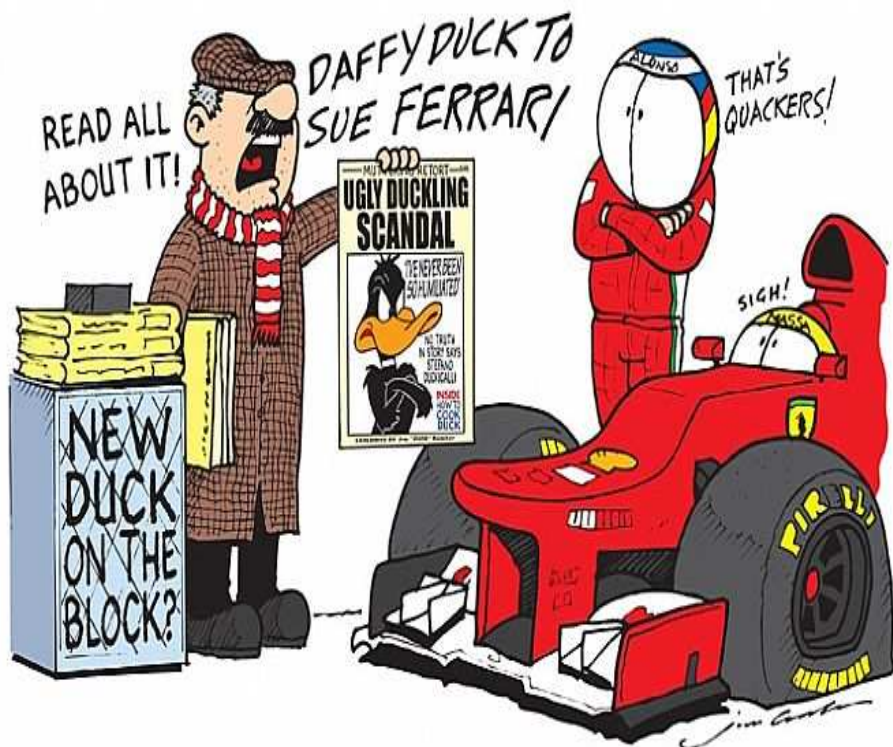


NOTTINGHAM SPORTS CAR CLUB

Spin Off



August 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:-

14th September 2012

And sent to :

Paul Marvin.

4 Marriott Drive, Kibworth Harcourt,

Leicester LE8 0JX

Tel : Mobile : 07715 353440

or Email : paulm179@gmail.com

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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

Here we are, well into August, and two thirds of the season gone - seven events left to make your mark and give the Championship leaders a run for their money. Three of the seven events are hillclimbs for those of you who prefer going uphill - I've always seemed to push harder on the hills based on some perverse idea that gravity will reduce your speed more quickly as you head for the armco. Interestingly the comments coming back are that hillclimbs are still well supported and it is sprints that are suffering most from reduced entries - perhaps it's the feeling that the landscape around a hillclimb is much more akin to a normal road (or lane!) rather than the souless surroundings of an old airfield. It's a bit like race tracks where I am sure the majority of fans prefer Cadwell or Oulton Park to Silverstone and if you look further afield it's Spa which gets the vote over Bahrain and the like. Whichever way you look at it grass and trees plus some ups & downs attract competitors and spectators alike, roll on Thoresby - it may not have many of the ups & downs but its certainly has the grass and trees.

The withdrawal symptoms from a truly magnificent Olympics have already set in but we still have the Paralympics to look forward to - if they are half as good as the last two weeks it will be a wonderful experience. The legacy from all this is vitally important for sport and community in Britain over the next few years and I have my doubts that we can keep the momentum going but I was one of those who was sceptical that the opening ceremony would be as astounding as it was so lets hope the same imagination and committment persists as we go forward. The perennial debate whether schools should encourage competitive sport is already being aired but if the Olympics convinced me of anything it is that competition is neccessary and healthy - track days are the boring training and practice bit but a timed PB or win in a 30 sec sprint is where the buzz is. We just need to persuade the track day 'wallahs' that they need to embrace their competitive side.

Thoresby Park entries are gatherig pace after a slow start. If you haven't sent your's in yet please take an extra few minutes to check your entry - seperate cheques please if entering both days; include your e-mail address if you request this form of communication; only one £10 discount available for MIRA entrants (we have the list of who's eligible!). Meal bookings can be sent to either Sandra or Dennis Turner but please indicate your choices (the two contacts are chiefly to help non-competitors who will not be submitting an entry). If you were an early entrant and got caught out with the increase of the meal price I know Sandra will have let you know that you owe a little bit extra - we'll collect it at 'signing-on' if you haven't sent it before.

Thanks to the few of you who have offered your services to set up / take down but we still need more, please contact me if you can come on the Thursday or Friday (10am onwards)

Roger C

roger.carrington@virgin.net

Editors Mutterings



This is a proper strange season.

There has appeared to be a gradual decline in “driver numbers” at most events up and down the country that now appears to have been a rash of cancelled events as well due solely to a lack of numbers. I should know, I’ve crunched the Event Costings for the Club for the last 13 years and it’s a difficult balancing act in trying to balance the figures for the events before we’ve sent out the Supplementary Regulations. We do have a break-even figure with regard entry numbers that we really need to attain and whilst there is some flexibility in the figures, we as a club can not afford to make losses on many events. In the past we have seen well supported events such as Thoresby Park and Curborough Long propping up the slightly less well supported events such as Curborough Short and MIRA but even now our usually reliable events are beginning to suffer from a distinct lack of entries putting even more NSCC run events in jeopardy.

We need your support at our events.

On the subject of support, and with my editors hat on now rather than the Treasurer one, I’m getting very little support from the membership with regard event reports. I appreciate that there is a smaller number of you out there but the readership don’t want to keep seeing me “page filling” month after month. So come on, put some words on paper or in an email to me. Event reports, rebuilds, new projects etc, its all worth printing and adds a bit of variety to the publication. I’m down to 24 pages this month, the lowest page number in Spin Off for a good few months. If page numbers get much lower the publication will have to reduce to bi-monthly issues.

Any drivers who haven’t entered Thoresby Park need to do so now to remove the question mark over this championship finale weekend. Remember cheques aren’t banked until the closing date.

Ed

2012 NSCC RIVERSIDE SPEED CHAMPIONSHIP CALENDAR



R'nd	Date	Day	Circuit	Organising Club
1	March 11th	Sunday	Mallory Park	BARC (Midlands)
2	Apr 15th	Sunday	Harewood	BARC (Yorkshire)
3	Apr 15th	Sunday	3 Sisters	Longton & District
4	Apr 22nd	Sunday	Curborough	NSCC
5	Apr 28th	Saturday	Aintree	Liverpool MC
6	May 5th	Saturday	MIRA	Bentley DC
7	June 9th	Saturday	Anglesey	Chester MC
8	June 10th	Sunday	Anglesey	Chester MC
9	June 17th	Sunday	Curborough	Westfield SCC
10	Jun 30th	Saturday	Aintree	Liverpool MC
11	July 8th	Sunday	Curborough 2 lap	NSCC
12	July 21st	Saturday	Blyton	Westfield SCC
13	July 22nd	Sunday	Blyton	Westfield SCC
14	Aug 11th	Saturday	MIRA	NSCC
15	Aug 19th	Sunday	Olivers Mount	Auto 66
16	Aug 26th	Sunday	Harewood	BARC (Yorkshire)
17	Sept 1st	Saturday	Aintree	Liverpool MC
18	Sept 9th	Sunday	Loton Park	Hagley & District
19	Sept 9th	Sunday	3 Sisters	Longton & District MC
20	Sept 15th	Saturday	Thoresby Park	NSCC
21	Sept 16th	Sunday	Thoresby Park	NSCC

Perlethorpe Evening Meal
Saturday September 15th 7.30 for 8.00

MENU

Homemade Golden Vegetable Soup
Traditional Prawn Cocktail
(Served with freshly baked bread & butter)

Homemade Steak Pie
V - Cheese, Leek & Potato Pie
(all served with fresh seasonal vegetables, potatoes and rich gravy)

Chocolate Fudge Cake
(served with pouring cream)
A selection of English Cheese & Biscuits

Followed by Freshly Brewed Tea, Coffee & Mints

Booking form to be returned to: Dennis Turner, 6 The Grove, Worksop. S81 0LE

Name	
Address:	
Telephone No:	Mobile No:
Tickets Required @ £20 / person:	Vegetarian Option: Yes / No
Cheque enclosed: £	Payable to : Nottingham Sports Car Club

Date	Venue	Club / website	Contact
March TBC	Mallory Park	BARC (Midlands)	
15th April	3 Sisters	Longton & District MC	paul.hiles@virginmedia.com
15th April	Harewood	BARC (Yorks)	compsec@harewoodhill.com
22nd April	Curborough	NSCC	TBA
28th April	Aintree	Liverpool MC	lmc-compsec@liverpoolmotorclub.com
5th May	MIRA	Bentley DC	
9th June	Anglesey	Chester MC	competition@chestermotorclub.co.uk
10th June	Anglesey	Chester MC	competition@chestermotorclub.co.uk
17th June	Curborough	WSCC	competition@wscc.co.uk
30th June	Aintree	Liverpool Motor Club	lmc-compsec@liverpoolmotorclub.com
8th July	Curborough	NSCC	TBA
21st July	Blyton	WSCC	competition@wscc.co.uk
22nd July	Blyton	WSCC	competition@wscc.co.uk
11th August	MIRA	NSCC	TBA
19th August	Olivers mount	Auto 66	office@auto66.com
26th August	Harewood	BARC (Yorks)	compsec@harewoodhill.com
1st Sept	Aintree	Liverpool MC	lmc-compsec@liverpoolmotorclub.com
9th Sept	Loton Park	Hagley & DLCC	clubsec@hdlcc.com
9th Sept	3 Sisters	Longton & DLCC	cpowers@blueyonder.co.uk
15th Sept	Thoresby Park	NSCC	TBA
16th Sept	Thoesby Park	NSCC	TBA

MAJOR MOTOR SPORTS EVENTS FOR 2012

F1

Round 1	AUSTRALIA (MELBOURNE)	MARCH 18th
Round 2	MALAYSIA (KUALA LUMPA)	MARCH 25th
Round 3	CHINA (SHANGHAI)	APRIL 15th
Round 4	BAHRAIN (SAKHIR)	APRIL 22nd
Round 5	SPAIN (CATALUNYA)	MAY 13th
Round 6	MONACO (MONTE CARLO)	MAY 27th
Round 7	CANADA (MONTREAL)	JUNE 10th
Round 8	EUROPE (VALENCIA)	JUNE 24th
Round 9	BRITAIN (SILVERSTONE)	JULY 8th
Round 10	GERMANY (HOCKENHEIM)	JULY 22nd
Round 11	HUNGARY (BUDAPEST)	JULY 29th
Round 12	BELGIUM (SPA-FRANCOCHAMPS)	SEPT 2nd
Round 13	ITALY (MONZA)	SEPT 9th
Round 14	SINGAPORE (SINGAPORE)	SEPT 23rd
Round 15	JAPAN (SUZUKA)	OCT 7th
Round 16	KOREA (YEONGAM)	OCT 14th
Round 17	INDIA (NEW DELHI)	OCT 28th
Round 18	ABU DHABI (YAS MARINA)	NOV 4th
Round 19	UNITED STATES of AMERICA (AUSTIN)	NOV 18th
Round 20	BRAZIL (SAO PAULO)	NOV 25th

MOTO GP

Round 1	QATAR (Losail)	APRIL 8th
Round 2	SPAIN (Jerez)	APRIL 29th
Round 3	PORTUGAL (Estoril)	MAY 6th
Round 4	FRANCE (Le Mans)	MAY 20th
Round 5	CATALUNYA	JUNE 3rd
Round 6	GREAT BRITAIN (Silverstone)	JUNE 17th
Round 7	NETHERLANDS (Assen)	JUNE 30th
Round 8	GERMANY (Sachsenring)	JULY 8TH
Round 9	ITALY (Mugello)	JULY 15th
Round 10	USA (Laguna Seca)	JULY 29th
Round 11	INDIANAPOLIS (INDIANAPOLIS)	AUG 19th
Round 12	CZECH REPUBLIC (Brno)	AUG 26th
Round 13	SAN MARINO (Misano)	SEPT 16th
Round 14	ARAGON MOTORLAND (Aragon)	SEPT 30th
Round 15	JAPAN (Motegi)	OCT 14th
Round 16	MALAYSIA (Sepang)	OCT 21st
Round 17	AUSTRALIA (Phillip Island)	OCT 28th
Round 18	VALENCIA (Ricardo Tormo)	NOV 11th

Marshals Page

Our final event of the season, Thoresby Park is almost upon us, we all enjoy this unusual venue for a sprint meeting.

The committee are still working hard to secure more entries for both days.

If you have given me your email address your final instructions and entry list will be sent by email approximately a week before the event, others will receive theirs by post as normal.

Hope this arrangement is ok for you as it saves postage costs and time.

See (most of you) on 15th & 16th Sept and then we will be looking forward to our Annual Dinner and Presentation.

Our Winter Paddock was not well supported last year (an understatement!) The committee will shortly be discussing its future, what are your thoughts on a 'social evening' during the winter months?

V/

CURRENT HARRY DRIVER POSITIONS

Richard Abraham	Class 2A	Westfield SE	53
Paul Webb	Class 5B/6	Van Diemen RF84	46
Steve Miles	Class 5D	Van Diemen RF96mm12	40
Tony Hart	Class 1B/3B	Renault Clio	38
Emma Bennison	Class 2A	Sylva Striker	35

 Click cover for more information

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CURRENT CHAMPIONSHIP POSITIONS

Pos'	DRIVER	CLASS	CAR	POINTS
1st	Richard Abraham	2A	Westfield SE	161.91
2nd	Tony Hart	1B	Renault Clio	152.77
3rd	Paul Webb	5B / 6	Van Diemen RF84	150.99
4th	Robert Smith	1B	Peugeot 205 GTi	130.46
5th	Tim Burrill	1B	Peugeot 205 GTi	124.39
6th	Sarah Bosworth	2E	Lotus Elise	123.87
7th	Emma Bennison	2A	Sylva Striker	112.27
8th	John Clarke	2A	Caterham 7	110.36
9th	Gordon Peters	1C	Nissan 350Z	107.13
10th	Steve Miles	5D	Van Diemen	83.04
11th	James Kerr	1B	Peugeot 205 GTi	80.04
12th	George Cole	5C/6	Terrapin Mk1	57.30
13th	Nigel Cresswell	3F	Fisher Fury	55.07
14th	Reg Wild	SA	Renault 5	54.91
15th	Robert Wakelin	4B	Subaru Impreza	50.8

On a lighter and absolutely hilarious note.....

Distinction between Guts and Balls

To those of you who are nit-pickers about the meaning of words: there is a medical distinction between Guts and Balls. We've all heard about people having Guts or Balls, but do you really know the difference between them?

In an effort to keep you informed, here are the definitions:

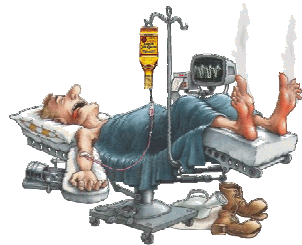
GUTS - is arriving home late, after a night out with the guys, being met by your wife with a broom, and having the Guts to ask, "Are you still cleaning, or are you flying somewhere?"

BALLS - is coming home late after a night out with the guys, smelling of perfume and beer, with lipstick on your collar, and slapping your wife on the butt and having the Balls to say, "You're next, Chubby."

I hope this clears up any confusion on the definitions.

Medically speaking, there is no difference in the outcome.

Both result in death



With thanks to Terry Goodlud for the loan of the historic NSCC
"Bulletins" that follow from Spring 1967!.....

Rally Committee Report

The difficulties that the Committee were experiencing, which were outlined in the previous issue, have, in fact, caused us to postpone the Nottingham Rally and cancel the Hooley Rally for the current Season.

This decision has had to be made in view of our inability to obtain R.A.C. approval to hold the events. As far as the Nottingham Rally was concerned, everything possible was done to meet the requirements laid down by the new regulations and, in fact, personal discussions took place between ourselves and the R.A.C. in London, but unfortunately, it was to no avail.

It was necessary to delay submission of the documents for the Hooley Rally to R.A.C. until a decision had been reached on the Nottingham, and by the time this was done, it was too late to submit them to receive approval.

In view of this, the Committee agreed that if it was at all possible they would hold the Nottingham Rally in November/December 1967, and are at present discussing with Landowners the use of private roads for the event. If these

discussions are successful it is intended that the major portion of the event will be run on private roads and this should mean R.A.C. approval will be easier to obtain.

As a result of the cancellations, it was felt necessary to offer our Members some form of event for the remainder of the Season. Therefore, short evening rallies with a limited entry of 12 are being staged once a month, and we are hoping they will be well supported and prove successful.

It is on a note of regret that I end, as I have to report the resignation of Ron Walker from the Committee after a number of years of successful organising of events, as it would seem the urge to compete has overcome the will to organise. The Committee are sad to lose such an experienced and valuable Member from their ranks, but I am sure they will join me in wishing him every success in the future as a competitor.

I. HUMPHRIES,
Secretary, Rally Committee.

Winter Rallies

The first two of the new series of Thursday evening events have now been held, and are growing in popularity, 8 cars competing in the first and 11 in the second. With this in mind the Rally Committee have decided to extend the initial three events into a season of six, all being held on a Thursday and starting from the Wolds Hotel, West Bridgford.

The dates for the remaining four events are 23rd March : 27th April : 25th May and 22nd June, entries for all or single events will be accepted by B. J. Littler, 39 Greythorn Drive, West Bridgford, Nottingham at 5/- per event. Remember you must get your entry in early to secure a place, 12 is the maximum number, and we are already nearly there.

A prize will be given to the winning crew of each event, and in addition an overall prize for for the best aggregate performance in all SIX events will be awarded, best performance in four out of the six runs to count.

The first run was on Map 122 and the route card was deceptively simple, consisting of only 4—1-kilometre squares to be visited, but even

so no competitor completed it successfully, all missing at least one passage check. The February run was on Maps 112 and 113 and took the cars onto new ground around Grantham and finished at the "White Lion" at Bingham.

Winners of the first event were Ron Walker and Peter Blayney, and Don Rampley and Joyce Guy took the prize for the second event.

CHAMPIONSHIP AFTER 2 ROUNDS

1st.				
R. Walker	23	P. Blayney	23	1
D. Rampley		Mrs. J. Guy		
J. Salisbury	20	J. Davis	20	3
K. Bates	17	J. Scott	17	4
P. Craven	15	A. Barnes	15	5
M. Webster		T. Sills		
J. Holden	12	A. Brown	12	6
J. Lacey	10	R. Fell	10	8
R. Eley	5	D. Holland	5	9
Mrs. K. Thurman	4	Miss P. Watson	4	10
D. Colebourne	3	R. Adley	3	11
K. Nowell	2	H. Scott	2	12

The Pilkington Rally

This was the second in the 1966-67 series of N.S.C.C. Rallies and, following the precedent set last year, an invitation had been extended to competitors from the British Army Motoring Association with a special class for four wheel drive vehicles. Forty crews presented themselves at Newark for the start of the event, and amongst these there were 10 Army crews in Champs and Land Rovers, the only intruder in the class being Roger Fell with myself playing traitor on the other end of the bench.

The crisp clear night of 10/11 December was perfect for the competitors if somewhat cold for the marshals, and the route soon led off onto the narrow Lincolnshire lanes which were already showing a thin white covering. A route board had been placed only some two miles from the start and, with no specific warning given the heads and eyes of navigators were concentrated elsewhere, resulted in a miss for all but a few fortunates. On a winding route trouble appeared after Control 6 which was compulsory only for experts and the four wheel drive vehicles. The white on the map was not only long but also very muddy so that many found forward motion difficult although the Champs and Land Rovers were in their element and John Salsbury's Cooper was also reported through in fine style.

The second section set a navigational teaser with directions to cross over, but not by level crossing, the Lincoln-Grantham railway line

13 times. Many competitors lost time here stopping immediately beyond the control to sort out the route, but since the first 5½ miles of the correct route were obvious, any other would have resulted in roads being used twice, it was feasible to work the route out on the move. The secret in this lay in the use of a considerable distance of built up area through Lincoln—a move which only a few seasons ago would have been unthinkable. However since a Restricted event had had recourse to town roads only a few weeks previously the organisers whose task is never easy, can be exonerated and the route accepted as a sign of the times. Once this basic problem had been solved there was little for the navigators to do during the next thirty miles but hang on tight as the drivers strove to keep their charges on the frozen surface round a succession of ninety degree bends.

The final section was of the any order type and unfortunately suffered the fate of so many earnest attempts at this type of card,—a small ambiguity resulting in the latter half being deleted. Despite this however competitors enjoyed the night out. The results gave overall victory, and the Rowley Trophy for four wheel drive vehicles thanks to the cancellation of the third section, to yours truly and Roger Fell, whilst the Pilkington Trophy went to John Lacey and John Nixey who were placed third overall.

The Parnall Trophy Rally

A short while ago I received a letter from John Lacey requesting me to write a report on the Parnall Rally organised by the E.D.M.C. The rally was a daylight event which attracted a good entry. There were three classes, experts, semi-experts and novices, with the last two classes receiving quite an amount of additional information to help with route-finding. Map references were sent out upon receipt of entry so that there was supposed to be no plotting on the day!

The regs. promised us the usual elusive information e.g. no rough roads and no local knowledge required—rather misleading for the beginner as quite a few rough whites were used,

and the odd tiny white through the back of some houses.

After competing on the Pilkington Rally the night before, I managed to grab a couple of hours sleep before picking up my navigator Joyce Guy and family, and we arrived at the start tired but reasonably happy.

The first section was by route card to get us going, and then at control we were landed right in it with some rather complicated route finding to do to enter and leave certain squares so many times. The novices were told which way to leave this control, but it took the experts about 6 minutes to work out which road to even leave on. We had to use the tiny white at

349512, and this route was not immediately obvious. The route took us through the rough whites at 230557 and 210583, finishing the morning section on Green Lane which gets rougher each year. A lengthy lunch break was held at Hartington where some cars were found to have lost exhaust systems, and one poor chap had split his sump, and he spent his lunch time placing his oil run into a coffee tin which he'd placed underneath the car!

The afternoon part of the rally followed the same pattern, more head-scratching and more rough roads. After exploring almost every road in four km. squares to try to find a route check, we decided to go to the time control at 114581. After approaching the correct way along the yellow road, and then seeing all the mud from previous cars coming out of the white, my navigator managed to talk herself (and us) into

believing we were off route, so we turned round and used the popular route—only to find we had collected another W.D.! The air was now a delicate shade of blue in the navigational compartment of the G.T., and Joyce's husband John (who, incidentally, had come along for the ride), now took over the role of navigator for a few miles. Later on, however, they did get to speaking terms again, and I know they are still living together; The finish was at Hazelbush Cafe as usual and results were given out the following Wednesday.

Four N.S.C.C. crews took part, and Young and Pogson took the honours for 1st Nottingham in an Imp. Quite a nice day out in lovely weather, but an expert has very little chance of winning this event.

DON RAMPLEY, N.S.C.C.

JOYCE GUY.

New Year Map-Reading Rally

The annual New Year Map-Reading Rally organised by the Eastwood and District Motor Club is traditionally the event in which the navigators come into their own with awards being made to them rather than to the drivers. It also usually heralds a crisp clear day, a wide assortment of competitors, and a good day out for the family with a lengthy lunch stop at a Peak District hostelry.

As always the Regulations made this sound a pleasant relaxing jaunt with all map references given in advance and a reasonable average speed. The budding navigator should not be lulled into a false sense of security however for one learns by experience that the hard work really starts in the car sorting out how to use the curious references and instructions given. This year was no exception from the norm and in the morning sunshine of 8th January, 67 cars left Vic Hallams, their navigators ready to pit their wits against all the organisers could muster.

The first section took the rally out of the congested Erewash Valley and into the green fields west of Derby with competitors keeping as close as possible to a given line. Within three miles of the start the ice covered roads of Shipley Park indicated that all was not going to be plain sailing for the drivers, but most found way without mishap to Quarndon. The first real problem was caused by the ascent of the steep hill leading out of Kedleston village to

Kirk Langley, where the marshals worked overtime trying to keep competitors moving in the right direction. The next section involved crossing a series of lines superimposed on grid lines once only and that from a specified compass direction, which, at the outset seemed easy enough, with most crews able to bash straight on. Initially the lines were crossed in the order drawn and then just as navigators were settling back triumphantly having solved the problem the realisation broke that this could not work. A wild scramble ensued in the lanes round Trusley and Sutton-on-the-Hill with most collecting at least half a fail for a W.D., before things were again sorted out and the procession moved further on to the West. Spot-heights formed the basis of Section 3 and since in a moving car the heights never mind the accompanying dots, are not the easiest of things to spot it was not surprising that large numbers again went adrift here.

In time all arrived at the Peveril of the Peak and, after a good lunch, re-assembled for the start of the second half at 2.30 p.m. The first problem of this session was to decide whether the point of an arrow goes up or down hill and then to discover how to ascend six steep hills whilst only descending one. Here again the organisers had brought their fiendish brains to bear and used the obvious road from the wrong direction, thereby causing much headscratching

and many halts at the wayside with crew members buried deep in their maps. Tissington ford was included on the route but since a Champ had thoughtfully been provided no-one had to spend the remainder of the day knee deep in icy cold water, and thence the route wound up to into the hills around Parwich where the road surfaces once again disappeared under the ice and delays lost in plotting time became difficult to pull back.

Section two of the afternoon brought the rally back towards home although the route was to say the least circuitous, and not always easy to find. Here Peter Blayney found a different circuit altogether and took Ron Walker on a very pleasant afternoon drive which was free both of traffic and controls. In the rare event of there being any ties upto this point the last section of the afternoon and of the rally resorted to the use of SW/NE diagonals. Once these had been drawn on the map, the excess of pencil

coupled with approaching twilight made roads extremely difficult to see, and, since the correct route was anything but direct, being roughly in the form of a broken clock spring, few navigators were able to solve this one correctly.

The Final Results showed that one master navigator succeeded in finding all the controls from the correct direction, but with 2 Fails and 2 W.D.'s your writer was well satisfied with 6th place. Good performances were returned by two relative strangers to the hot seat John Lacey and Michael Wooley who finished in 13th and 20th position. All in all this was a New Year Map which lived up to reputation. The only criticism would lie in the length of the Lunch break which could perhaps be shortened to reduce the number of miles covered in darkness but this is minor only and the competitors came up smiling and ready for more despite the frustrations of travelling for miles without sight of a control.

G. W. ORRELL

The Mini-Monte

This rally has been in the Dukeries calendar for many years now, sometimes in daylight, sometimes at night usually in January snow. This year the snow was missing but there was a touch of frost and a suspicion of fog as about 30 crews assembled at Jimmy Adams' garage on 14th January.

We had been warned that "average speed tablets will be helpful" so our worst fears were confirmed at the start when we learned that the rally was to be run on total regularity. No control positions were given and no times either—no wonder the awards were were to be given to the navigators.

We set off with a route card—first left, right at T, etc.—which took us to Clipstone and the first bit of trickery. The Halda said the required time was 13 minutes, but a careful check made it 12 minutes 50 seconds therefore the correct time was 12 minutes.

Next we got some pretty drawings of Ordnance Survey 1 km. squares—disembodied sort of things which we had to identify on the map and pass through—and some cryptic directions about crossing power wires and streams. All this took some sorting out as did the instruction to approach Dean Hall from the south. Dean Hall is written in the smallest italic printing used anywhere on the map. Occasionally we would come up to a control and begin frantic calculations to discover what time we should be there. A little lateness was quite useful as it meant we could drive straight in without worrying and reset the Halda.

Then came the Dirty Trick, dirtier than most people thought. We were instructed to follow red, yellow or brown roads only as shown on the map so where the County Council had straight-

ened out a couple of kinks in the A.616 north of Kelham we should have followed the old road where each kink now forms a lay-by. As I said, a dirty trick.

To transfer south of the river we had a half hour neutral section through Newark and resumed the fray at Screveton and were told of churches with spires (to be passed), the River Smite (to be crossed) and disused windmills (to be avoided). Not too difficult this but the sting in the tale was a long section described by capital or small letters R, Y and B according to which colour road was to be used and whether it crossed easting or northing lines. We weren't even told where we were to start except that it wasn't at the spot where the information was given out. The finish was given and we had to work backwards from there. Are you still with me?

So to the finish at Farnsfield of a strange sort of rally. We hardly seemed to see any other crews about, yet we were getting controls—without knowing whether we were on time, late or early—and all this only a week after the New Year Map Reading rally. Very frustrating for the driver as the enforced waits for calculation and headscratching and the long slow neutral section all gave little opportunity for a fellow to get into his stride.

When the results were published the two N.S.C.C. entrants were fairly well down with D. G. West/J. K. Marriott of Dukeries the winner. The Bristows were second (which follows their similar feat in the New Year Map) and the first seven had no failed sections. Then came a hoard of others who had fallen for the Dirty Trick. Ah well, you can't win them all.

P.B.

MSA News **ISSUE 27** July issue:

Successful British GP for the MSA

A popular victory for UK-based Mark Webber brought the curtain down on another terrific British Grand Prix weekend for the MSA.

Once again the governing body was pleased to welcome MPs and parliamentarians to Silverstone, including three Secretaries of State: Rt Hon Kenneth Clarke MP, Justice Secretary; Rt Hon Jeremy Hunt MP, Secretary of State for Culture, Olympics, Media & Sport; and Rt Hon Michael Moore MP, Secretary of State for Scotland. MSA Chief Executive, Colin Hilton, said: "As with all governing bodies, our public affairs activity is vital in ensuring that we are involved in the discussions that might affect our sport. This year we have had issues regarding forestry access and apprenticeships, while we continue to push for a review of the Road Traffic Act to enable closed road motor sport.

"We use the British Grand Prix as a great opportunity to spend time with important politicians and demonstrate the value of the sport and its related industry to the UK. We were delighted that three Secretaries of State were able to join us and each of them left with a better understanding of British motor sport and support for our activities." The MPs were also shown around the Williams and McLaren garages, while FOM President Bernie Ecclestone was keen to meet Clarke, a long-standing supporter of F1 and British motor sport. FIA President Jean Todt was also on hand to provide a warm welcome to the F1 paddock.

MSA thanks BGP marshals

MSA Chief Executive, Colin Hilton, has paid tribute to the volunteer marshals and officials at the British Grand Prix for their efforts over an incredibly testing weekend. "The extraordinary weather of recent weeks led to challenges and problems that could never have been foreseen," said Hilton. "With the country struggling to cope with torrential rain, houses flooded and festivals cancelled, the team at Silverstone did an incredible job just to put the event on. "When the weather was at its worst, our thoughts were with the amazing army of 1000 volunteers without whom the event just couldn't take place. They stay out in all weathers, keeping drivers and spectators as safe as possible; we all owe them a great debt of gratitude and must never underestimate the importance of the role they play in this and every one of the 4,500 motor sport events held annually in the UK." A free prize draw is always held to reward one of the loyal marshals for their efforts; this year's winner was Lynn Sencicle, a course incident marshal on Hangar Straight, who wins a trip to a European grand prix of her choice next year.

National Motorsport Week hailed a success

National Motorsport Week 2012 has been hailed as a huge success as, for the second year, the Motor Sports Association joined forces with the Motorsport Industry Association not only to celebrate the UK's position at the forefront of global motor sport but also to encourage more people to get involved at all levels.

A hectic programme of promotional activities kicked off with a record 185,000 crowd

attending this year's Goodwood Festival of Speed and drew to an appropriate close with local team Red Bull Racing scoring a memorable victory in the Formula 1 Santander British Grand Prix at Silverstone. While these two major events stole many of the headlines, they were just two highlights to book-end a week that included just about everything from MPs racing around the Silverstone Grand Prix track on an F1 simulator in the Palace of Westminster to local motor clubs organising special taster autotest events for complete novices. As the MSA's official spokesman for National Motorsport Week, 13-times grand prix winner David Coulthard played a major role. He helped push the motor sport message inside Westminster by joining the MSA at the House of Commons, where over 50 MPs were put through their paces in an F1 simulator. He also appeared on BBC Radio 4's Today programme and Radio 1's Chris Moyles Show, plus several other major regional BBC stations including Radio Scotland and Radio London.

All eight of the UK-based F1 teams supported the week by running special competitions on the MSA's [www. GoMotorsport.net](http://www.GoMotorsport.net) website offering some great prizes including factory tours, autographed F1 components and opportunities to join race teams.

There were a large number of activities on the ground, too. Croft Circuit in North Yorkshire raised nearly £500 for charity with passenger laps around the track in a selection of competition cars provided by the Darlington and District Motor Club, while Silverstone offered a 50 per cent discount on selected single-seater and supercar experiences booked during the week.

For the second year running Richard Egger, Go Motorsport's Club Development Officer, helped motor clubs across the country to get behind National Motorsport Week in an effort to bring new blood into the sport at grass roots level. His efforts resulted in a raft of different activities ranging from demo autotests and treasure hunts to marshal recruitment at the British Grand Prix.

Meanwhile in Scotland more than 20 youngsters were given a taste of motor club life by taking part in an autotest at Tesco in Lockerbie, which pulled in a crowd of around 250 interested onlookers. The event was featured in the *The Sun* and *Daily Express* and generated further local press interest. One club initiative organised by Accrington Motor Sports Club, CSMA Club North West Motor Sport Group and Under 17 Motor Club NW offered a randomly picked member of the public the chance to take part in an AutoSOLO/PCA aboard a car provided by Egger's fellow Go Motorsport RDO Steve Johnson. The lucky winner, 14-year-old Ryan Townsend, said: "I drove 10 tests, five each on track A and B. I got quicker each time and Steve was helping and encouraging me. With each run I was getting to know the car better and enjoying it more and more."

"This year's National Motorsport Week has been a remarkable success with so much happening throughout the country," said MSA Chief Executive Colin Hilton. "At one end of the scale we had MPs racing against David Coulthard in Westminster while at the other there were lots of newcomers having fun on four wheels by participating in their very first grass autotest. National Motorsport Week has established itself as an important fixture in the motor sport calendar and we'll announce next year's dates as soon as possible."

BMSAD Chairman Butler carries Olympic torch

David Butler MBE, Chairman of the British Motorsport Association for the Disabled, carried the Olympic torch through his hometown of Hemel Hempstead on 8 July. Butler, a triple amputee as a result of a bomb accident aged 11, is the only disabled driver worldwide to have held both International Race and Rally licences. He sits on the MSA's Medical Panel to represent all disabled drivers wishing to take part in motor sport.

Gareth Roberts, 1987-2012

The MSA sent its sincere condolences to the family and friends of talented young rally co-driver Gareth Roberts, who suffered fatal injuries during an accident on last month's Targa Florio-Rally Internazionale Di Sicilia, round five of the Intercontinental Rally Challenge. He was 24.

A promising talent, Roberts began his career in road rallying near his home in South Wales. He then progressed to stage rallying and teamed up with rising Irish star Craig Breen, with whom he won last year's WRC Academy title with victory on the season-closing Wales Rally GB, his home event. He was a former member of the MSA British Rally Academy talent development programme, so was well known to the MSA.

MSA Chief Executive, Colin Hilton, said: "Everybody at the MSA was shocked and saddened to hear of Gareth's untimely death. Britain has produced many of the world's best rally navigators over the years. Gareth was certainly continuing that trend and was on his way to the very top. Our thoughts are with his family, friends, and of course Craig at this difficult time."

A memorial service was held in Gareth's home town of Llanpumsaint in West Wales two weeks ago, which was attended by hundreds of his friends, family and members of the rally and motor sport community.

Button receives Hawthorn Memorial Trophy

MSA Chairman Alan Gow presented Jenson Button with the Hawthorn Memorial Trophy at the British Grand Prix. Established in honour of Britain's first F1 champion, 1958 winner Mike Hawthorn, the award is presented annually to the highest placed British or Commonwealth driver in the previous year's F1 world championship.

The list of previous recipients includes Sir Jack Brabham, Sir Stirling Moss, Graham Hill, Jim Clark, John Surtees, Denny Hulme, Sir Jackie Stewart, James Hunt, Nigel Mansell, Damon Hill, Jacques Villeneuve, David Coulthard, Lewis Hamilton and Mark Webber. Button finished second to Germany's Sebastian Vettel in last year's F1 championship, following victories in the Hungarian, Canadian and Japanese Grands Prix.

FIA annual awards for volunteer officials

Following the FIA's inaugural awards last year to recognise excellence across the sport's volunteer officials, including 2010 JLT/ MSA Marshal of the Year Barry O'Neill, nominations have been invited from the MSA for the 2012 accolades outlined below. FIA Outstanding Official of the Year: to be presented at the FIA Prize Giving Gala in December 2012 (and held in Istanbul) to an official who – during the 2012 season – has carried out an exceptional or brave action, or has been responsible for a singular performance, in any kind of motor sport event (run under MSA Permit) whether national or international.

FIA Best Official of the Season: six awards in total will be presented to officials who – during the 2012 season – have been outstanding in the performance of their specific duties, acting in events included in the FIA Sporting Calendar, whether or not counting towards the FIA championships or the FIA international series. These six awards will be provided by the FIA and sent to the relevant ASNs prior to their prize giving ceremonies. The MSA Night of Champions will be held in London in January 2013.

The six categories are:

- Senior Official (steward, clerk of the course)
- Scrutineer
- Marshal (two awards)
- Other Officials (two awards) – such as Secretary of the Meeting, Doctor, Paramedic or Timekeeper

The MSA has the right to nominate one candidate for the FIA Outstanding Official of the Year award, and one candidate for any or all of the six awards for the Best Official of the Season. MSA-registered clubs are therefore invited to submit nominations for the consideration by the MSA. Nominations must be made in writing and must clearly include the category for which the nomination is made.

The merits of the candidate must be stated in a letter of no more than 400 words. Letters of club nomination must be sent to Allan Dean-Lewis at the MSA (adean-lewis@msauk.org) as soon as possible and by no later than 15 August 2012.

All nominations received will be considered by the MSA Awards Panel prior to a shortlist being forwarded to the FIA Volunteers and Officials Commission for their further consideration.

Wales Rally GB marshalling opportunities

There are still places available for marshals wanting to volunteer on Wales Rally GB, the UK's round of the FIA World Rally Championship, on 13-16 September. Those wishing to volunteer on the event must be a registered marshal with the MSA on their Marshal Registration Scheme. They should then look through the event staffing timetable to decide where they would like to marshal on the event, then either contact one of the staffing officers to enrol, or enrol online at www.walesrallygb.com if they already have a Marshal Registration Number.

Cameron praises UK motor sport

Prime Minister David Cameron praised the UK motor sport industry during an exclusive interview with Sky Sports F1 screened over the British Grand Prix weekend.

During the interview Cameron described the UK motor sport industry as being “an extraordinary industry for Britain”. “It’s hugely important,” he said. “I feel it because some of it is in my constituency; Lotus [F1 team] employs about 400 people about 10 minutes from where I live and I always point out to people as we drive past, ‘There are 400 people who work in there and you know how many cars they produce every year?

One, but it’s amazing!” “The whole of motor sport is worth something like £6bn to the UK economy,” he continued. “More than half of it is exported, so it’s entrepreneurial, it’s high-end manufacturing, it’s big technology, it’s great for exports.”

...And so does Cable

Business Secretary Vince Cable praised UK motor sport’s contribution to the economy during a speech at the SMMT International Automotive Summit last month.

“In the last couple of years I’ve made a point of going round almost all of the volume car factories and specialist motor sport producers,” said Cable. “It is a very good story and the industry needs a massive pat on the back.

“The UK’s motor sport industry brings another £6 billion to the UK economy annually. We’re talking about a massive contribution to the UK economy. And you get a sense of real momentum, we’re getting a lot of new investment, certainly over the last 18 months, two years, £5.5bn of new investment by the industry.”

The legend grows

Chelsea AutoLegends, the London celebration of automotive and motor sport heritage at the Royal Hospital Chelsea, is back for its third year in 2012. Taking place on 2 September, the event is expected to attract more than 15,000 to view over 500 collectors’ cars, motorcycles and racing vehicles. Themes this year include London Cool and Stars’ Cars, as well as Le Mans and Formula 1 celebration tributes. In addition, successful female competitors will be at the Castrol Women in Motorsport feature, while the Restoration Corner and Techno Park initiatives will concentrate on the past and future of the automotive world. Meanwhile Derek Bell MBE has been invited to act as patron for the enhanced 2012 Le Mans Pit Lane feature. “The event is supporting the Royal Hospital and Walking with the Wounded,” he said. “As a racing driver, I have the greatest respect for British soldiers, their commitments and the sacrifices they make. Do your best, bring the family, it’s a great day out.” Chelsea AutoLegends is organised by F1 competitor and motorcycle championship winner Max Wakefield, fourteenth Le Mans entrant Robin Donovan, historic racing pro James Wood and founder Michael Scott. “From Formula One down, Britain houses some of the best engineers and builders of race-cars and race businesses in the world,” said event organiser Max Wakefield. “The industry creates employment for both practical and academic minds, for individual craftsmen and multimillion pound companies. Our brilliance in this field should be shouted from the rooftops and heard by the many – and, where better to do this than the capital city and The Royal Hospital?”

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