



"Flat Write" – The Newsletter of Carlton and District Motor Club



Oct/Nov '09 - Back into the bad habits already...

Hi All,

Back again (eventually) for a second issue as (so far) the comments have all been positive. Not sure if it's because of the quality of the newsletter or because it's keeping me occupied. Idle hands etc...However, I must give a big thanks to Vince for providing so much copy this issue.

No sooner had the last newsletter been forwarded than McRae, the editorial cat, had a near miss with a car, landing me with a vet's bill and costing her one of her nine lives.

Sunday 20th Sept saw the Chairman (Pro-Tem) banging on my door at 5 in the morning after I'd overslept - The alarm went off and I'd promptly passed out again at 4.30...But we still got to Nottingham Castle for 6.00am - Mind you, I'd got nothing to complain about - One of the ladies from Mid-Derbyshire who came to help didn't leave a night-club till 3 that morning!

The downside to all these early starts was that the first participant didn't arrive till 8.30... there are some pictures of the marshalling collective at the castle on the next page.

Think there was a dozen or so participants who didn't even show up - Presumably losing their entry fees of £110 each. It'd be nice to have that kind of money to waste.

Onto other stuff - Chairman Ed mailed me with a tale the other day so I'll use this (if I may) in the absence of a "Chairman's Chat" - Ah, just like the good old days....

"A young man tried to handbrake into the close as I was leaving - think he was expecting a bollocking having managed to stop about 2 foot in front of me, but I had to smile as I've sat next to too many idiots over the years to be shocked at, as [Ed's work colleague] Jeannette calls it, "more confidence than ability". Hopefully he will have learnt something and it won't be a child [or a cat - IJ] in the way next time!"

I'm now trying to think who Ed means by "idiots," but I think the penny will drop next time I look in the mirror. Or see Pete Boddy again.



Congrats are due to Bethan Blythe who turned 21 at the end of September, Adam Thouless who turned 21 last month and also to Simon Wing who will be married by the time you read this.

In case you're wondering, Simon is my regular driver on stage events (We had a really successful 2007 season in his 205GTI) but for the wedding blessing he'd swapped wheels.....My initial thought was whether it would fit down the lanes on the IoM!!

Adrian Barker Memorial Trophy Stages - Swynnerton

27th September 2009

Driver - Stephen Shephard Co-Driver - Harry Shephard Opel Manta 2.4

Stephen had enjoyed his return to driving the Manta with multi-use rallies at Blyton and Manby but the mud and rain had spoiled the last event at Manby and the offer of 70 "all tarmac" stage miles at a new venue just south of Stoke and less than one hours drive away, was too good to miss.

The venue has been used by several historic rally events – The Rally of the Tests and Tour of Cheshire but the profile was raised by the Tour Britannia and Sean Lockyear posted a time of just over 3 mins in the XS racing Porsche 911 last year (without the splits and chicanes ERO had to use to get the best value from the venue).

The Army base has a long history, it was an important munitions factory during World War 2 and was used in the 80's for the storage of nuclear weapons, hopefully none of that stuff was left lying around. There were many cartridge cases and blank rounds off line and it was very important to keep within the kerbs – Steve had one brush with a kerb when he locked up approaching another competitors crash but, despite taking a big chunk out of a rear Compomotive, the tyre stayed inflated and we completed the stage.

The site was laid out around the factory units which have largely been demolished and trees and bushes line most of the stage mileage with some changes of level and a mixture of nineties and faster, more flowing stuff. It would be great without the chicanes but they were very necessary and, as usual, they were hard work in the Manta – especially when Stephen was not 100%.

We were steadily improving on our seeding until, halfway through Stage 7, the engine died on the approach to a chicane, fortunately there was no car following closely and the marshals pushed us to safety. It often is a very minor fault that stops the motor suddenly and once we had convinced the marshals that a clicking fuel pump did not indicate an empty tank, we found that a screw had vibrated loose inside the distributor and chewed up the rotor arm and Lumenition chopper.

Net cost of repair – nil (we have spares of both but only the rotor arm was at Swynnerton).

The dry tarmac was pretty abrasive and I doubt the tyres would have done three more stages but at least Neil Simpson who was servicing, had an easy day and we avoided the 18+ wheel swaps that Steve and I had to carry out at Manby!

We were in good company having retired – 33 crews did not make the finish out of 79 starters but such a simple problem is very frustrating.

There was a good quality entry, the event was an easy victory for Mark Jasper in a 6R4 and we serviced next to Steve Hopewell who was out in the raucous rotary engined Escort. We would certainly recommend the venue and the organisation by Ecurie Royal Oak was faultless as usual, many thanks to Kelvin Knowles for his help and to Neil for servicing.

Harry Shephard

(Pictures on next page - IJ)



A couple of shots of Steve and Harry on the Adrian Barker Stages at Swynnerton

And a couple from the Aviva Classic at Nottingham Castle.....



“Now - Could we have you all looking the same way?”

“John! It doesn't need push starting....What? It's Italian? OK - point taken...”

“Say cheese for the little birdy then...Push...”



Couple of shots of participants from the track day at Curborough....

(See articles further on in mag)



Lynn Charity Stages - Sculthorpe, Norfolk November 8th 2009

Driver - Bob Lowe Co-Driver - Stephen Shephard MG Metro 6R4

On SS1 we were a bit delayed by an overshoot, needing reverse. On SS2 we picked up the pace and went 18 seconds faster than Ray Brammer in his Subaru WRC and took the lead of the rally.

SS3 was much closer with Ray just 4 seconds slower, so we were looking forward to a day long battle, but unfortunately this was Ray's last stage before retirement due to a broken wheel and a small fire when something under the bonnet got hot while stopping to change it.

We had a nail in a tyre on SS4 and on SS5 a full puncture (thankfully it stayed on the rim) resulting in a loss of around a minute. This left us with a lead of just under a minute with 3 stages to go.

Bob didn't hang around on the last 4 stages because another puncture could have dropped us back, but the tyres stayed up and we finished the day after 90 stage miles to win the event with a comfortable margin.

Colin Shinkins, his team at Kings Lynn MC and all the marshals ran another slick event with quick turn around times and great stage layouts.

What a car the Metro 6R4 is! My neck ached afterwards must admit I gave up trying to hold my head up near the end and just let it rest against the seat on the start line and out of the corners, god knows what an F1 is like!

Nice to say hello to Ady Aldred (*Former CDMC member and Johnny Vegas Lookalike...IJ*) at the event.

Cheers

Steve

CDMC Track Day - Curborough October 17th 2009

The annual track day was held last month and as usual a variety of vehicles arrived to indulge in lappery round the Curborough circuit.

Vince had volunteered to organise this year, and although, as in previous years, the majority came from the Quantum Owners Club, there were other vehicles on offer - Ranging from the Eastern European delights of an old school Lada and a Skoda Favorit through to the hi tech Lotus Exige and Subaru Impreza.

Normally, I'd do the event but a couple of factors prevented me. A) I'm still unemployed and although it's a middling £30 entry fee it's still half my weeks JSA and, more importantly, B) Ermintrude hasn't yet been repaired from the fire she suffered back in April (In case you haven't heard - Engine bay gutted and interior seriously smoke damaged...) so I'd volun-

teered to marshal instead.

But bought the crash helmet - Just in case....

Usual rules applied - 2 full laps of the circuit then flat out to the paddock and join the back of the queue. Don Cameron, Rich Carr, Chairman Ed and myself took turns to count and wave the red flag. Occasionally - I'd sneak off and scrounge a run in a car.

First up was Ken Ireland's Skoda Favorit track car - some of you will be familiar with his green Favorit (Called Kermit) with its seriously well tuned 1300cc engine running on throttle bodies, full engine management, lots of nice details and works suspension. Unfortunately - it bounced off the armco at Oulton Park and hasn't been fixed yet. In its place was the "T-Car" known as "Ruby" which only had a standard engine. It did have an SCCR box and LSD fitted though - Which Ken hadn't tried before.

Well, it seemed very spritely for a standard engine and once Ken had got used to the different handling imparted by the LSD he seemed to enjoy it. There'd been some serious attempts at weight saving in this car - How about replacing the glazing in the back doors with aluminium sheet! I took video of one of the runs from inside the car and will put it on YouTube - Although I fear it may mostly be film of a dashboard. If there'd been one fitted!

A great deal of entertainment had been given by one of the chaps in a Quantum "Extreme" - Think "Seven" type car with a more rounded nose and you won't go far wrong. He'd spent most of his runs in the morning understeering off the track at the hairpins due to what could only be described as rubbish tyres on the front. In a moment of inspiration, he dashed off to the paddock to swap fronts and rears and then came back to try again.

You can see where this one is going, can't you? Yep, it span like a top at the slightest provocation....

Still, he improved as the day progressed and when I scrounged a lift round later on he was getting quite adept at using opposite lock.

The Lada looked, to be honest, a bit of a shed. It was a older round headlight version (Model 2103 says the inner anorak) and appeared to have seen better days. Keen observers would have noticed that it was running a set of fancy 15" alloys and seemed to sit a bit closer to the ground than standard. It seemed to go alright as well! Running flat round the corners and little body roll. Almost as good as Paul and Dean's Mk2 in fact.

The little Lotus went like stink - the driver had just shown up to spectate and had been persuaded to have a go - The closing gambit being that Vince lent him his own helmet.

The Subaru driver had flown back into the country that morning, arranged to have the car delivered to the airport then came to the trackday. Should have asked what spec it was running. Quite a high spec judging by the speed of the thing....

Ashley Powell had bought his Metro Cosworth for a bit of a run and, judging by the spin I managed to video, was trying hard. I'd arranged to have a run round - more to have a fix of Cosworth power than anything else. Anyone who has travelled in a Cossie will know what I mean. That type of power where you start from A and then seem to reach the horizon at B without actually passing through any point in between.

Well, I hope you know what I mean.

So back to the Metro - Think we were the last car through the gate and following a discussion about what transmission it was running (Judging by the meaty clunk as it went into first I assumed it wasn't standard...) Ashley took off from the line.

Pardon the blasphemy but Jesus H Christ.....It was quick off the line. I was definitely in two minds at this point. The sensible 43 year old who wanted to get out and run away and the 8 year old who was going "Wheee," I stuck with the 8 year old....it was quick round the twiddly bit round the back but then when it hit the main straight.....

We teleported back to the first hairpin where it appeared that Ashley had some kind of flat shift management thingy running - Judging by the clunking of the gears and the engine not spooling down. After 3 laps, with the brakes really smoking, the truth dawned. The throttle had jammed open!!

It was still brilliant fun though. Thanks Ashley.

Thanks to Vince for organising, Ed, Richard and Don for marshalling and everyone else for showing up and taking part.

IanJ



Left - Calm down Vince!!
Below - Calm down Ian!!



Right - Paul and Dean's (Da da da da da da da da da da*) Escort.



* Pearl and Dean - Geddit? Oh well, suit yourself.....

CURBOROUGH PRACTISE DAY SATURDAY OCTOBER 17TH

Curborough for 2009 was again blessed by good weather. This being the twelfth year of running the event.

Regular Chief organiser Richard Ogan was unable to make it so the organisation on the day fell to Don Cameron and Richard Carr, ably assisted by Ian Jones and Eddie Beilby. Vince Orme sorted the paperwork.

The day got off to a cracking start by an easy car journey to the venue [picking up the key and paperwork first] and opening the gate as the first car arrived [normally there is a queue of cars waiting to get in]. This enabled the administration to be sorted as each car arrived.

A quick drivers briefing and the day's action commenced promptly.

There was then a car continuously on the track until time was called. [Apologies as this may have been 10 minutes earlier than it could have been – the prompt closure however did go down well with the venue's secretary who had turned up to lock up!

There was a good assortment of cars booked for the day. Club members Dean Maddock and Ashley Powell turned up with their impressive machines. Most of the models of Quants were represented by the large contingent from the Owners club. The Skoda owners club this year had only one representative. [Ken Ireland].

A special mention for PETER MANTOUVALES who turned up in his Lotus Elise only to watch, was persuaded to pay his money, borrowed my helmet for most of the day and must have thanked us for the privilege at least at 30 times.

The second guy that needs a special mention is JOHN MURPHY [who was booked as a guest of QOC member Graham Bell] in his Subaru. Unfortunately he had to stay later overseas than expected. Not to miss the day he arranged to have a friend deliver his car to Birmingham airport for his flight arrival at midday and then spent all afternoon going round the track.

I would personally like to give a special thank you to Dave English, Graham Bell, Peter Mantouvales and John Murphy for the enjoyable passenger rides in the last hour of the day.

The effort put in by Carlton to make the day successful is appreciated by the many Quants and favourable comments appeared the same day on the Owners' club forum.

Many thanks to all the club members who supported the event and had an enjoyable day. The good news is that the venue is likely to be available about the same date next year.

Put the event in your diary now

Vince

Vince's Verbals

Hi All,

News from the MSA - Next year's training is aimed at unlicensed club stewards, secretaries, clerks, stage commanders, championship coordinators and chief marshals of organised events. Clubs are also encouraged to nominate newcomers and we can send up to 5 people. There are a number of dates/locations but the nearest to us are .

Sunday January 31st near Basingstoke (*Vince - Thats no where near us!...IJ*)

Saturday February 20th near York

Sunday February 21st near Peterborough

Saturday February 27th near Solihull

ANY TAKERS?

A brief summary from the last committee meeting....

Membership fees for 2010 - £13 single, £16 family - first increase for a lot of years.

Member of the month - John Thornhill and Richard English for their respective very successful classic events.

Marshalling - Rally GB [this weekend], Roger Albert Clark, Premier Stages, Beaver road rally.

The Secretary has an updated hard copy of the MSA club, manual. It is also available online at http://www.msauk.org/uploadedfiles/msa_forms/Motor_Club_Manual.pdf

Well done to all marshals at the early morning start for the Aviva Classic [Nottingham Castle and Newark air museum] . The MSA has sent the club a cheque for £100.

Huntsman - Update from the championship seminar and progress on venues for 2010. The finals day was well-organised - in the morning there was a seminar on car preparation and a second on the future of endurance rallying - a lot of useful bits. An excellent buffet lunch was swiftly followed by the prize giving [of some 30+ pots]. The afternoon was reserved for a gathering of event organisers with a useful exchange of views. Your representatives [RO,VO, BH] came away with plenty of food for thought.

Wolds Rally - discussion following IJ e-mail. Options still in consideration.

Curborough held successfully - reports elsewhere

Treasure hunt for December - details elsewhere

Family quiz night for December - details elsewhere

It was agreed to make a £25 donation to Pentti Arrikkala's chosen charity in place of flowers

Next committee meeting Tuesday November 17th.

MID DERBYSHIRE 12-CAR RALLY

Thursday 15th October

Driver - Mick Hollis Navigator - Vince Orme

Following a discussion with Les Davey of Mid Derbyshire Motor Club at Nottingham Castle whilst marshalling the Aviva Classic Mick Hollis and myself agreed to accept the invitation to take part in the first round of the club's winter series [details elsewhere].

Entry form filled in and accepted, money spent on a new map 119 I went to Mick's early evening. Whilst reminiscing we both agreed we were both "rusty" and reckoned on between 10-12 years since taking part in the last 12-car.

The start was just down the road from Mick's at the Sitwell Arms, Morton. We arrived in ample time to find no activity at all - soon rectified by the arrival of some serious road rally cars parking up against Mick's Ford C-Max. After getting sorted and signed on the instructions included a number of black spots to plot.

The club was blessed with a full entry of 12 cars with us at number 11 and a quick look at the entry list saw all the names you recognise from the top results of Derbyshire road rallies. We were classed on their forum as the wild card.

The route instructions were issued in two halves, the first covering from controls 2-7, the second from 8-11. This was not as easy as you might think as with the type of roads and junctions in Derbyshire it was all on for this rusty navigator to just keep on the right road without the added need to also plot the route, record the numerous code boards. And keep track of the time card. This meant the issue of all the instructions in one go still meant I couldn't plot ahead of where we were on the road.

In the first half the first section was tulips out of order. No problems. I liked the code boards on the [many] grass triangles and in general the notification that a code board was down a stretch of road. The second section was a combination of grid lines and spot heights and again was sorted in time [I think we had only lost one minute at this point]. The next section proved to be the killer. There were two pages of tulips out of order [52]. A combination of the section, the plotting on the move meant Mick had to stop for my stomach to recover and do a bit of plotting whilst stationary. A small wrong slot and not seeing code boards meant we eventually arrived at STC7 with only two minutes of total lateness. Unfortunately the marshal had left early [and presumably took the missing code boards]. I recorded our arrival time on the card.

The next section was neutral and I knew we could get back some time. We arrived at TTC8 with about 10 minutes to spare. However with no marshal at this point either we had no choice [no more instructions] but to head to the finish. Again noting our arrival time on the time card. [Note to organisers, including ourselves that marshals with handouts need to stay at post until after OTL of the last car.

I obtained a copy of the second half instructions from Ricky and the two sections were straightforward [first section two herringbones, second section a mixture of grid lines, spot heights and features]

It also shows the popularity of the event when we saw about a dozen spectators at one

hairpin!

The finish was at the clubs meeting place of the Eagle Tavern at Heage where we able to compare notes awaiting the results. It turned out top spot had to be decided on engine capacity. An added bonus for us was the chips and sarnies to finish. It was also useful chatting with various members to obtain more views with regard to the Huntsman Endurance Rally

All in all it was an enjoyable night out for a rusty veteran.

A big thank you to Ricky and Tim for putting on the event, to Mick for the drive and also to Les Davey and Mid Derbyshire MC for the initial invite.

Vince



Question - Can you spot the obvious difference between this Quantum and Vince's.....

Answer - This one's shiny....

MID DERBYSHIRE WINTER SERIES - 2009/2010

Mid Derbyshire Motor Club run a winter series of 6 minor events [12-car rallies and scatters]. The events are open to Carlton members as one of the "invited" clubs.

Vince Orme and Mick Hollis took part in the first one and found it taxing but very well organised. [See report above]

Other members are welcome to take part in future rounds – see their web site for all the details.

The remaining rounds are as follows

November 19th scatter
December 10th 12-car
January 21st scatter
February 18th 12-car
March 18th scatter

If you can't enter we're sure they will welcome you as a marshal....

Mermaid "Out of County Run" - September 27th 2009

Mablethorpe Motor Club have organised their Mermaid classic run for a number of years. This is the first year for a second one – the "Out of County Run." On the recommendation of veteran Brian Hodges - Mick & Carole Hollis and myself entered. There was also a large contingent of other club members.

We were fortunate that the date was clear in both our diaries as this year has been difficult to organise [the car being put into use at very short notice]

The event started from the golf club at West Ashby [near Horncastle] where we were treated to proper scrutineering and documentation – more than you would expect on a stage rally!

After signing on it was time to inspect the other cars before grabbing a quick coffee for the drivers briefing.

The route took along some superb roads which suited the car and took some two hours to get to the half way halt at? (*Go on Vince , tell u/s - IJ*) where everybody could enjoy lunch in the sunshine.

After lunch a more straightforward route, still on excellent roads, took us to the finish at Rutland water.

At Rutland Water we were treated to tea and cake whilst there was a brief summary by the organiser and then presentation of a small award to the navigators. The only disappointing bit was that the organiser had left before all the entrants had returned to the finish.

The journey home finished what was a long day with a trip through the centre of Nottingham [ask Mick!] before dropping the car off. Another successful mission.

The event on the whole was, I think, successful for a first attempt and it's in the diary for 2010. Not on the same scale as the ones Carlton organise but recommended anyway.....

Vince



Vince, Mick and Carole holding up the traffic on Mablethorpe's recent "Out of County Run."

And on the "Sherwood 42" below



Short newsflash - Nottingham City Council have decided to restore their 1936 Brough Superior motor car via the "Learning Revolution" initiative. They're looking for volunteers who'd like to participate and learn new skills.

Speak to Brian Hodges for further details

Launch date was a couple of weekends ago. Sorry.

DECEMBER IS COMING!

What does December bring? – No not Santa Claus, the presents, the excess food and drink and the days off from work - in the context of Carlton Motor Club it's time for the annual moans and groans as to what Vince has lined up for you.

First up is what is now the annual **Family Quiz Night**. It's on the second club night [**December 15th**] and as it says on the tin its open to all the family [and friends].

The format is still being finalised but is likely to follow the successful formula of previous years. Particularly the buzzer will be dusted off for its annual trip – I will try and ensure Ian's team doesn't win again! (*I'll take you all on! - on my own with one hand tied behind my back!....IJ*)

I need plenty of commitment from members. Bring along a team [of up to 4] or turn up as an individual and get "attached."

The whole evening is low key with no Mensa type stuff.

As usual the club will lay on some nibbles but please feel free to bring along a donation. Whist on the subject of donations, whether you are attending or not, I will be pleased to accept donations for the raffle – tickets are sold at the interval.

Please let me know in advance you are coming

The second major event of December is the **Christmas Treasure Hunt**.

It is traditionally held on the Sunday between Christmas and New Year so this year it is on **December 27th**.

It's still in the planning stage at present but as in previous years you can expect plenty of obscure questions, eyes like hawks, dirty photos (*?! - IJ*), lots of cursing, and treasures to acquire.

Every year there is a theme but you will have to guess for this year [previously I have had Christmas, new year, birds and bees, summer holiday.]

Last year we were blessed with a full entry and most years I order the weather to suit.

This year the event starts and finishes at the same place – **Wilson Golf Centre [near Breedon]**. For those who don't know it is owned by the same person as Breedon garden centre and it is part of the "package" that got the club the selectif and tea halt etc on this years Huntsman Endurance Rally. It has also been the venue for the very successful summer classic meets organised by Brian Hodges.

The venue is ideal in that we will have our own private room, licensed and with a selection of reasonably priced meals. Hopefully a menu next month.

Please let me know in advance you are coming

Vince

And Finally.....



Richard English forwarded these holiday snaps demonstrating a novel way of transporting a really big plank when you don't have a roof rack.

You sling it **under** the car!!!

Only in Ireland - As Richard said.....



Track Day Video Links

As well as the photo's in the newsletter, I took some video using my camera and have uploaded them to "YouTube" - If you copy the Blue link and past it into your web browser then you should be able to view them*

http://www.youtube.com/watch?v=e_NamytRvtc - Metro and Scooby

<http://www.youtube.com/watch?v=octKRvXtW14> - Favorit In-Car

<http://www.youtube.com/watch?v=nULfhcyZobo> - Favorit From Outside

<http://www.youtube.com/watch?v=RdtTTFmuaQ> - Lada and Lotus

* Although if you're not running broadband - Forget it!!

MSG FRM EDTR

I would appreciate further contributions from club members, be it for competing, marshalling or general motoring stuff.

PS - Microsoft Vista is Sh!te...So if you can avoid sending me anything saved using that operating system I'd be happier....

PPS - Please reduce any pictures sent to me to 800 pixels wide - I don't have broadband

There you go - 15 A4 pages! We hope you feel it was worth the wait!

CDMC – Calendar of Events

November

- Sat/Sunday 14/15th** Roger Albert Clark Rally. Mmmmm
- Tuesday 17th** **CDMC Clubnight - The Commercial Inn, Beeston.**
- Saturday 21st** Premier Rally - Clipstone Forest. CDMC marshalling in Portland SS1, 2 & 5. FCD's 12:21, 12:49 & 16:15. Closing time around 18:30. Speak to Richard Ogan if interested.
<http://www.premier-rally.co.uk>
- Sat/Sunday 28/29th** Beaver Road Rally - Beverley and District MC
<http://www.bdmc.org.uk>

December

- Tuesday 1st** **CDMC Clubnight - The Commercial Inn, Beeston.**
- Sat/Sunday 5/6th** Rockingham Stages - <http://www.rockinghamstages.co.uk>
- Thursday 10th** Mid Derbyshire MC 12 Car - <http://www.mid-derbyshiremc.co.uk>
- Tuesday 15th** **CDMC Family Quiz Night - The Commercial Inn, Beeston.**
- Sunday 27th** **Christmas Treasure Hunt - Wilson Golf Club.**

<http://www.carltondmc.co.uk>

Chairman	Eddie Beilby	eddie.beilby@virginmedia.com	Tel: 0116 2123567
Vice Chairman	Steve Shephard	shep84@talktalk.net	Tel: 0115 9797408
Chief Marshal & EMAMC Delegate	Richard Ogan	richard.ogan@tesco.net	Tel: 0771 4600723
ANEMMC Delegate & Newsletter	Ian Jones	skoda.chap@virgin.net	Tel: 0116 2301176
Secretary	Vince Orme	vince-o.cdmc@virgin.net	Tel: 0115 9720333
MSA Liaison & Website	John Thornhill	john.thornhill3@ntlworld.com	Tel: 01773 785927
Press Officer	Brian Hodges	bryanhodges@btinternet.com	Tel: 0115 9278828
Competition/Trophies Secretary	Graham Philpott	graham.phillpott@virgin.net	Tel: 0115 9736978
Treasurer	Neil Hughes	hughes.12@ntlworld.com	Tel: 01623 795161
Director	Bethan Blythe	bethrox289@yahoo.co.uk	Tel: 07827 750277
Director	Steve Bartle	s.bartle3@ntlworld.com	Tel: 0115 9164662
Director	John Ellison	john.ellison@nottsccc.co.uk	Tel: 0115 9332184

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