett	5B/6	Van Diemen RF84	75.71
13th	George Cole	5C/6	Terrapin mk1	68.85
14th	Stephen morrison	2E	Lotus Elise	62.83
15th	Ben Morse	3B	Peugeot Rallye 106	50.13

FINAL DES RICHARDSON TROPHY POSITIONS

1st	Nigel Cresswell	Class 3F	Fisher Fury	60.7
2nd	Gordon Peters	Class 1C	Nissan 350Z GT	60.0
3rd	Reg Wild	Class SA	Renault 5	57.06
4th	John Fox	SB	Peugeot 106	57.02
5th	Paul Webb	Class 5B/6	Van Diemen RF84	53.23

CLASSIC CAR MILLER TROPHY AWARD

1ST	George Cole	Class 5B/6	Terrapin mk1	147.58
-----	-------------	------------	--------------	--------

Winter Paddock

Dates for the “off season” winter paddock meetings :-

October 26th;
November 30th
January 25th
February 22nd
and March 29th.

As usual these will be held at Trent Lock Golf Centre in Sawley (same venue as for the club AGM). A chance to catch up with lost paddock acquaintances over the winter period. Meals available, or just meet in the bar for drink and a chat.

Let Mike Simpson and / or Vi know if you hoping to come along.
(contact details on the inside back cover)

A Long Time Ago

A Long Time Ago

While driving home from Salisbury - in 1969 - , in heavy Thruxton traffic we decided to drive in and watch the racing, we saw Jochen Rindt win his F2 race and we were hooked. We spent the next six years spectating, our favourite formulae being Formula Ford and F5000. and some saloons We made many friends and I am still in touch with most of them today.

Keiths death in 1976 was a terrible loss and I had to find my way, spectating was lonely and was not for me, although my family were very supportive.

I saw Barrie Williams (at Donington I think) he pointed me in the direction of marshalling and I have worked on the startline ever since. I attended the opening meeting of the new Donington Park circuit on 28th May 1977. organised by the NSCC and sponsored by the Else Motor Group. The event was delayed when a group of ramblers were poised to walk through the venue on a disused footpath, resulting in the single seaters' races being cancelled.

May 17th 1998 was a very special day when the NSCC 50th Anniversary Sprint was held at Donington Park. The day was organised by Lynne, myself, Gordon Peters many helpers and marshals with assistance from British Motor Sprint Association. Di Hardy and her experienced Donington E.S. Team kept everyone safe and organised. Circuit Manager the late Robert Fearnall looked after us all in his usual calm and professional way. We had 240 starters running three cars on the circuit at timed intervals. Before the runs we had three uninvited guests- drugs officers in race control, they picked out a number of drivers at random from the programme to carry out the normal procedure some of you were there and Tony Sugden won't mind me saying he has his own story to tell!!!

In my 36 years as Chief Startline marshal I have worked for AMOC; BDC; HSCC; BARC; 750MC; 8 clubs; JCC; Jim Russell Racing at Mallory, Donington Park, Silverstone, Cadwell, Pembrey and Croix-en-Ternois this one was HSCC. In late '78 Lynne and myself worked for race driver Tony Trevor, he raced a PRS Formula Ford and later a RT3 F3. Sharing the grids with motorsport greats Senna, Brundle and others. We travelled to most circuits from Aintree to Lydden. Towing the race car, or if a weekend meeting towing the caravan, with Lynne taking the race car in the transporter. Brands was not a popular venue - North Circular Road - no M25 then but it was probably quicker anyway and we did the FF Festival for many years.

When Tony was competing in two championships they were scheduled on the same day and he managed to compete in both races with the FF. (I don't remember the date) It was a Mallory 750 meeting and a Donington Esso.

A tight schedule, Donington practice, dash to Mallory practice, Donington Heat, Mallory race, Donington Final with a gear ratio change every time! He won the 750MC and won the championship and came 2nd in the Esso.

I marshalled two HSCC race meetings (2 day events) at Croix en Ternois one in July 1994. 14 marshals went by ferry - with only 13 passports - no problem! About the same number of officials drove over, and the skeleton team ran the event.

The first race went an extra lap when the timekeepers realised we hadn't done

a lap chart. CofC was Steve Lydon, Deputy CofC George Copeland. June Copeland, Lynne and myself ran the assembly, startline, pit wall (railings) and gantry. At lunchtime the circuit owner and his english speaking daughter brought us all a packed lunch and a bottle of beer and a second bottle for the coach journey to our hotel in Arras. A great way to spend a weekend in France!

In August 1984 I was invited by club member Ken Snailham to attend the EGM of NSCC (I haven't thanked him yet!) which was convened to wind up the Club, I believe due to lack of support and low finances. Des Richardson, Martin Brobyn, myself and another volunteer took on the task. A sprint was organised for September by two experienced members of a Rolls Royce club, high costs of this depleted the funds and we were left with 700.00+ in a Building Society Book, very few records, an old typewriter, the wooden plaque from the office door and a few admission tickets and bags!! - not a lot of assets! Des and Martin took on the mammoth task of visiting venues and promoting the club. I did membership, accounts, championship and printed the Spin Off produced by some members. I acquired a Gestetner - liquid ink printer complete with handle to wind! Later upgraded to an electric one! In 1985 we eventually had 128 members and 34 in the Championship.

Our first event in 1985 was daunting, I hadn't even seen a sprint meeting before so read the Blue Book and enlisted circuit officials who I had worked with, to help me, the late Derek Ongaro was there too.

It was extremely hard work to build it up in those days, I think we had eight or nine on the committee all of whom ran the events which were at Curborough. In 1991 Bruce Widdowson had some discussions with Thoresby Park due to having had a contact with them. This resulted in further negotiating and the NSCC then being granted a Track Licence by the MSA and we held our first Sprint in September 1992 much to the delight of Lady Roselle and Dr. Raynes. - Thank you Bruce!

I continue to enjoy all I do for NSCC, shortly I will be contacting all the marshals, officials and support services/ hire equipment etc, with dates for next season and costings for the treasurer to enable him set the entry fees. If I can resist raising my hand to volunteer for a meeting I will be there to help wherever I can and pass on the experience have learned over the years. I have greatly reduced my circuit marshalling this year but intend to be back to the startline in 2013. The BMMC have been very supportive and have recognised my support over the years. I was awarded the Sylvia Edwards Trophy in 2000 and 2006 and was honoured to be awarded the Gold Badge in 2006. I was told I was the first female recipient but I stand to be corrected on that - also some of the dates although I am sure my memory serves me well! On startline for Indy Cars at Silverstone Sept '78; At Donington Rally Sprint 1984; Truck Racing 1991; European Grand Prix 1993. I have all the programmes complete with autographs, in my many boxes of memorabilia oh yes and the T-shirts! I have been invited to celebrations and also memorials to our racing greats at Mallory Park and Donington Park. More important than all this - I have made many good friends and have some special memories
I hope all members/ competitors will support the NSCC next season its your Club and we need you to enter our events to keep the club running. See you all next season.

WALES RALLY GB (again!)

At the beginning of the year I was asked if I would join the North Wales organising team again for the Wales Rally GB in September. This new earlier date did clash with one of my favourite sprint events at Thoresby Park but as I was selling my Westfield I decided that if I had got a new competition car by then it probably wouldn't be ready, so I accepted.

Last year's event made use of Dyfi forest (just North of Machynlleth) but a PR problem meant that the whole of the forest track could not be used so it was split into 2 stages. Dyfi North and West were then linked by the PR problem section of stage which had to be driven slowly. This was not a successful outcome so for 2012 this forest was dropped (much to the disappointment of the locals). Our stages, which were being run on Friday, were Hafren, Myherin and Dyfnant. All of these were run last year except that Hafren was now run as a single stage right through to Sweet Lamb exit, whereas last year this was two separate stages. Sweet Lamb is a private sheep farm, on the A44 to the West of Llangurig, with excellent tracks and is used by the top teams for testing and gives very good spectator viewing facilities (have a look on "you tube").

My role this year was much the same as last, collating/distributing equipment needed for our three stages, road sections, car parks and ordering anything extra that we hadn't already got in stock from previous years. Also tower lights, crowd control barriers, generators, small halogen lights etc all had to be priced from various suppliers and then ordered. This year my time away from home would be extended (good job I'm retired) due to the fact that Dyfi forest was not being used. On the outskirts of this forest complex the forestry commission had loaned us a building to store all our equipment and so most of this had to be loaded into my van and transported to another storage site just outside of Newtown whilst the remainder delivered to a temporary store on a farm near to the Dyfnant stage start.

The 120+ hire vehicles associated with this event were all distributed from an Army camp at Sennybridge (South Wales) again and so I drove there on Thursday 6th September morning, left my car on site and collected my nearly new (only 400 miles old) Mercedes LWB Sprinter van. Early Friday I set off from home for mid Wales not to return until Saturday 15th Sept.

My base for the week was a nice pub called "The Cann Office" at Llangadfan just outside Welshpool and it helped that the gaffer there keeps a good Guinness and the French Chef Francois cooks great food! All went well apart from the 381 crowd control barriers which I'd asked to be dropped at three separate locations, but someone intervened and told the delivery driver to leave them all at Sweet Lamb on Friday afternoon!

Recce day was early Tuesday morning so all the stages had to be ready to run on Monday evening and I was unable to contact the supplier until Monday morning. Luckily he managed to get his men back out to load and redistribute as my original instructions and then I did the final stage junction distribution for Dyfnant, finishing just before dusk!

Tuesday morning was spent manning a radio on a stage junction whilst recce road cars were driven through the stage twice and then the rest of the week was spent distributing the remainder of equipment. This involved delivering tables and chairs to various hired portacabins and also wiring with power / telephone cables and sockets. Radio aerials also had to be erected at various locations along with numerous event road signs, more crowd control barriers dropped off at the security manned road closure junctions (to make sure the spectators only used the designated car parks and paid money to watch!) and eventually we were ready for the main event through our area on Friday.

Spectators/marshals started arriving Thursday evening so all radios had to be manned and I was up at 3am on Friday to help set up the lights etc at one of the car park entrances and then on hand in case of any local problems. I'm pleased to say that all passed off without incidents and I actually got to see the cars in action on the stage this year. Clearing up after the event was a little easier this year mainly due to the fact that spectator numbers were drastically down, this was probably due to the £25 per person admission charge!

With very little rubbish to clear up and other officials all doing their bit, I eventually got home early Saturday evening and my once pristine white van was returned to Sennybridge Army camp on Monday along with 2 smallish dents and another 1200 miles on the clock, after first being jet washed and cleaned inside and out. My damage was nothing though compared with one stage commander we had heard about who managed to roll his brand new hired Land Rover Freelander on his stage during the set-up week and another who put a hole in his Freelander's sump!

After the Friday stages were finished the Hafren stage was kept open so that the Top Gear crew could film Kris Meeke, co-driven by James May, driving a standard Bentley through the stage. One of the marshals had access to an intercom and heard the producer say that "Kris would have to drive it again as he made it look far too easy!" Apparently he was within 20 per cent of Petter Solberg's time despite running on standard tyres!! The footage is due to be shown early next year.

As you probably know the event was won by Jari-Matti Latvala with Petter Solberg being relegated to 3rd after a late charge by Seb Loeb. It did seem an awful lot of work and expense for just 31 WRC and 41 National cars. The event was due to be held in the Scarborough area next year but the Rally GB officials have secured another 3 year deal with the Welsh Government (close to £6m) and have promised a huge revamp and a return to its original November date. Whether they will reduce the admission charges remains to be seen!

Martin Parkes

ON THE LIGHTER SIDE

Two 90 year old Aberdonians, Hamish and Sandy, have been friends all of their lives.

When it's clear that Hamish is dying, Sandy visits him every day. One day Sandy says, "Hamish, we both loved football all our lives, and we played football on Saturdays together for so many years. Please do me one favour, when you get to Heaven, somehow you must let me know if there's football there."

Hamish looks up at Sandy from his death bed, "Sandy, you've been my best friend for many years. If it's at all possible, I'll do this favour for you.

Shortly after that, Hamish passes on.

At midnight a couple of nights later, Sandy is awakened from a sound sleep by a blinding flash of white light and a voice calling out to him, "Sandy--Sandy."

"Who is it? asks Sandy sitting up suddenly. "Who is it?"

"Sandy--it's me, Hamish."

"You're not Hamish. Hamish just died."

"I'm telling you, it's me, Hamish," insists the voice."

"Hamish! Where are you?"

"In heaven", replies Hamish. "I have some really good news and a little bad news."

"Tell me the good news first," says Sandy.

"The good news," Hamish says, " is that there's football in heaven. Better yet, all of our old friends who died before us are here, too. Better than that, we're all young again. Better still, it's always spring time and it never rains or snows. And best of all, we can play football all we want, and we never get tired."

That's fantastic," says Sandy. "It's beyond my wildest dreams! So what's the bad news?"

"You're in the team for this Saturday."

THORESBY PARK SATURDAY 15TH 2012 RESULTS

No.	Driver	Car/Model	Run 1	Run 2	Run 3	Run 4	Best	FTD
Class SA - up to 1400cc								
1	Andrew Rollason	Ford KA	66.96	66.48	67.44	66.83	66.48	61
2	Reginald Wild	Renault 5 Campus	60.04	59.28	afwo	60.08	59.28	48
4	John Fox	Peugeot 106	60.15	59.16	59.91	63.17	59.16	46
Class SB- 1401cc to 2000cc								
8	Rodney Ellis	Lotus Elan	60.44	60.48	60.29	61.29	60.29	53
9	Tony Thomas	Mazda MX5	58.64	58.52	74.32	59.60	58.52	44
11	Leigh Andrews	Mazda RX8	61.61	62.11	60.85	63.48	60.85	54
Class 1A - up to 1400cc								
16	Kevin Hardwick	Peugeot 205	64.56	60.31	59.88	59.80	59.80	50
17	Richard Stevens	Peugeot 106 Rallye	60.30	59.82		61.51	59.82	51
Class 1B - 1401cc to 2000cc								
20	Bob Smith	Peugeot 205 GTI	57.46	55.43	54.65	55.24	54.65	33
21	John Allen	Peugeot 205 Gti	57.87	55.76	55.64	56.47	55.64	37
22	Ian Butcher	Renault 5 GT	57.21	55.67	57.18	57.17	55.67	38
24	Roger Carrington	Peugeot 106	62.37	61.65	60.67	60.28	60.28	52
120	Tim Burrill	Peugeot 205 GTI	55.35	54.55		57.21	54.55	32
Class 1C - over 2000cc								
26	Brian Marshall	Porsche 944 Turbo	65.66	61.39	63.29	61.49	61.39	56
27	Gordon Peters	Nissan 3502 GT	58.02	55.70	54.90	56.67	54.90	34
Class 2A - up to 1700cc								
31	Graham Cashmore	Davrian Mark 6	61.33	61.04	62.58	61.40	61.04	55
32	Peter Rosethal	Fisher Fury	51.79	51.03	50.24	51.20	50.24	14
33	John Clarke	Caterham 7	54.71	54.18	54.62	53.21	53.21	28
34	Richard Abraham	Westfield SEI	49.88	50.09	49.48	50.28	49.48	11
35	Carol Stevenson	Westfield SE	69.95	70.66	68.03	67.38	67.38	62
36	Emma Benson	Slyva Striker	52.45	50.54	49.99	49.69	49.69	13
37	Colin Way	Westfield Sei W	64.95		64.69	67.34	64.69	60
135	Bill Stevenson	Westfield SE	62.23	63.84	62.40	62.32	62.23	58

No.	Driver	Car/Model	Run 1	Run 2	Run 3	Run 4	Best	FTD
Class 2B - over 1700cc								
40	Richard Kerr	Westfield Playskool	49.16	48.31	49.38	48.17	48.17	7
41	Stephen Overall	Westfield SeiW	51.63	51.91	51.41	51.52	51.41	18
42	Gareth Cutts	Locost Birch Special	52.07	52.48	52.33	52.71	52.07	22
Class 2E - Road going Lotus Elise and Elise derived cars								
44	Stephen Morrison	Lotus Elise	54.81	54.15	55.04	53.69	53.69	29
144	Barry Savage	Lotus Elise	61.19	59.58	84.92	61.67	59.58	49
Class 3A - Modified Production Cars excluding Kit, Replica and Space-framed cars <1400cc								
46	Wil Ker	Austin Mini	53.17				53.17	27
Class 3B : Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.								
50	David Reade	VW Golf GTI	57.56	77.87	58.65	57.15	57.15	40
51	Richard Crofts	Ford Escort MK2	53.14	51.92	53.19	51.92	51.92	21
53	Ben Morse	Peugeot 105 Rallye	57.28	57.41	55.76	55.49	55.49	36
54	Tony Hart	Renault 5 GT turbo	50.38	50.41	51.37		50.38	15
55	Darren Spooner	Peugeot 205	56.47	55.36	55.15	55.42	55.15	35
Class 3F - Modified Production Kit, Replica and Space-framed cars up to 1800cc.								
59	Mark Leybourne	Westfield SeiW	72.41	53.12	52.43	52.84	52.43	24
60	Richard James	Westfield Megabine	50.83	50.38	50.06	49.20	49.20	10
61	Mark Bishop	Westfield SE	56.61	55.07	55.07	54.50	54.50	31
62	Nigel Cresswell	Fisher Fury	47.96	46.69	47.08	46.84	46.69	4
63	Terry Overall	Westfield Megab-lade	48.21	47.33	47.65	46.86	46.86	5
65	Matthew Turner	Westfield Mega RI					0.00	63
66	Andrew Hargreaves	Westfield Sei	49.53	49.65	50.82	50.16	49.53	12
Class 3G - Modified Production Kit, Replica and Space-framed cars over 1800cc.								
67	Barry Slingsby	Westfield GGR	46.61	45.87	49.75	45.68	45.68	3
68	Adrian Clinton-Watkins	Westfield GGR	45.87	44.63	44.67		44.63	1
69	John Shepherd	Westfield SeiW	63.25	61.79	59.50	59.27	59.27	47
Class 4A - upto 1700cc								
70	Geoff Stallard	Ginetta G12	54.25	56.77	56.35		54.25	30

No.	Driver	Car/Model	Run 1	Run 2	Run 3	Run 4	Best	FTD
52	Baz Wheeler	Ford Escort RS	53.07	52.36	51.64	51.65	51.64	19
56	Steve North	Ford Escort RS	55.42	55.83	53.04	55.64	53.04	26
58	Peter Beer	Ford Escort	51.40	51.46	50.58	50.70	50.58	16
71	Ian Medcalf	Fiat 500	52.27	53.22	51.88	53.11	51.88	20
Class 4B - over 1700cc								
74	Ian Oldfield	Ford KA	52.65			52.68	52.65	25
75	Steve Davis	Lotus Exige 5	51.44	51.33	53.16		51.33	17
Class 5A - Racing Cars upto 1100cc								
76	David Garnett	Jedi MKIV	50.34	49.63	49.96	48.98	48.98	8
77	Eve Whitehead	RBS 7 B	55.36	72.48	52.10	53.30	52.10	23
78	Caroline Pashley	Jedi Formula 600	61.37	59.74	60.99	59.10	59.10	45
176	John Bunting	Jedi MkIV	48.92	47.72	48.31	48.05	47.72	6
177	Barry Whitehead	RBS 7 B	58.49				58.49	43
Class 5B - Formula Ford 1600 Racing Cars manufactured before January 1st 1994.								
80	Bob Ridge-Stearn	Van Diemen RF87	59.73	59.71	56.75	57.32	56.75	39
Class 5C - Racing Cars over 1100cc up to 1600cc.								
82	Glynn Shetchley	Force PT	47.60	67.92	45.08	45.09	45.08	2
Class 5D - Racing Cars over 1600cc up to 2000cc.								
86	Brian Walker	Brytec DP2000	48.99	50.25	50.92	52.83	48.99	9
Class 6 - Classic Cars								
88	Mark Paterson	Ginetta G15	58.99	63.94	61.35	57.5	57.50	41
83	George Cole	Terrapin MK 1A	59.56	59.91	57.73	60.21	57.73	42
89	Peter Hubbard	Marcos V6 Sports			64.54		64.54	59
90	Graeme Williamson	Hillman Imp	62.35	62.70	61.62	62.50	61.62	57

THORESBY PARK SUNDAY 16TH 2012 RESULTS

No.	Driver	Car/Model	Run 1	Run 2	Run 3	Best	FTD
Class SA - up to 1400cc							
1	Andrew Rollason	Ford KA	67.84	66.23	66.25	66.23	62
2	Reginald Wild	Renault 5 Campus	60.41	60.85	59.68	59.68	46
3	Richard Yapp	Vauxhall Nova SR	61.00	61.02	60.94	60.94	55
4	John Fox	Peugeot 106	58.94	59.30	58.79	58.79	43
103	Jamie Yapp	Vauxhall Nova SR	57.34	58.01	56.86	56.86	35
Class SB- 1401cc to 2000cc							
7	Paul Webb	MG MGF	60.34	60.68	60.09	60.09	50
8	Rodney Ellis	Lotus Elan	59.63	58.58	59.75	58.58	40
9	Tony Thomas	Mazda MX5	58.40	57.54		57.54	38
10	Michael Ward	Bugatti Type 13	73.29	74.33		73.29	65
11	Leigh Andrews	Mazda RX8	59.69	60.95		59.69	47
Class SC - over 2000cc							
14	Brian Crouch	Reliant Scimitar	66.97	66.54	65.48	65.48	61
Class 1A - up to 1400cc							
17	Richard Stevens	Peugeot 106 Rallye	79.03	60.93	60.99	60.93	54
Class 1B - 1401cc to 2000cc							
20	Bob Smith	Peugeot 205 GTI	61.35	59.38	58.62	58.62	41
21	John Allen	Peugeot 205 Gti	56.21	55.24	55.54	55.24	31
22	Ian Butcher	Renault 5 GT	55.70	54.50	54.18	54.18	28
24	Roger Carrington	Peugeot 106	62.32	62.24	61.76	61.76	57
120	Tim Burrill	Peugeot 205 GTI				0.00	69
Class 1C - over 2000cc							
15	Steve Cork	Reliant Scimitar	60.81	59.09	59.26	59.09	45
26	Brian Marshall	Porsche 944 Turbo	62.21	60.01	60.65	60.01	49
27	Gordon Peters	Nissan 3502 GT	55.64	55.43	54.28	54.28	29
28	Paul Andrews	Relaint Scimitar	65.97	66.53	64.61	64.61	60
Class 2A - up to 1700cc							
31	Graham Cashmore	Davrian Mk 2	60.21	58.87	58.70	58.70	42

No.	Driver	Car/Model	Run 1	Run 2	Run 3	Run 3	FTD
32	Peter Rosethal	Fisher Fury	54.61	49.47	49.52	49.47	12
33	John Clarke	Caterham 7	53.81	52.26	53.26	52.26	21
34	Richard Abraham	Westfield SEI	51.02	50.63	50.03	50.03	15
35	Carol Stevenson	Westfield SE	69.84	69.80	69.05	69.05	64
36	Emma Benson	Slyva Striker	49.84	49.40	50.28	49.40	11
37	Colin Way	Westfield Sei W				0.00	69
135	Bill Stevenson	Westfield SE	60.09	61.92	61.80	60.09	50
Class 2B - over 1700cc							
40	Richard Kerr	Westfield Playskool	50.42	47.38	59.30	47.38	8
41	Stephen Overall	Westfield SeiW	51.55	50.76	49.72	49.72	14
Class 3A - Modified Production Cars excluding Kit, Replica and Space-framed cars up to 1400cc							
46	Wil Ker	Austin Mini	54.58	55.32	53.42	53.42	25
47	Ben Hamer	Austin Mini	54.12		54.60	54.12	27
Class 3B : Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.							
50	David Reade	VW Golf GTI	56.51	56.48	56.44	56.44	33
53	Ben Morse	Peugeot 105 Rallye	55.27	55.20	54.44	54.44	30
54	Tony Hart	Renault 5 GT turbo	51.09	52.23	50.68	50.68	17
55	Darren Spooner	Peugeot 205	55.05	54.84	53.90	53.90	26
57	Phil Skipp	Vauxhall Astra GSI	53.47	54.26	52.78	52.78	22
58	Steve Grundy	Ford Escort	58.12	57.06	56.57	56.57	34
158	Chris Grundy	Ford Escort	54.53	53.30	53.14	53.14	23
Class 3F - Modified Production Kit, Replica and Space-framed cars up to 1800cc.							
59	Mark Leybourne	Westfield SeiW	54.10	52.20	51.30	51.30	19
60	Richard James	Westfield Megabine	81.00	49.99	49.53	49.53	13
61	Mark Bishop	Westfield SE	54.11	53.96	53.35	53.35	24
62	Nigel Cresswell	Fisher Fury	46.15	46.54	46.28	46.15	5
63	Terry Overall	Westfield Megablade	47.63	46.51	47.20	46.51	6
64	Eric Morrey	Clan Crusader	51.99	50.36	51.50	50.36	16
65	Matthew Turner	Westfield Mega RI				0.00	69

No.	Driver	Car/Model	Run 1	Run 2	Run 3	Run 3	FTD
66	Andrew Hargreaves	Westfield Sei	49.66	48.95	48.07	48.07	9
Class 3G - Modified Production Kit, Replica and Space-framed cars over 1800cc.							
67	Barry Slingsby	Westfield SeiW	55.10	46.04	46.48	46.04	4
68	Adrian Clinton-Watkins	Westfield GGR	44.69	44.77		44.69	2
Class 4A - upto 1700cc							
70	Geoff Stallard	Ginetta G12	52.64	51.84		51.84	20
71	Andy Kirk	STM Phoenix	60.33	63.13		60.33	52
Class 4B - over 1700cc							
75	Steve Davies	Lotus Exiges	52.10	51.20			
74	Ian Oldfield	Ford KA	58.39	50.88	51.77	50.88	18
Class 5A - Racing Cars upto 1100cc							
76	David Garnett	Jedi MKIV	48.55	47.00	47.51	47.00	7
77	Eve Whitehead	RBS 7 B				0.00	69
78	Caroline Pashley	Jedi Formula 600	57.69	57.18	55.40	55.40	32
176	John Bunting	Jedi MkIV	47.83	46.18	45.96	45.96	3
177	Barry Whitehead	RBS 7 B				0.00	69
Class 5B - Formula Ford 1600 Racing Cars manufactured before January 1st 1994.							
80	Bob Ridge-Stearn	Van Diemen RF87	57.08			57.08	36
Class 5C - Racing Cars over 1100cc up to 1600cc.							
82	Glynn Shetchley	Force PT	42.68	43.98		42.68	1
Class 5D - Racing Cars over 1600cc up to 2000cc.							
85	David Hunter	Royale RP31m/2	58.25	60.47	57.85	57.85	39
86	Brian Walker	Brytec DP2000	48.34	49.21		48.34	10
Class 6 - Classic Cars							
83	George Cole	Terrapin MK 1A	59.04	88.40	60.51	59.04	44
88	Mark Paterson	Ginetta G15	57.28	58.77	58.96	57.28	37
89	Peter Hubbard	Marcos V6 Sports	59.80			59.80	48
90	Graeme Williamson	Hillman Imp	61.42	61.36	60.99	60.99	56

No	Driver	Car/Model	Run 1	Run 2	Run 3	Best	FTD
Class 7A - Austin 7 - Road							
92	Al Frayling-Cork	Austin 7 Special	67.75	69.38	68.57	67.75	#N/A
93	Clive Pearce	Austin 7 Special	79.24	78.54	80.01	78.54	#N/A
Class 7B - Austin 7 - Track							
94	John Skeavington	Austin Ulster	64.45	64.61	63.57	63.57	59
95	John Barlow	Austin Single Seater	73.78	76.33	73.50	73.50	66
96	Terry Griffin	Austin 7 Special	60.39	60.39	61.20	60.39	53
97	Ian Grant	Austin Seven	88.16	86.03	131.53	86.03	68
98	Mike Harvey	Austin 7 Ulster	64.17	63.46	62.19	62.19	58

**Booking Forms available for download on the club website @
www.gosprinting.co.uk
or by request from Vi Selby Tel: 01509 261286**

AGM LUNCH SUNDAY 25th NOVEMBER 2012

MENU

CHEF'S HOMEMADE STILTON & BROCCOLI SOUP

TRADITIONAL ROAST TURKEY WITH SEASONAL VEGETABLES,
POTATOES AND ALL THE TRIMMINGS

VEGETARIAN: MEDITERRANEAN VEGETABLE TERRINE, SPINACH
BED
& PESTO CREAM VINIGARETTE

CHRISTMAS PUDDING & BRANDY SAUCE

COFFEE & MINTS

Nottingham Sports Car Club
AGM, Dinner and 2012 Championship
Awards Sunday November 25th

Nicklaus Suite, Trent Lock Golf Centre, Lock Lane, Sawley, Long Eaton, Nottingham.

Directions:- From the M1, leave at either J24A (from North) or J24 (from South) onto westbound A50. At first junction, signposted Castle Donington / Long Eaton, take B6540 towards Long Eaton. Pass under M1 and after approx 1 mile turn right into Lock Lane. The Trent Lock Golf Centre is approx ¾ mile on RH side (after level crossing). POST CODE NG10 2FY

AGM AGENDA 11.00am

1. Apologies
 2. Minutes of the meeting 28th November 2011
 3. Matters arising
 4. Chairman's Report
 5. Financial Report
 6. Election of Officers
 7. Any other business (previously notified in writing to the Secretary by Monday 19th
- Close of meeting

Followed by..a 3 course Christmas Lunch in the Nicklaus Suite 12.30 for 1.00pm
Plus..

GUEST SPEAKER - AN AUDIENCE WITH WILLIE GREEN.

Known as a Historic Race Car Driver, let us rephrase that, -
A driver of Historic Race Cars! Willie has competed in most marques of Classic and Historic Cars for 51 years, including many models of Ferrari's. The famous Goodwood circuit is one of his favourite venues, and this is where he regularly competed.

In the 1966 NSCC meeting at Mallory Park he won FTD driving a Ginetta, and more recently in 2010, with co-driver Carlo Vogele, won the RAC Tourist Trophy at Silverstone in a Ferrari 330 GTO.

We welcome Willie to our Lunch and Presentation and look forward to hearing his motor sport experiences

MSA News ISSUE 29 September issue:

New Go Motorsport website

The Motor Sports Association (MSA) has boosted its Go Motorsport participation drive with a new GoMotorsport.net website, packed with information and contacts to help people get involved as competitors, volunteers and spectators.

The original Go Motorsport website was launched in 2008 as an information hub for people interested in getting involved in all areas of motor sport.

The new website, developed by MSO.net, expands on the original with fresh and updated content, all wrapped up in a slick new design and easy-to-navigate format.

The website features new pages about the cost of competing, how to get a competition licence, how motor sport can engage with schools and communities and the ways in which Go Motorsport can help local motor clubs. This adds to information on all of the major motor sport disciplines and volunteer roles, as well as FAQs, contacts, and the unique club and events search function.

Ben Taylor, MSA Director of Development and Communications, said: "Go Motorsport is about encouraging new people into our sport. This new site will help us to do that, by providing a much clearer message to people looking to get started for the first time.

"We have tried to answer the typical questions that are frequently asked of us: how much does it cost, can I use my road car, how old do I have to be, where do I start... We also need to open a dialogue with those people who are interested in our sport, so that we can tell them when there is something suitable going on in their area."

"The site will support the valuable work of the Regional Development Officers who are spreading the word on the ground and helping our clubs to attract new members."

NMW 2013 dates confirmed National Motorsport Week will run from 29 June to 7 July, once again celebrating the sport with a range of high-profile and grass roots events.

This year's NMW, organised by the MSA and Motorsport Industry Association (MIA), shone a spotlight on British motor sport this summer. David Coulthard acted as an ambassador during numerous media appearances, while F1 teams offered signed components and the chance for members of the public to experience being part of the team. Meanwhile WRC squad M-Sport opened its doors for an exclusive tour, and motor clubs across the country ran novice taster days and other such events.

"When we re-launched National Motorsport Week last year we were delighted to receive widespread support from across the motor sport community, from all UK-based F1 teams right down to the grass roots through our registered clubs," said MSA Chief Executive Colin Hilton.

"This year's initiative built on that success with even greater media coverage, thanks to the likes of David Coulthard and Nick Fry lending their support as ambassadors.

The challenge now is to keep the momentum going and make next year's celebration better still, so I would urge all motor clubs to pencil the date into their diaries and get behind us by organising an event in support of NMW 2013."

MSA revises marshal Buddy scheme

Volunteer Officials may have noticed that the recently issued MSA Marshals Registration application forms no longer include the MSA Buddy grade. This is because the Training Working Group (TWG) carried out a review of the grade and concluded that while it still has merit, the mentoring of new or inexperienced marshals is best achieved at club level and does not require MSA registration.

While new applications are no longer possible, those already holding the Buddy grade will retain it on their registration card.

The MSA thanks all those who have carried out this role in the past and hope that they will continue to do so in the future. Training modules relating to the Buddy role can still be obtained and delivered by MSA Trainers if anyone so wishes.

Exclusive magazine offer for MSA members

The MSA has teamed up with *Racecar Engineering* to offer members a free three-issue trial subscription to the digital version of the magazine.

"With each 100-page issue, *Racecar Engineering* brings you the very latest insight into the constantly evolving world of motor sport and gives a full round-up of the latest results, happenings and breakthroughs in innovation, with expert commentary and in-depth analysis," said Editor Andrew Cotton.

"MSA members can now claim the next three issues of *Racecar Engineering* in digital format absolutely free on their computer, tablet device or smartphone. This offer is usually valued at over £10 but for a limited time only you can claim your three issues on us."

To claim your free digital issues visit www.racecar-engineering.com/msa-free

MSA taking action on EC roadworthiness proposal

There has been much discussion recently among the motor sport community regarding an EC proposal that could potentially lead to MOT-style tests for trailers and make non-standard vehicle modifications illegal if realised.

The proposals are detailed in an EC document on 'periodic roadworthiness tests for motor vehicles and their trailers'. The full document can be viewed by clicking here: <http://ec.europa.eu/transport/doc/roadworthiness-package/com%282012%29380.pdf>

The MSA has been in contact with the Department for Transport (DfT) regarding this issue. A number of other governing bodies have raised similar concerns and the DfT as a result asked all interested parties to complete a survey on the propos-

als. It is anticipated that this will assist the department in formulating a UK response to these proposals, which the MSA has objected to in the strongest possible terms.

Given the potentially catastrophic impact of these proposals on the sport, it would be helpful for members to write to their local MP specifically on this subject and lodge their objections to the document.

In addition an online petition has been launched independently of the MSA which can be found by clicking here: <http://epetitions.direct.gov.uk/petitions/37784>.

MSA award

The MSA has awarded its Lifetime Achievement award to Ron Smith, in recognition of his outstanding contribution to the sport over the last six decades.

MSA Chairman Alan Gow presented the accolade during a meeting of the MSA Board at Motor Sports House.

Ron became an RAC Steward in 1952 and has since worked on numerous RAC, MSA and FIA Committees, Sub-Committees, Panels and the Motor Sports Council.

Fondly referred to by many as “Father”, he has helped a host of people in motor sport, not least Patsy Burt whose car he managed when she became an MSA British Champion. She later became his wife.

“Ron has done so much for so many years, and is so highly regarded by so many in the sport, that he was an obvious candidate to be selected for the prestigious MSA Lifetime Achievement Award,” said Gow.

ASI tickets now on sale Trade tickets are now on sale for Europe’s largest motorsport trade show, Autosport International, which takes place at Birmingham’s National Exhibition Centre (NEC) from 10-13 January.

Exhibitors confirmed to date include suspension experts Eibach, high-performance transmission producer Quaife Engineering and temperature coatings expert Zicotec. “We pride ourselves on the important position that Autosport International now holds within the motorsport industry, attracting the biggest and most influential names to the show,” said Autosport International Show Director, Ian France.

Tickets cost £26, with discounts available for group bookings. MSA members are entitled to a £5 discount: simply quote M13A when buying.

For more information visit www.autosportinternational.com

MSA launched online marshal renewals

The new online renewal function for MSA marshal registration has received strong take-up since launching last week.

“Around half of marshals applying for renewal of their MSA registration have opted to use the new online service so far, which is strong but still leaves plenty of room for im-

provement,” said Allan Dean-Lewis MBE, MSA Director of Training and Education. “The online system is more convenient and means that we are bringing the same benefits to our volunteers as we do to competitors.”

To renew your MSA marshal’s registration online, please click here: <http://www.msauk.org/custom/asp/splash/officials.asp?chapter=194>

PMCs programme continues apace

The MSA’s coaching team has enjoyed a busy month introducing young drivers in some of the UK’s top championships to the concepts of sports science and human performance explored further up the MSA Academy.

Bradley Ellis and Elliot Chalifour kicked off the month’s Performance Master Classes - supported by RSF - at Nutts Corner in Northern Ireland, where they delivered a Level 1 session and 100%ME anti-doping workshop to Formula Kart Stars competitors.

Tom Onslow-Cole, Duncan Tappy and the Porsche Performance Centre’s Chris Chamberlain continued with a Level 2 delivery to the Formula Renault BRAC field at Donington Park, while Adam Gould & James Wozencroft visited Junior 1000 Rally drivers at Glan y Gors for a Level 1 programme.

Next up is the Formula Ford meeting at Silverstone this weekend with Onslow-Cole, Chalifour and Andy Meyrick. Meanwhile at the end of the month (29-30 September) Onslow-Cole and Wozencroft will deliver Level 2 to InterSteps competitors at Croft.

Environmental spill kits

The MSA wishes to remind competitors of the definition of an Environmental Spill Kit, as stated in section (B) of the Competitors’ and Officials Yearbook: *“For use in managing spills of automotive fluids, lubricating oils, fluids, gasoline, coolant additives, hydraulic oil etc...”*

Some competitors are reported to have produced bags of sawdust, nappies and other similar products, claiming them to be Spill Kits. Such items do not meet the regulatory requirement. Purpose-made kits that meet the regulations are available from most motor sport equipment retailers and many specialist suppliers.

MSA heads to Africa for FIA Institute workshop

The MSA was represented at the recent FIA Institute Outreach Workshop held in Mauritius, which was aimed at promoting the development of motor sport across all FIA-affiliated countries in Africa by providing grant aid resources from the FIA Motor Sport Safety Development Fund.

Presentations by Sandy Yannick, Secretary General of the Madagascan ASN, and Steve Harding of Motorsport South Africa, highlighted the success of their work over the last 12 months with support from the MSA as one of the FIA Institute’s two founding Regional Training Providers.

MSA Director of Training, Allan Dean-Lewis MBE, said: "It was very rewarding to hear two of the African countries we have engaged with praise the way in which we assisted. With our trainers delivering in Kenya later this month it is encouraging to see the regard in which the MSA is held across the world, particularly in the field of Officials Training, and I am very appreciative of the great team I have working around me to help deliver this programme."

Entries open for Renault/ MSA awards

The MSA is inviting submissions for the 2012 Renault MSA Young Motor Sport Journalist and Photographer of the Year awards.

Established in 2002 with support from Renault UK Limited, the awards are designed to recognise and encourage the new generation of motor sport reporters and photographers working within UK motor sport.

A panel of recognised experts from the sport and the media will consider the applications. Each winner will receive a trophy and a cheque for £1000 at the MSA's Night of Champions ceremony (pictured) at the Royal Automobile Club in January. In addition the winning photographer's images will be framed and hung at Motor Sports House and will appear in MSA magazine.

Jeremy Townsend, Renault UK Communications Director, said: "Renault UK has a great history of supporting young motor sport talent, both on and off the track. We are proud that we have now sponsored the MSA Young Motor Sport Journalist and Photographer of the Year awards for a decade, during which they have unearthed new talent, rewarded more established names and provided a real career boost for the sport's top young media prospects."

Candidates must have been aged 25 or under on 1 January 2011 and be able to demonstrate published work involving domestic UK motor sport. They can work in local, regional, specialist or electronic media and are required to submit a minimum of three published articles or photographs from the UK media this year.

Application forms are available by email from media@msauk.org and entries must be sent to the MSA by 1 November 2012.

New Radio Coordinator in NI

The MSA is pleased to announce the appointment of Nigel Hughes as Radio Coordinator in Northern Ireland.

Hughes has been an MSA Steward for the last 12 years and has previously been Clerk of the Course on the Craigantlet Hillclimb. He was also Clerk of the Course of the Circuit of Ireland Rally until 2009, when he became chairman of the Ulster Automobile Club.

NSCC OFFICERS & COMMITTEE MEMBERS

PRESIDENT	Vi Selby
CHAIRMAN	Roger Carrington. 152 Egypt Road, New Basford Nottingham. NG7 7GZ. 01159 781997 Email : roger.carrington@virgin.net
SECRETARY	Andrew Rollason : 3 Clifton Drive, Ashby de la Zouch, Leicestershire LE65 2QL Email andrew_rollason@btinternet.com
TREASURER	Paul Marvin. 4 Marriott Drive, Kibworth Harcourt, Leics LE8 0JX. 07715 353440 (mobile) Email : paulm179@gmail.com
ASSISTANT TREASURER	Keith Graham. 16 Farmlands Lane, Littleover, Derby DE23 7UR. 01332 772389
COMPETITION SECRETARY	Steven Brown, 0116 2991135 : Email : steven.brown23@ntlworld.com
MEMBERSHIP SECRETARY	Kim Marvin. Email : kmarvin24@gmail.com
CHAMPIONSHIP SCORER	Lee Griffiths, 1 The Glade, Beverley Parklands, Beverley, HU17 0RG : Email : Lee.Griffiths30@gmail.com
COMMITTEE	<p>Keith Graham. 16 Farmlands Lane, Littleover, Derby DE23 7UR. 01332 772389</p> <p>Stephen Miles. 01159 227974 Email : smiles@moleracing.plus.com</p> <p>Mike Mayfield. 95 Welby Lane, Melton Mowbray, Leics LE13 0ST 01664 650224 - 07989 279660 Email : mike.mayfield1@virginmedia.com</p> <p>Mike Simpson. 6 Sherbourne Drive, Ashby de la Zouch, Leicester LE65 2QT. 01530 411349 / 07808 649997 Email : mikes602@gmail.com</p> <p>Val Street. 50 Charnwood Fields, Sutton Bonington, Leics LE12 5NP 01509 672728 : Email : val.street@gmail.com</p> <p>Mary Pearson. 12 The Bank, Countesthorpe, Leicestershire LE8 5AL : Email mep069@aol.com</p> <p>Brian Allen : 15 Wilne Close, Sawley, Notts NG 10 3AQ</p> <p>Andrew Warren : 32 Eton Road, West Bridgford, Nottingham NG2 7AR Email: c7borg@gmail.com</p>
MARSHAL CO-ORDINATOR	Vi Selby. 29, Grasmere Road, Loughborough, Leics LE11 2ST. 01509 261286 (home) / 07976 961974 (mobile)
MAGAZINE EDITOR	Paul Marvin. 4 Marriott Drive, Kibworth Harcourt, Leics LE8 0JX. 07715 353440 (mobile) Email : paulm179@gmail.com

Disclaimer

Spin Off is the official magazine of Nottingham Sports Car Club. Views and opinions expressed herein are not necessarily the views of the Club, its Officers or members, unless expressly stated.

Nottingham Sports Car Club accepts no liability for any loss, damage or claims occurring as a result of modifications, work or other action carried out on advice or suggestions given in any article or letter published in this magazine.

Publication of advertising does not imply endorsement, approval or recommendation of the goods or services offered. Nottingham Sports Car Club admits no responsibility for the accuracy of the copy or veracity of claims made by advertisers.

DATA PROTECTION ACT

It is the practice of the Nottingham Sports Car Club Limited to hold membership details on computer files, although it is not the Club's policy to release members details to outside sources. Should you object to the holding of such details on computer files, your literature will be addressed manually. This may, however, cause delays.