

NOTTINGHAM SPORTS CAR CLUB

# Spin Off



HAMILTON RE-IGNITES THE CHAMPIONSHIP



September 2011

# 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

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# 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 October 2011**

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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 sneak preview why not visit his web site  
[www.jimbamber.co.uk](http://www.jimbamber.co.uk)

## ***Chairman's Chatter***

Hey-ho, another season and another Championship completed with the final outcome not settled until the Thoresby Park Sunday – just how we like it.

Many thanks to all those who turned out on the Thurs & Fri to set up Thoresby, particularly Mark Sansome & Gordon Gunn who worked like Trojans both days including sweeping the track pretty well single handed on Fri afternoon. A special mention for our ex-chairman, Dennis Turner, who loaned his trailer for the weekend and ended up, with Gordon G., fetching 100 straw bales from Wellow on Thurs. and distributing them around the track despite his 'knees'.

Sterling work by the marshals and everybody over the weekend kept things flowing although we had a slight delay each morning as we responded to the MSA steward,s requirements to adjust the large bales down at Century and spare a thought for Stacey Short inputting times for two days couped up in the caravan. The reduced entry meant plenty of runs for everyone with no major 'offs' allowing four timed runs on the Saturday and, but for a timing glitch, would have been the same on Sunday when we managed three runs. Clearing up on the 'field' on Sunday was quickly achieved but, as people got away, the transport of equipment back to the store and returning the bales to Wellow was left to a few and their wives/partners which meant a 7.30 pm finish after a long weekend. We are fortunate to have a Clerk of the Course in Alan Smith who exceeds his official duties every year in helping with the set-up and 'taking-down', arriving Thurs lunchtime and being one of the last to leave on Sunday evening to drive back to the Wirral while his new partner Karen set off back to Clacton.

In the absence of David Cope, whom we send our best wishes to as he recovers from a spell in hospital, Mike Mayfield & Geoff Roe organised an impromptu classic car parade on the Sunday lunchtime and Bruce Widdowson stepped in as commentator also on Sunday.

Mentioning a few is always difficult as there were many others who 'multi-tasked' before and through the weekend but overall we were spread a little too thinly, emphasised by Vi Selby's unavoidable absence. You know where I'm going with this – the AGM is approaching and committee nomination forms will be coming out with the October *Spin Off* We need some new, younger blood on the committee to take advantage of the wealth of experience which people like Vi can hand on and ensure that the NSCC has a long term future. Many hands make light work and even if you can't commit to an evening per month there are plenty of opportunities to help with event organisation etc by shadowing current committee members. The use of e-mails and Word, Excel etc has simplified many of the tasks and means they can be carried out at home and may suit partners who want to join in the fun. This lack of 'bodies' means there are many opportunities which we cannot pursue to improve the Championship or expand the social activities which is a great pity when we have such a strong 'brand'. Enough preaching – well done to all the competitors this year and in particularly our provisional new champion, Gary Thomas, who sneaked up on the rails in the second part of the season and mugged Richard Abrahams, Tony Hart, John Allen et al with an FTD on Sunday.

And well done to those who gave so generously on Saturday evening when we raised an extra £100 for the Air Ambulance with the auction.

Roger C.

roger.carrington@virgin.net

# **Editors Mutterings**



Well yet another season is over for the Nottingham Sports Car Club Championship. As I type this I know Lee Griffiths is busy crunching the numbers and checking the results from the Thoresby Park rounds to establish the Trophy winners for this years awards. Hopefully if the information is available then it will be included in this edition. If not then it will be available on the club website.

It is also with regret that we have lost our regular contributor to Classic Corner and Memorable Moments. Bruce Widdowson, one of our long standing Life Members, has had to step back from writing these monthly historical views and anecdotes. My thanks to Bruce for all his contributions over the years. We will have to wait and see if anyone else feels inclined to pick up the baton and offer to write something for the magazine.

Our AGM is also fast approaching and the details for the Awards Presentation and AGM timings are enclosed within this issue. I hope as many of you as possible will make the effort to come along to this enjoyable occasion. Please book your places early and as usual your cheques will not be cashed until approx 10 days prior to the meal.

If any of the drivers that were at Thoresby Park this year could put to paper for me because as yet I haven't had any write-ups as we go to print.

AGM details are enclosed with the printed version of this months Spin Off. If you have received an electronic copy, then I have also asked the webmaster to include the meal application form with the September pdf Spin Off.

*Paul*

# 2011 NSCC SPEED CHAMPIONSHIP CALENDAR



Round	Date	Day	Circuit	Organising Club
1	17-Apr	Sunday	Harewood	BARC (Yorks)
2	17-Apr	Sunday	3 Sisters	Longton & Dist' MC
3	17-Apr	Sunday	Silverstone	Sheff' & Hallamshire
4	30-Apr	Saturday	Aintree	Liverpool Motor Club
5	07-May	Saturday	Shelsley Walsh	MAC
6	08-May	Sunday	Shelsley Walsh	MAC
7	14-May	Saturday	MIRA	MAC
8	04-Jun	Saturday	Pembrey	BARC (Wales)
9	05-Jun	Sunday	Pembrey	BARC (Wales)
10	11-Jun	Saturday	Anglesey	Chester MC
11	12-Jun	Sunday	Anglesey	Chester MC
12	19-Jun	Sunday	Curborough	Westfield Sports CC
13	25-Jun	Saturday	Aintree	Liverpool Motor Club
14	<b>10-Jul</b>	<b>Sunday</b>	<b>Curborough (L)</b>	<b>NSCC</b>
15	16-Jul	Saturday	Llandow	BARC (Wales)
16	<b>13-Aug</b>	<b>Saturday</b>	<b>Mira</b>	<b>NSCC</b>
17	28-Aug	Sunday	Harewood	BARC (Yorks)
18	03-Sep	Saturday	Aintree	Liverpool Motor Club
19	10-Sep	Saturday	Loton Park	Hagley & District LCC
20	11-Sep	Sunday	3 Sisters	Longton & District MC
21	<b>17-Sep</b>	<b>Saturday</b>	<b>Thoresby Park</b>	<b>NSCC</b>
22	<b>18-Sep</b>	<b>Sunday</b>	<b>Thoresby Park</b>	<b>NSCC</b>

## “Provisional” Championship Positions 2011

Pos					cc	Points
1st	<b>Gary</b>	<b>Thomas</b>	5A	Force PT	1070	<b>155.43</b>
2nd	<b>Richard</b>	<b>Abraham</b>	2A	Westfield SE	1700	<b>153.33</b>
3rd	<b>Tony</b>	<b>Hart</b>	SB /1C	Renault Alpine/Clio Wil- liams	1997	<b>148.71</b>
4th	<b>John</b>	<b>Allen</b>	1B	Peugeot 205 GTI	1900	<b>147.73</b>
5th	<b>Robert</b>	<b>Smith</b>	1B	Peugeot 205 GTI	1900	<b>147.20</b>
6th	<b>Tim</b>	<b>Burrill</b>	1B	Peugeot 205 GTI	1908	<b>145.66</b>
7th	<b>Nigel</b>	<b>Cresswell</b>	3F	Fisher Fury	1398	<b>124.57</b>
8th	<b>Gordon</b>	<b>Peters</b>	3C	Nissan 350Z GT	3500	<b>119.14</b>
9th	<b>Peter</b>	<b>Hart</b>	SB /1C	Renault Alpine/Clio Wil- liams	1998	<b>115.26</b>
10th	<b>Martin</b>	<b>Parkes</b>	2A	Westfield SE	1700	<b>114.95</b>
11th	<b>John</b>	<b>Clarke</b>	2A	Caterham 7	1588	<b>106.53</b>
12th	<b>Richard</b>	<b>Stephens</b>	1A	Peugeot 106 Rallye	1294	<b>99.47</b>
13th	<b>Steve</b>	<b>Miles</b>	5D	Van Diemen RF96	1999	<b>95.82</b>
14th	<b>Reginald</b>	<b>Wild</b>	SA	Renault 5	1397	<b>87.90</b>
15th	<b>Stephen</b>	<b>Morrison</b>	3C	Ford Sierra XR4i	2900	<b>74.88</b>

**“PROVISIONAL” HARRY DRIVER TROPHY POSITIONS**

1st	<b>Gary</b>	<b>Thomas</b>	5A	Force PT	1070	<b>78</b>
2nd	<b>Richard</b>	<b>Abraham</b>	2A	Westfield SE	1700	<b>69</b>
3rd	<b>Steve</b>	<b>Miles</b>	5D	Van Diemen RF96	1999	<b>60</b>
4th	<b>Nigel</b>	<b>Cresswell</b>	3F	Fisher Fury	1398	<b>54</b>
5th	<b>Gordon</b>	<b>Peters</b>	3C	Nissan 350z GT	3500	<b>52</b>
6th	<b>John</b>	<b>Allen</b>	1B	Peugeot 205 GTI	1900	<b>39</b>

**“PROVISIONAL” CLASSIC CAR (MILLER TROPHY) POSITIONS**

1st	<b>Rodney</b>	<b>Ellis</b>	SB	Lotus Elan	1558	<b>132.69</b>
2nd	<b>Stephen</b>	<b>Morrison</b>	3C	Ford Sierra XR4i	2900	<b>102.89</b>
3rd	<b>Calvin</b>	<b>Andrew</b>	3B	Bond Equipe	1496	<b>100.54</b>
4th	<b>Ben</b>	<b>Stanbridge</b>	3B	Bond Equipe	1496	<b>100.52</b>
5th	<b>John</b>	<b>Savage</b>	3C	Ford Sierra XR4i	2900	<b>82.69</b>

**“PROVISIONAL” DES RICHARDSON TROPHY POSITIONS**

1st	<b>Robert</b>	<b>Smith</b>	1B	Peugeot 205 GTI	1900	<b>58.60</b>
2nd	<b>Nigel</b>	<b>Cresswell</b>	3F	Fisher Fury	1398	<b>57.64</b>
3rd	<b>John</b>	<b>Allen</b>	1B	Peugeot 205 GTI	1900	<b>56.30</b>
4th	<b>Tim</b>	<b>Burrill</b>	1B	Peugeot 205 GTI	1908	<b>55.73</b>
5th	<b>Reg</b>	<b>Wild</b>	SA	Renault 5	1397	<b>54.98</b>
6th	<b>Gordon</b>	<b>Gunn</b>	SA	Peugeot 205 Rallye	1360	<b>54.18</b>

**Any errors, omissions or discrepancies with any of these published Provisional Results must be reported to Lee Griffiths (NSCC Championship scorer). The Results will remain Provisional for 3 weeks from the 21st September, after which, subject to notification of any changes, they will become FINAL.**



**MIRA 13<sup>TH</sup> AUGUST 2011**

**NOTTINGHAM SPORTS CAR CLUB**

**PERSONAL REFLECTIONS**

Where to start, license obtained in January 2011, no car, revisiting motorsport with a license for the first time in twenty years, no history on this occasion will be divulged.

Mira loomed and the season fast diminishing, no kit and no car, so off to the personal service and obviously a lighter bank balance to GPR at Silverstone but driver now legal, a mobile dog kennel i.e. '97 Ford KA sitting in the drive, identified earth and ignition off checked tyre pressures and off to Mira.

I had never been there and not competed for far too long, the car passed all scrutiny and so did the drivers kit (incidentally worth more than the car) with a new sticker to the helmet although dated 2009 but assured it is the colour that is important.

Mira personnel were very pleasant and efficient 'tape over mobile phone lenses! Signing on fine but drivers briefing 9.15!! No show, why? Marshal's only new there was a problem? Eventually whistle summons then we all stand around for a further 15 minutes before all explained "No Flags or Extinguishers" however with help we are on our way for practise to commence.

81 entries great and I was No.3 with apparently a ¼ of a tank of petrol to much, standard wheels, tyres and suspension etc.etc. never seen the course so off we set, the times lowered as we went through the day which was great, friendliness and banter was fantastic with a few competitors more interested in the 'A' frame towing mechanism plus a number of 'young mechanics' being very interested in the possibility of co-opting to run the family shopping trolley as a starter into learning some of the arts of motorsport.

Incidentally I was "STD"

Well done NSCC for a successful meeting  
Andrew Rollason

# NSCC Round 17 - Harewood

With 15 Nott's Championship contenders competing at this glorious venue we had hoped for two practice and three timed runs but unfortunately there were a couple of long hold ups so only two timed runs were given. This was also a round for the motorbikes so in total BARC had 148 entries, the weather was windy with a just a light shower for 1<sup>st</sup> practice but then remained dry for the remainder of the day.

2010 Nott's Champion Rich Stephens in his Peugeot 105 finished 3<sup>rd</sup> in class in 1a with 76.24 on his 2nd run after a DNF on his 1<sup>st</sup> run. Tony and Peter Hart in the shared Renault Clio Williams were 5<sup>th</sup> and 7<sup>th</sup> respectively separated by just 0.62s. Their class (1b) was the second largest class of the day with 17 contenders.

Next came my class 2a with 13 contenders and 2 quick Harewood regulars. After the 1<sup>st</sup> timed run, I've since found out, I was leading the class because the former record holder Henry Moorhouse had driven slowly to the end and presumably retired, the other regular Michael Bellerby had been off and Rich Abraham clouted the marker posts after the final bend and in the process ripped off his nearside indicator and scratched the Westfield wing so his run was classed as a fail. John Clarke was also struggling to come to terms with hill and recorded a time of 81.32. Just as we were getting ready to be called for our second run and my plea for rain was ignored by the Gods, back into the paddock came Henry M. He had been home, repaired his Honda Powered Westfield's suspension and managed to be back just in time to take the class win on his

second run. Michael Bellerby kept it together and finished 2<sup>nd</sup> whilst "wild man" Abraham claimed 3<sup>rd</sup> with 64.03s. I improved my PB to finish 4<sup>th</sup> with 64.85s and John (thanks to super sandwiches) improved by just over 12 secs to finish 6<sup>th</sup> with a creditable 69.15s in his Caterham 7 with vivid green wheels!

In Class 2e Nigel Hinson finished 6<sup>th</sup> in his Lotus 2 Eleven whilst Rodney Ellis finished 7<sup>th</sup> in one of my favourite sports cars, the Lotus Elan both going slightly slower on their 2<sup>nd</sup> timed runs. Ivan Russell was 3<sup>rd</sup> in class in 3a in the great looking Anglia whilst David Purdy was 2<sup>nd</sup> in Class 3b in his Opel Manta also going slightly slower on his second run. Stephen Morrison and Barry Savage finished 6<sup>th</sup> and 7<sup>th</sup> respectively in the XR4 Sierra in class 3c separated by just over 1.5s.

Nigel Cresswell had 2 consistent runs in 3f with a 60.98s and 60.90s but couldn't quite beat the class winner in a Westfield who was only 0.81s ahead of him. Least Nigel had the luxury of a motorhome to rest in this time!

Finally Gary Thomas took a close class win in 5a in his Force PT with 56.18s which was just 0.79s ahead of his nearest rival.

I think a good day was had by all even though it was a bit windy; still it kept the rain away.....damn!

Martin Parkes

# **Nottingham Sports Car Club AGM and Awards Presentation**

**Its that time of year once again where the officers and committee of Nottingham Sports Car Club call upon the membership and Life members of the club to join us for the annual AGM and Awards Presentation.**

**I hope all the award winners will endeavour to be at the presentation dinner.**

**Everyone in the Top Ten of the main Championship gets an award so once the Provisional Results are declared Final then the awards and finishing places will be fixed.**

**To anyone new to the AGM and awards dinner, it is a friendly atmosphere with good food and a bar available. We will also have a speaker for the Dinner and once confirmed I will let you know in Octobers Spin Off.**

## **NSCC Membership**

A final membership report for the 2011 season.

It's been a busy year for the club but membership is still struggling to reach the numbers we enjoyed a few years; a sure fire sign of the economic conditions that we still find ourselves in.

However we ended the season with 53 Competitive members of which 46 registered for the championship, 16 non competitive members, 22 marshals and 11 Life Members.

I look forward to catching up with some of you at our events in 2012.

*Kim*

NOTTINGHAM SPORTS CAR CLUB  
AGM LUNCH  
SUNDAY 27th NOVEMBER 2011

MENU

Starter

Chef's Home made Country Vegetable Soup

Main Course

Traditional Roast Turkey with seasonal  
vegetables, potatoes  
and all the trimmings

or

Vegetarian: Mediteranean vegetable terrine on a  
spinach bed &  
pesto cream vinigarette

Dessert

Lemon Panacotta with a lemon & dill sauce

Coffee & mints

Cost £17.95 / ticket

Childrens portions can be accommodated  
at half price.

# Marshals Page

Another season of NSCC events has come to a close. Thank you all for the great support you have given again this season, we hope you have all enjoyed the events and as always please let us know if you have any comments or suggestions on any issues. Thanks to Stacey who has worked hard providing the data input at all our events.

We had 24 marshals sign on for our four events covering 53 marshalling days, 9 marshals volunteering for 3 or more days.

Don't forget to book for our Dinner and Presentation on 27th November see you there.

The next envelopes in the post will be the Christmas card and volunteering form for 2012 how time flies!

Vi

## A BIG THANK YOU

My thanks to you all for the many messages, cards and flowers - and my cake - thanks Kim. They were a great help while recovering and how good to know I have so many friends. I am improving all time but find it difficult to be patient! I enjoyed my short visit to see you all at Thoresby Park thanks to Lynne - back to the real world- and we brought the sunshine!!

Well spotted Russell the scrutineering stickers (NHS) on my crutches!

Look forward to seeing you all at our Dinner and Presentation on November 27th.

Vi

## **PETER BLAYNEY**

It is with much regret that I have to report the sad passing of one of our long standing Life Members, Peter Blayney.

NSCC Life Members Bruce Widdowson and Mike Mayfield are compiling an obituary for Spin Off which will hopefully appear in the October issue.

### **DID YOU SEE.....**

A few months ago there was a hilarious photo of a fox in the wild near Montreal in Canada following "inches" behind a beagle who was doubtless in search of "Mr Fox". The bungling hound seemed to have lost one of his primary senses and couldn't smell his prey right behind him!. Guess he takes the prize for the worlds worst hunting hound.

Maybe its something to do with the clean air in the Canadian wilderness.

*I wonder if the hound still has a job!!*

### **RECENTLY.....**

A recent study found that the average Briton walks about 900 miles a year. Another study found that Britons drink, on average, 22 gallons of alcohol a year.

That means that, on average, Britons get about 41 miles to the gallon!

Makes you proud to be British, doesn't it?

### **ON THE GRID - VELOCE PUBLISHING (1991 - 2011)**

Its Veloce's 20th anniversary this September, and to say thank you to all our customers out there, we're letting you in on another fantastic discount for the whole of September!

Start shopping now on our website, or call us on 01305 260068 to place an order, quoting the discount code: **20years**

\*offer closes midnight 30th September 2011. Offer excludes leather and limited editions, Veloce gift vouchers, Veloce iPhone Apps, eBooks, other coinciding special offers and non-Veloce products.

P+P extra

## **The Thoresby Park Weekend by Russell Douglas**

As is not customary, these reflections on the Thoresby Park weekend begin in Italy. Every July, when even at an altitude of 5000 feet, the air is hot and the sunshine is bright, the SP85 road from Trento to Vason on Monte Bondone reverts to its motor sport history. Since the 1920s, the hillclimb of Trento Bondone has been an international venue, one of the classic Alpine events. It is mighty. The road up the mountain is 11 miles from the valley floor, up through villages, meadows, countless hairpins, forests, lined with cheering spectators, past farms and cafes and bars, to finish in the ski village of Vason. To this day, it is an annual round of the European Hillclimb Championship. Its heart though, is in the variety of machinery, from rally hatchbacks to Ferrari 575s to F3000 single seaters. To win, you need to go up in under 10 minutes (and 10 minutes is ferocious) but plenty spend anything up to 17 minutes wrestling their car through the trees and houses and barbecues. "So," I said to Mrs Douglas, "just how totally impractical would it be to do this event?" We were sitting in a meadow by the course, surrounded by the noisy passion of Italian motorsport. We had a great view of a fast section into a hairpin – and of the Italian Alps, snow-covered and with vertical sides.

The reply was quite sensible and realistic. Mrs D reminded me we were 1000 miles from home, we did not own a racing car, or a trailer, or a tow-car and I did not have a competition licence or an understanding of how cars work. On the positive side, we like the Italian lakes. Right-ho, best get a car then. I was half way there with this part of it. I was a little boy growing up in the era of red Ferraris, red Alfa Romeos, red Maseratis and red Lancias – and as a teenager saw the works Alfa GTAs around the old 8-mile Spa and the original Mugello road race with its 41 miles of spaghetti. It had to be something red and Italian. As a commentator, I have for some seasons described the Alfa Romeo Giulia Sprint GT of father and son racers Graeme & James Dodd, as it battled with the Historic Touring Car field at Historic Sports Car Club race meetings across the country. Then it came up for sale. Step One – tick. Thoresby Park was the ideal first event: the familiar, friendly faces of the NSCC, a two day event to make the journey worthwhile and a village hall social to make a real weekend of it. The only change to make from historic racing spec was from Dunlop Historic pattern tyres to something more likely to keep me on the Thoresby course, rather than hurling me into the attractive parkland.

First time out / Practice 1 / my view from the start line: I could see the straw bales ahead, but wondered exactly where they opened up to let me through at the right hander.

First time out / Practice 1 / Sarah (Mrs D)'s view from the spectator



fence: that red, green and white livery may be very Italian national flag, but it looks like he's delivering pizza fresh from a wood fired oven to the marshals at the finish.

It was all good fun learning what a 1964 Alfa would be like on a fairly slippery surface. It is, after all, early Beatles and Stones technology. It was all good fun until, waiting in line for the first timed run, the engine just stopped. This presented me with the first real problem of the day, and as it turned out, the only problem of the day. I didn't need this to remind me I am not a gifted motor engineer, or indeed a motor engineer, or even gifted. But having been reminded, then George Cole (we have never met) arrived on the scene. He straight away offered help and suggestions – top bloke – but he needed to get ready for his own first run, so couldn't stay to help with an engine out rebuild, which was what I suspected might be needed.

Moments later, and with the Alfa pushed aside so life could go on, Gordon Peters hooked on a tow rope to the back of a pick-up and brought me back to my spot in the paddock. No, wait, it gets better. Now my paddock neighbour, Philip Skipp reached into the car and put a battery tester across the terminals. 'Flat battery, and it's not charging. You'll be ok with jump leads off your tow car in between runs.' He was right. I completed the entire weekend with the battery hooked up on jump leads. What's more, my other neighbour, Tony Hart, brought me a charged up battery on Sunday, which I used as a slave between runs. The net result was I only missed that one first competitive run on Saturday.

Thoresby was the opportunity I needed to start learning the car and the fact that I did 10 runs in total is all down to the helpfulness and patience of my fellow competitors. So thank you George, Gordon, Philip and Tony for getting me on my way. Thank you also to the NSCC paddock marshal ladies who helped shorten the time between firing up in the paddock and reaching the start line.

Putting racing cars aside, there were two more highlights to remember. On Saturday evening at the convivial Village Hall gathering, there was a little boy who lit up the memorabilia auction. On a couple of occasions, auctioneer Roger Carrington was calling for first bids, when a young voice piped up above the hubbub "One pound!" He is an international trader in the making.

Then on Sunday, we were delighted to see Vi Selby at the event, with her daughter. Unusually, Vi was not working, but she couldn't stay away. It was good to see you, Vi, and we hope the genuine replacement parts let you recover quickly.

Can we do all this again, please? Only next time with a working alternator. *Ciao!* as they say.

# Thoresby Park 17th 2011 Final Results

Pos'	No.	Driver	Car/Model	Run 1	Run 2	Run 3	Run 4	Best
<b>STANDARD PRODUCTION CARS : Class SA - up to 1400cc</b>								
5	1	Gordon Gunn	Peugeot 205 Rallye	62.82	62.14	61.76	61.99	<b>61.76</b>
6	2	Richard Yapp	Vauxhall Nova SR	62.27	62.17	61.77	63.09	<b>61.77</b>
7	3	Andrew Rollason	Ford Ka	71.58	69.39	69.77	69.22	<b>69.22</b>
3	4	Reg Wild	Renault 5	61.88	60.62	60.81	61.29	<b>60.62</b>
4	5	John Fox	Peugeot 106	61.11	61.08	60.77	61.09	<b>60.77</b>
2	6	David Holden	Alpine Renault A110G	61.23	60.73	59.75	61.16	<b>59.75</b>
1	102	Jamie Yapp	Vauxhall Nova SR	59.58	59.52	58.66	59.39	<b>58.66</b>
<b>Class SB- 1401cc to 2000cc</b>								
2	9	Rodney Ellis	Lotus Elan	59.86	61.28	61.54	63.49	<b>59.86</b>
1	10	Richard Windmill	Renault Clio 172 Cup	56.80	57.17	56.16		<b>56.16</b>
<b>Class SC - over 2000cc</b>								
2	14	Owen Darch	Subaru Impreza	55.39	56.77	55.66	57.26	<b>55.39</b>
1	15	Darren Spooner	Subaru Impreza	56.12	54.47	56.25	55.73	<b>54.47</b>
<b>Class 1A - up to 1400cc</b>								
3	17	Richard Stephens	Peugeot 106 Rallye	60.76	60.86	60.99	61.07	<b>60.76</b>
1	18	Rhys Palmer	Rover 114	58.25	58.08	57.60	57.42	<b>57.42</b>
2	19	Kevin Hardwick	Peugeot 205	60.98	60.47	59.71	60.55	<b>59.71</b>
<b>Class 1B - 1401cc to 2000cc</b>								
2	22	John Allen	Peugeot 205 GTI	55.33	56.30	57.71	57.39	<b>55.33</b>
7	23	Paul Darch	Toyota MR2	64.62	64.73	63.68	65.52	<b>63.68</b>
1	24	Robert Smith	Peugeot 205 GTI	56.08	55.83	55.10	56.07	<b>55.10</b>
3	25	Alan Muggleston	Mazda MX5	55.98				<b>55.98</b>
6	123	Martin Harrison	Toyota MR2	61.28	60.31	59.75	60.53	<b>59.75</b>
4	124	Tim Burrill	Peugeot 205 GTI	58.69	56.05	57.14	56.89	<b>56.05</b>

5	125	Nicholas Mugglestone	Mazda MX5	57.55				57.55
<b>Class 2A - up to 1700cc</b>								
1	31	Richard Abraham	Westfield SEI	50.36	50.76	51.49	49.73	49.73
6	32	John Clarke	Caterham 7 Roadsport	55.26	62.61	FAIL	54.21	54.21
4	34	Ian Davenport	Westfield SE	53.16	54.58	53.79	54.04	53.16
2	35	Emma Bennison	Slyva Striker	52.24	51.03	52.09		51.03
3	37	Stuart Hill	Westfield SEI	51.13	52.55	51.49	51.45	51.13
5	38	Alan Caldecourt	Westfield SE	54.17	54.62	60.48	56.41	54.17
<b>Class 2B - over 1700cc</b>								
2	39	Stephen Overall	Westfield SEIW	52.69				52.69
5	40	Trevor Cottingham	Westfield SEIW	55.53	58.97	56.58	55.70	55.53
1	41	Mark Wallwork	Dax Rush Quadra	49.78	51.49	50.69		49.78
3	42	Gareth Cutts	Locost Birch Special	53.93	53.25	52.74		52.74
4	142	Andrew Birch	Locost Birch Special	53.07	54.28	FAIL		53.07
<b>Class 2E - Road going Lotus Elise and Elise derived cars</b>								
1	46	Nigel Hinson	Lotus 2 Eleven	54.94	RET			54.94
<b>Class 3A - Modified Production Cars excluding Kit, Replica and Space-framed cars up to 1400cc</b>								
2	48	Ivan Russell	Ford Anglia	56.33	55.37	55.14		55.14
1	49	Wil Ker	Austin Mini	FAIL	53.84	52.90		52.90
<b>Class 3B : Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.</b>								
5	51	Calvin Andrew	Bond Equipe	59.64	58.87	60.06	59.81	58.87
7	52	David Reade	VW Golf GTI	61.40	61.91	61.37	60.40	60.40
4	54	Andrew Warren	Citreon Saxo	58.97	59.34	58.85	58.60	58.60

Pos	No	Driver	Car / Model	Run 1	Run 2	Run 3	Run 4	Best
1	55	Tony Hart	Renault 5 GT Turbo	51.32	50.82	51.99		50.82
6	56	Russell Douglas	Alfa Romeo Givlia Sprint	61.25		60.05	62.54	60.05
2	58	Philip Skipp	Vauxhall Astra GSI	54.90	54.11	52.51		52.51
3	59	Ben Morse	Peugeot 106 Rallye	57.46	56.34	56.88		56.34
8	151	Ben Stanbridge	Bond Equipe	60.98	61.06	62.99	60.68	60.68
<b>Class 3C: Modified Production Cars excluding Kit, Replica and Space-framed cars over 2000cc.</b>								
1	61	Gordon Peters	Nissan 350Z GT	54.43	54.59	54.07	57.11	54.07
2	62	Stephen Morrison	Ford Sierra XR4	58.69	56.95	57.11	56.34	56.34
3	162	Barry Savage	Ford Sierra XR4	62.18	61.23	62.82	61.06	61.06
<b>Class 3F - Modified Production Kit, Replica and Space-framed cars up to 1800cc.</b>								
1	64	Nigel Cresswell	Fisher Fury	47.74		47.89	49.31	47.74
7	65	Mark Bishop	Westfield SE	56.13	56.24	56.15	55.66	55.66
2	66	Matthew Turner	Westfield Mega	49.22	48.67	49.72	48.65	48.65
5	67	Eric Morrey	Clan Crusader	51.27	51.17	FAIL		51.17
3	68	Tom Caldecourt	Westfield SEIW	49.64	49.91	63.47	48.86	48.86
4	36	Mark Leybourne	Westfield SEIW	50.99	51.39	52.97	52.11	50.99
	33	Richard James	Westfield Megablade	56.62	52.45	52.49		52.45
<b>Class 3G - Modified Production Kit, Replica and Space-framed cars over 1800cc.</b>								
1	70	Terry Everall	Westfield Sport S	48.53	47.95	51.31	45.58	45.58
2	71	Adrian Clinton-Watkins	Westfield GGR	46.44	46.63	48.27	45.71	45.71
3	72	Barry Slingsby	Westfield GGR SEIW	46.34	47.10	70.33	46.38	46.34
4	73	Peter Goulding	Westfield SEIW	47.54	47.73	49.35	46.75	46.75
<b>Class 4B - over 1700cc</b>								
4	77	Philip Day	Fiat X19	70.75	64.40	64.74	59.64	59.64
3	78	Richard Crofts	Ford Escort Mk2	54.03	53.93	91.83	55.60	53.93
2	79	Baz Wheeler	Ford Escort RS	51.87	52.08	54.54	52.31	51.87

1	80	Peter Beer	Ford Escort Mk2	52.01	51.24	53.20	50.31	50.31
<b>Class 5A - Racing Cars upto 1100cc</b>								
3	81	George Cole	Terrapin Mk1	67.68	68.18	70.93		67.68
2	82	David Garnett	Jedi Mk 4	51.07	51.26	49.96	49.90	49.90
1	182	John Bunting	Jedi Mk 4	48.54	49.82	55.32	49.92	48.54
<b>Class 5D - Racing Cars over 1600cc up to 2000cc.</b>								
2	88	David Hunter	Royale RP31M/Zetec	59.59	60.95	59.08		59.08
1	89	Robert Birch	Jomo F2	75.73	114.31	62.09	52.42	52.42
3	90	George Harris	Dallara F3	96.64				96.64
<b>Class 6 - Classic Cars</b>								
2	94	Peter Hubbard	Marcos Sports	63.98	62.72	RET		62.72
1	95	Geoff Stallard	TVR Vixen	81.95	58.18	RET		58.18
3	194	David Bennett	Marcos Sports	69.71	67.25	RET		67.25
<b>THORESBY PARK RESULTS SUNDAY 18TH SEPTEMBER</b>								
<b>Pos</b>	<b>No</b>	<b>Driver</b>	<b>Car / Model</b>	<b>Run 1</b>	<b>Run 2</b>	<b>Run 3</b>	<b>BEST</b>	
<b>Class SA - up to 1400cc</b>								
3	1	Gordon Gunn	Peugeot 205 Rallye	61.94	61.38	63.65	61.38	
4	2	Richard Yapp	Vauxhall Nova SR	62.94	62.07	61.72	61.72	
5	3	Andrew Rollason	Ford Ka	69.08	68.89	70.06	68.89	
2	4	Reg Wild	Renault 5	60.58	63.04	62.05	60.58	
1	102	Jamie Yapp	Vauxhall Nova SR	60.18	59.04	58.71	58.71	

Pos	No	Driver	Car / Model	Run 1	Run 2	Run 3	Best
<b>Class SA - up to 1400cc</b>							
3	1	Gordon Gunn	Peugeot 205 Rallye	61.94	61.38	63.65	61.38
4	2	Richard Yapp	Vauxhall Nova SR	62.94	62.07	61.72	61.72
5	3	Andrew Rollason	Ford Ka	69.08	68.89	70.06	68.89
2	4	Reg Wild	Renault 5	60.58	63.04	62.05	60.58
1	102	Jamie Yapp	Vauxhall Nova SR	60.18	59.04	58.71	58.71
<b>Class SB- 1401cc to 2000cc</b>							
2	9	Rodney Ellis	Lotus Elan	60.17	58.73	59.36	58.73
1	10	Richard Windmill	Renault Clio 172 Cup	57.45	56.22	57.91	56.22
<b>Class SC - over 2000cc</b>							
1	14	Owen Darch	Subaru Impreza	55.71	54.20	61.75	54.20
2	15	Darren Spooner	Subaru Impreza	55.15	56.73	55.36	55.15
<b>Class 1A - up to 1400cc</b>							
2	17	Richard Stephens	Peugeot 106 Rallye	61.15	60.84		60.84
1	18	Rhys Palmer	Rover 114	59.37	57.33	57.54	57.33
<b>Class 1B - 1401cc to 2000cc</b>							
4	22	John Allen	Peugeot 205 GTI	57.00	57.00	56.62	56.62
7	23	Paul Darch	Toyota MR2	63.04	62.79	64.18	62.79
1	24	Robert Smith	Peugeot 205 GTI	54.86	56.00	55.09	54.86
6	25	Neil Billingham	Opel Manta GTE	61.52	61.95	61.70	61.52
2	26	Peter Hart	Renault Clio Williams	56.23	56.75	56.00	56.00
5	123	Martin Harrison	Toyota MR2	60.53	60.13	61.54	60.13
2	124	Tim Burrill	Peugeot 205 GTI	56.23	56.76	56.00	56.00
<b>Class 2A - up to 1700cc</b>							
1	31	Richard Abraham	Westfield SEI	49.02	48.84	50.80	48.84

6	32	John Clarke	Caterham 7 Roadsport	53.08	54.15	53.98	53.08	53.08
3	34	Ian Davenport	Westfield SE	53.42	52.46	53.48	52.46	52.46
2	35	Emma Bennison	Slyva Striker	53.19	50.65	51.36	50.65	50.65
5	37	Martin Parkes	Westfield SE	55.67	53.04	53.14	53.04	53.04
4	38	Alan Caldecourt	Westfield SE	53.41	52.87	53.26	52.87	52.87

**Class 2B - over 1700cc**

3	140	Stephen Everall	Westfield SEIW	59.79	60.20		59.79	59.79
2	40	Trevor Cottingham	Westfield SEIW	57.01	56.08	59.14	56.08	56.08
1	41	Mark Wallwork	Dax Rush Quadra	52.36	52.48	50.26	50.26	50.26

**Class 3B : Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.**

8	51	Ben Stanbridge	Bond Equipe	61.55	62.98	61.38	61.38	61.38
4	52	David Reade	VW Golf GTI	60.44	58.32	57.95	57.95	57.95
5	54	Andrew Warren	Citreon Saxo	59.07	59.86	65.13	59.07	59.07
1	55	Tony Hart	Renault Clio Williams	50.80	51.08	52.37	50.80	50.80
7	56	Russell Douglas	Alfa Romeo Givlia Sprint	62.00	60.91	61.00	60.91	60.91
2	57	Dave Purdy	Opel Manta	57.94	55.25	56.49	55.25	55.25
3	59	Ben Morse	Peugeot 106 Rallye	55.59	55.60	55.29	55.29	55.29
6	151	Calvin Andrew	Bond Equipe	59.22	59.29		59.22	59.22

**Class 3F - Modified Production Kit, Replica and Space-framed cars up to 1800cc.**

1	64	Nigel Cresswell	Fisher Fury	47.34	46.95	47.11	46.95	46.95
5	65	Mark Bishop	Westfield SE	55.26	54.45	55.06	54.45	54.45
2	66	Matthew Turner	Westfield Mega	48.44	48.28	47.78	47.78	47.78
3	68	Tom Caldecourt	Westfield SEIW	49.03	50.47	49.71	49.03	49.03

Pos	No	Driver	Car / Model	Run 1	Run 2	Run 3	Best
4	36	Mark Leybourne	Westfield SEIW	51.08	50.61	50.81	50.61
<b>Class 3G - Modified Production Kit, Replica and Space-framed cars over 1800cc.</b>							
2	70	Terry Everall	Westfield Sport S	47.08	46.43	47.17	46.43
3	71	Adrian Clinton-Watkins	Westfield GGR	46.53	47.17	46.99	46.53
4	72	Barry Slingsby	Westfield GGR SEIW	47.05	46.55	56.45	46.55
1	73	Peter Goulding	Westfield SEIW	47.70	46.19	46.12	46.12
<b>Class 4B - over 1700cc</b>							
1	76	Ian Oldfield	Ford Ka	55.49	53.76	53.77	53.76
<b>Class 5A - Racing Cars upto 1100cc</b>							
5	81	George Cole	Terrapin Mk1	67.11	65.12		65.12
2	82	David Garnett	Jedi Mk 4	50.31	48.64	48.44	48.44
1	83	Gary Thomas	Force PT	46.30	45.64	50.42	45.64
4	84	Dennis Troman	KBS Mk4	59.49	60.60	57.11	57.11
3	182	John Bunting	Jedi Mk 4	48.92	50.68	49.16	48.92
<b>Class 5C - Racing Cars over 1100cc up to 1600cc.</b>							
1	86	Geoff Toms	Fiat 803/501	92.20	90.43	87.55	87.55
<b>Class 5D - Racing Cars over 1600cc up to 2000cc.</b>							
1	88	David Hunter	Royale RP31M/Zetec	59.05	59.10	59.46	59.05
<b>Class 6 - Classic Cars</b>							
1	90	David Morley	Riley 9		73.84	76.13	73.84
<b>Class - Austin 7 Road</b>							
2	92	Charles Plain-Jones	Austin 7 Special	90.32	98.48	68.97	68.97
1	93	Al Frayling-Cork	Austin 7 Special	68.66	69.03	69.08	68.66
<b>Class - Austin 7 Track</b>							
1	94	Terry Griffin	Austin 7 Race Special	61.72	61.06	61.71	61.06



3	95	Nick Allen	Austin Seven	64.23	68.23	64.60	64.23
6	96	John Barlow	Austin Seven	74.75	74.26	71.27	71.27
5	97	Clive Neale	Austin Seven	69.52	70.20	67.03	67.03
2	98	Mike Harvey	Austin 7 Ulster Special	64.36	64.16	64.58	64.16
4	99	John Skeavington	Austin Ulster	65.31	69.57	65.31	65.31

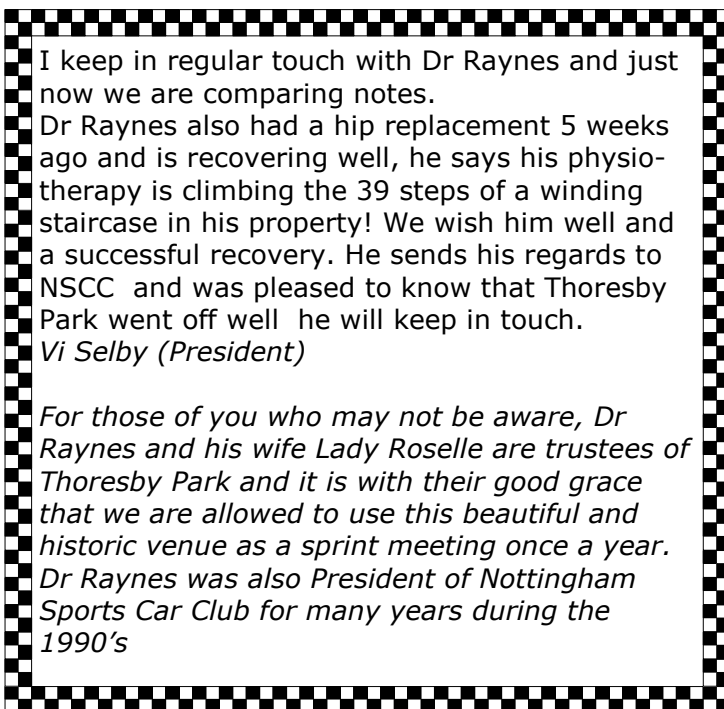
## AWARDS

### Saturday Thoresby Park

FTD - Terry Everall  
 Presidents Bottle - Mary Pearson

### Sunday Thoresby Park

FTD - Gary Thomas  
 Presidents Bottle - Graham



# NSCC Round 18 - Loton Park

After checking the weather forecast for the weekend on Friday evening I wasn't optimistic of a dry event considering Loton's location on the edge of Wales! This venue is situated in the grounds of a beautiful deer park near Alberbury and is one of the most demanding courses on the calendar due to its steep gradient and challenging hairpin. With the steepest gradient being 1 in 7 (14%) this makes for excellent viewing and fantastic driving providing the weather remains dry. A total of 8 Nott's Championship contenders entered and after 2 almost dry practices the promised rain never appeared again so a good day's motorsport was had.

First away for the two timed runs was Rich Stephens (class 1A) in his Peugeot 106 Rallye who recorded a best time of 69.96s to give him runner up spot in this class against veteran Loton master Dave West in his quick Mini. Next was Class 2A with the 3 kit car musketeers John, Rich and Me. Rich improved on his first timed run by 0.22s to take 2<sup>nd</sup> in class with a creditable 57.95s, I achieved a new PB with 62.15s on my first run and slightly slower on my second with 62.25s to finish 5<sup>th</sup> with a hard charging John Clarke behind me with a best time of 63.19s.

Ivan Russell won class 3A in his Anglia with 63.09s which was 2.46s clear of his nearest rival! The 2<sup>nd</sup> largest class of the day was 3B where Gordon Peters realised it had been 18 years since he last competed here in his Opel Manta. His best time to-day was achieved on his first run (63.6s) which was just a second slower than his Manta time which is not bad considering the physical size of his Nissan 350 ZGT and a 18 year break! Andrew Warren was the only other NSCC Competitor in this class in his Citroen Saxo recording a best of 70.38s on his second run. The final NSCC member was Gary Thomas, in class 8, who won his class with 51.44s on his first run in the very quick Force PT. Another well run event by H & DLCC with few hold ups and no rain!

Martin Parkes

# MSA News ISSUE 16 : September 2011

## MSA titles wrapped up

A raft of MSA Champions across various disciplines have been crowned in recent weeks, as the 2011 motor sport season enters its closing stages.

Brazilian Felipe Nasr secured the Cooper Tires British F3 International Series title with a podium finish at Rockingham. "It's a unique feeling for sure", said the 19-year-old. "It really is amazing; I don't think I quite understand what it all means yet! There has been a lot of hard work behind this, taking the title so early shows we worked harder than the others and we deserve it – everyone from the team, my family and everyone that has helped us. I'm really, really happy."

Elsewhere, Scott Moran took his third Nicholson McLaren MSA British Hill Climb Championship with a double run-off win at Gurston Down in August. "When I started competing in the British championship it took two years for me to win a run-off; I never thought I'd win a title, so to have three is amazing," he said.

Meanwhile Steven Ferguson was confirmed as the MSA British Autotest Champion (pictured below) and Richard Davies (pictured above) the MSA British Autocross Champion after the final rounds of both championships earlier this month.

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## MSA launches new Scottish Motorsport Festival

October's Colin McRae Forest Stages Rally and RACMSA Rally of Scotland will mark the start and finish of the new Scottish Motorsport Festival (1-9 October), a week-long celebration of the sport's long-running success north of the border.

The new initiative – backed by EventScotland, the national events agency – kicks off with an all-star forum run by Colin McRae Vision on the eve of the McRae Stages on 30 September. Those attending include 1984 World Rally Champion Stig Blomqvist and 2003 World Rally Champion co-driver Phil Mills.

Other Festival events include: an introduction to karting for schools; a special autotest pitching the media against leading Intercontinental Rally Challenge competitors; Scottish debuts for part of Colin McRae's car collection; and the launch of a new rally championship for 14- to 17-year-olds at Scone Palace.

Paul Di Resta, the latest in a long line of Scottish F1 drivers, said: "When I was starting out in karting there was a lot to inspire me. I was always hearing stories about the great Jim Clark and, of course, Sir Jackie Stewart, who continues to help and support Scottish drivers. But it's not just Formula 1 where Scottish drivers have shown their skill. We have been well represented in most major championships around the world with drivers like Dario Franchitti, my cousin, winning the Indy 500 twice and Allan McNish having great success in sports cars.

“We also have a great tradition in rallying thanks to the legacy of Colin McRae, who is surely remembered as one of the most spectacular drivers of all time. With icons like these there is plenty to inspire the next generation of Scottish motor sport stars.”

The full schedule of events and timings are available from the new Scottish Motorsport Festival website: [www.scottishmotorsportfestival.co.uk](http://www.scottishmotorsportfestival.co.uk).

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## **RTP duties take MSA Trainers to South Africa**

MSA Trainers visited Cape Town last month to deliver a presentation to the Confederation of African Countries in Motorsport, on behalf of the FIA Institute for Motor Sport Safety and Sustainability.

The MSA is one of just three FIA Institute Gold Standard Regional Training Providers, along with the Confederation of Australian Motor Sport (CAMS) and the Spanish governing body, RFEDA.

The African Motor Sport Development Workshop was chaired by the MSA’s Allan Dean-Lewis MBE, as a member of the FIA Institute Executive Committee, who highlighted the fact that African ASNs had been slow to engage with the Motor Sport Safety Development Fund. “The Fund is there to support clubs of all levels to develop their grass roots,” he said. “The Institute is committed to making this a reality and ensuring that all ASNs [National Sporting Authorities] are aware of the funding and most importantly know how to access the funds for their given project.”

Francois Pretorius, Chief Executive of Motorsport South Africa, added: “Motor sport in Africa has a lot of specific issues that need to be addressed. Today’s workshop highlighted Africa’s need and I am confident that following today’s discussions more African ASNs will be seeking funding this September.”

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## **MSA invites nominations for club and marshal awards**

Clubs wishing to be considered for the MSA Club of the Year Award should register their interest with their Regional Associations, which must submit nominations by 1 October.

The Award – currently sponsored by MSA insurance broker JLT– has been presented annually since 1993 and carries a prize of £1000, together with a prestigious JLT Trophy. There are second and third place prizes of £500 and £250 respectively, along with commemorative awards.

Clubs are further asked to submit nominations for the MSA Marshal of the Year Award to their Regional Association as soon as possible. MSA Regional Committee Chairman Nicky Moffitt, who sits on the Awards judging panel, said: “These prestigious awards acknowledge both the contribution that many Clubs make to their local communities, as well as the vital support that marshals offer those clubs by giving their time freely so that others can enjoy our sport.”

Both Awards will be presented at the MSA's Night of Champions ceremony at the Royal Automobile Club in January 2012.

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## **Warwick appointed new BRDC president**

Derek Warwick has been named as the successor to Damon Hill as president of the British Racing Drivers' Club (BRDC).

Having won the British Formula 3 title in 1978, Warwick graduated to grand prix racing with the Toleman team in '81; the 162-race Formula 1 career that followed included stints with Renault, Brabham, Arrows, Lotus and Footwork. He was also a World Sportscar Champion, Le Mans 24 Hours winner, and MSA British Touring Car Championship race winner.

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## **Pensioner realises dream at Brands**

A pensioner realised her lifelong dream of lapping Brands Hatch when she took to the Kent circuit in her mobility scooter.

Rita Turner, 79, joined cyclists from Swanley and North Downs Lions Club on their annual Bike around Brands sponsored ride. Together they raised £4000 for Ellenor-Lions Hospices and other causes.

"It's quite a thrill!" said Turner. "The scooter handles well and it's everything I hoped it would be, the weather's fine and I can't believe I'm finally on Brands Hatch. It's given me a wonderful feeling of belonging."

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## **Henry Surtees Trophy open to all-comers**

The second Henry Surtees Trophy charity karting event takes place at Buckmore Park on 20 October, and is open to competitors aged 16 or over from any motor sport discipline.

The all-comers event is being organised by 1964 F1 world champion John Surtees in memory of his son Henry, who tragically lost his life in 2009. The entry fee is £500, and competitors must hold an MSA Competition Licence or be a member of Club 100.

"Our event is there to give racers at varying levels of their development the chance to come together on similar karts at one of the most testing and exciting kart circuits in the country," said Surtees.

Prizes on offer include a run in the Mercedes GP simulator and lunch with Ross Brawn, Formula 2 and Formula Renault tests, the chance to be a guest of Shell at a Ferrari experience day in Italy, and VIP tickets to next year's British Grand Prix.

Anybody wishing to take part should visit [www.buckmore.co.uk](http://www.buckmore.co.uk) or call 01634 201562. More information on the Henry Surtees Foundation, to which all proceeds

will be donated, can be found at [www.henrysurteesfoundation.com](http://www.henrysurteesfoundation.com).

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## **Ben Gautrey, 1992-2011**

The MSA is saddened to report that promising young motorcycle racer and MSA Apprentice Ben Gautrey died last month during the British Superbike meeting at Cadwell Park. He was 18.

“I will remember Ben with great fondness as somebody who always had a chirpy smile and lots of cheeky banter,” said MSA Academy Coordinator Greg Symes. “The way that he fitted into a classroom full of race and rally drivers on the AASE programme was great. He was a real asset to the Loughborough AASE programme and will be sorely missed by all, on and off the track.”

Loughborough College Programme Leader Tom Gayle added: “On behalf of Loughborough College I would like to express our sadness and shock upon the tragic loss of Ben Gautrey. He was an extremely likeable young man due to his confidence, quick wit, easygoing nature and cheeky grin. It was clear from the evidence provided in Ben’s AASE portfolio that he was an exceptionally dedicated and hardworking athlete who was extremely grateful for his place on the programme. I certainly was left in no doubt that he was destined for the very top in motor sport.”

The MSA sends its condolences to Ben’s family and friends.

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## **Forged homologation labels**

Pictured is an example of a forged FIA seat homologation label, which the purported manufacturer, Corbeau, has confirmed to be non-genuine. At the bottom of the label, next to ‘SERIAL NUMBER’ is a handwritten expiry date; FIA homologation regulations do not permit the expiry date to be handwritten, and manufacturers generally use a printed dot or a hole punched through the relevant month and year.

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## **Seat mounts**

The image shows a vehicle that rolled at a recent Autocross event. The seat mounts sheared during the incident because rust had compromised the structural integrity of the vehicle structure. In this case, suitable spreader plates would have reduced the possibility of this occurring.

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## **Go Motorsport at the National Motorsport Show**

This year’s National Motorsport Show – Motorsport UK – at the Ricoh Arena in Coventry on 5-6 November is being run in association with Go Motorsport. East Midlands Regional Development Officer (RDO) Richard Egger will be manning the Go Motorsport stand at the show, and all clubs, societies, and associations are being offered free floor space. For more information visit [www.motorsportshow.co.uk](http://www.motorsportshow.co.uk) or email [info@motorsportshow.co.uk](mailto:info@motorsportshow.co.uk)

# NSCC OFFICERS & COMMITTEE MEMBERS

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