



WHEELBASE

THE NEWS MAGAZINE OF THE DARLINGTON & DISTRICT MOTOR CLUB



AUGUST 2016



The Northern Saloons and Sports Car Championship back in action at Croft
23/24 July

Editor's Corner – And It's Go! Go! Go!

Welcome to your new-look DDMC newsletter, from your new Editor-in-Chief and orange-clad news hound. I'd like to start by introducing myself for those of you who don't know me; I'm Carolyn, a relatively new DDMC member most often found shivering (or baking as we saw this month) on one of Croft's marshals' posts.

August's edition of the newsletter is a bit of a mix of things. The Northern Saloons were in action in July, supporting the return of the Britcar Endurance to Croft. Before that the BTCC was in town, where we were able to give them a proper Northern welcome. We have all our usual contributions, plus a couple of new features I'd love to hear any feedback on.

Please email news@darlington-motor-club.org.uk if you would like to make any comments or suggestions, or you have anything you would like to submit for publication. Whether you've got a burning opinion you want to get off your chest, or you've got something you need to sell/swap/unload onto someone else, I'd love to hear it.

Carolyn Doyle



Sometimes I also moonlight as a grid girl





NSSCC – Croft – 23rd/24th July

Lesley Starkey

What a weekend! Home rounds always bring out big grids and July was no exception. The championship is so unpredictable; at the end of 2014 as a committee we had been thinking, as Class A was attracting low numbers, what we could do to attract some new cars. Well I'm not sure if we came to a decision, but 2015 saw a resurgence of the class and in 2016 it has grown and grown.

It was quite a shock to find that our A&E grid was larger than BCD&H. The variety of cars in both Class A1 and A2 is amazing. The comments from the marshals at assembly was very gratifying. They passed comments on how impressed they have been by the number and varieties of cars competing in both grids. They also commented on how approachable the drivers are in the championship.

The races are a bit of a blur for me if I am honest; we had a few issues, which took a bit of time to sort out. We welcomed some new drivers to Croft; Simon Farnsworth managed to get to the circuit late on Saturday evening, having spent the day putting a new clutch in his Golf. Jon & Paul Woolfitt joined the championship for the first time. You will remember Paul for the pretty spectacular start line incident in the Z Car Mini. Thankfully he walked away with no injury to himself; sadly the car was not quite so lucky. He assures me that he has another car and will be back in August. We look forward to seeing both Woolfitts out again but hopefully they will be sticking to the circuit and not giving an acrobatically enhanced display. We have got to say a huge thank you to the marshals and rescue crews who dealt with the incidents so quickly and efficiently. We also want to thank the recovery crew who demonstrated respect for the competitors cars no matter how badly damaged they appeared.

But the big question is, who is going to take the championship title? Well as ever it is too close to call. Martin Whitehouse and Matthew Kirkby have been taking equal points all season and they top the table with a very respectable 230 points each. But have a look at the Top 10 and you can see what I mean. It is much too soon to say who is going to collect the Grinton Picnic Trophy. WATCH THIS SPACE!

I am very fortunate to be coordinator of the championship; we have an amazing group of competitors who want to put on the best races they can, but are eager to help out if someone has a problem. If something needs doing at the unit, they muck in and follow Yvonne's direction. Thanks to Mick, Yvonne and Terry for keeping everyone supplied with coffee etc. all day, whilst I am missing.

I look forward to seeing everyone at the Battle of Britain meeting; don't forget to get your tickets for the Saturday night party that Kerry and Craig have organized. We are going to have a great night with a hog roast, live band and a disco (plus bring your own drinks).



NUMBER	CLASS	NAME	CAR	OVERALL SCORE
88	B2	Martin Whitehouse	BMW 328	230
47	E1	Matthew Kirkby	Caterham C400	230
22	E2	Simon Mayne	Arion S2	216
8	B1	David Botterill	Porsche 944 Turbo	198
68	C	Steven Craggs	Ford Fiesta	198
12	A2	Scott Hubel	Peugeot 205 T16 Replica	196
91	E1	Stuart Carr	Caterham CSR	192
31	B2	Gary Bowers	BMW	186
54	A1	Andrew Morrison	Seat Cupra	178
77	E2	Mark Leybourne	Westfield	178



Photo courtesy of Kev Hutch





DAVID BONE --- 1954-2016

Mick Starkey

It is with sadness that we report the death of ex-N.S.S.C.C. competitor and former D.D.M.C. committee member Dave Bone.

As a young man, Dave was a black belt in Judo and a ski instructor in Switzerland. He then trained for, and passed out as a pilot; he owned a part share in a single engine plane in which he used to fly damaged or blunt oil rig drill heads from Aberdeen to the manufacturers in Amsterdam, returning with a new or repaired one.

When Dave was diagnosed with type one diabetes, he was forced to relinquish his pilot's licence which was a big disappointment to him. He then built, with the help of his brother Michael, a 2 litre Vauxhall engine Westfield. After a short spell as a road car, the Westfield was converted to go racing, and evolved over the next few years until it was running on slick tyres with a circa. 300 bhp SBD engine. During this period, both David and Michael served on the committee of our club. Both Dave and Michael enjoyed the racing, and the camaraderie in the paddock.

When Dave was made redundant from his job with the water authority, he was forced to curtail his racing activities. After a short period of time out of work, Dave retrained to be a lecturer at Gateshead College in the motor sport engineering department. In this position, he was well thought of and helped many students obtain positions within motor sport.

About 14 months ago, after tests at three hospitals, he was diagnosed with Oesophageal cancer. He underwent an operation to remove the cancer at the beginning of 2016. During his recuperation in the R.V.I., he unfortunately contracted an infection which caused a growth to form on his spine. He underwent a second operation to remove this growth, but this left Dave paralysed from the waist down. David was left very weak after the two operations in such a short space of time, and was struggling to accept the fact that he would spend the rest of his life in a wheelchair. He was allowed home in May, but after three further chest infections over the next month, he finally succumbed to pneumonia on June 13th. We lost a good friend and our thoughts are with his partner Lesley, brother Michael and his family.

R.I.P. DAVE

A number of years ago, at a DDMC meeting at Croft, on the Saturday afternoon, I was sitting in the Clervaux "grandstand" with Dave and Michael Bone. David was racing at this meeting but I was not (due to an engine problem with my Fiesta). The club was running an allcomers race at the end of the day and Dave suggested that I should enter this race. I pointed out the flaw in his suggestion; that is I



did not have a car. After Dave called me a name (prat, I think it was) he followed on by suggesting that I did the race in his Westfield.



We went back to his car to see if I could fit into it, as I had never sat in the Westfield before. Fortunately, as David and I were of a similar size, this proved no problem at all. I went up to race control and submitted an entry.

So, on Sunday afternoon, I found myself sitting on the back row of the grid, in a car that I had never driven before and on slick tyres (also a new experience to me). The start was less than auspicious as I did not have enough revs on the engine. I managed to pass a few cars and by lap four I was learning the car's characteristics and starting to press on a bit harder. Then, when changing from third to fourth gear approaching the Jim Clark Esses, the gear lever came off in my hand. Being a comparatively light car, I was able to continue in fourth. The hairpin was a bit of a trial as it was necessary to slip the clutch to keep the revs up and keep the engine on the cam. The engine note had also changed, which was later found to be a broken exhaust manifold. I managed to nurse the Westfield to the line where I was pleasantly surprised to find out that I had finished in second place behind (our present club treasurer) David Botterill in his Porsche.

I will always be indebted to Dave Bone for lending me his pride and joy.



NSSCC Meet the Driver

Steven Craggs

First things first, what's your name and where are you from?

Steven Craggs, Darlington.

What is your earliest motorsport memory?

Following the Network Q rally around with my dad and his cousin including a super special stage at Donington in the dark.

What made you take up racing?

Originally a Rally fan; that was my desired route to competing but after seeing the BTCC at Croft in 1998 I was hooked on the idea of circuit racing. Marshalling then lead to me coming into contact with the NSSCC and from that point I knew I wanted a piece of the action.

Who is your motorsport hero and why?

Colin McRae, if in doubt flat out!

Aside from race weekends, what do you do on the other 5 days of the week?

I manage a Hazardous Waste Transfer Station.

What's the best car, racing or road, you've ever owned?

My third car, it was a 1.8ltr Zetec Ford Focus. I bought it for a great price and it never let me down until an unfortunate incident with some ice and a wall at 6am one morning on the way to work.

Who would you say your best mate in NSSCC is?

Good question. There are so many great guys and girls in NSSCC but I'd have to say Dave Cox. He's been racing for years and gave me lots of good advice when I started out racing but on track it's fair to say we're fierce rivals having had some great close races.

What was the last film you saw at the cinema?

Now You See Me 2.

Lewis Hamilton or Nico Rosberg?

Lewis.

Channel 4 or Sky Sports F1?

Channel 4, despite Eddie Jordan.



Courtesy Mick Starkey



Once again, summer was welcomed to Croft Circuit by the unmistakable rumble of TOCA engines as the British Touring Car Championship made its annual pilgrimage to North Yorkshire. Local driver Sam Tordoff came to Croft as championship leader, 1 point clear of Matt Neal. The West Surrey Racing BMWs scored a hat trick of wins in 2015, so he was feeling confident when I spoke to him on Friday. 'The BMWs are very good here so I think for me to be leading the championship and carrying 75kg of ballast in any round, I think Croft is the best one for us because it will minimise the potential damage of carrying all that weight. I'm hoping on Saturday afternoon we can still be somewhere near the top 5.' And 5th was where Tordoff found himself after an eventful qualifying session, which saw title rival Neal tangle with Rob Collard in the sister BMW at the chicane. Tordoff was also hoping



Championship leader Tordoff was sporting a special livery this weekend, celebrating JCT-600's anniversary.

to take advantage of a 'sneaky practice' he had round the circuit in the Civic Cup back in May; 'I had a good weekend and I really enjoyed it. It allowed me to get my head in the circuit again. Normally we go from circuit to circuit and 12 months pass before you're driving it again.' Elsewhere in qualifying, the Subaru of Jason Plato and Colin Turkington dominated, with the latter taking pole ahead of his teammate in 4th.

Croft is notorious as a rear-wheel drive favouring track, and 2 drivers who are having to adjust to tackling it in front-

wheel drive cars are former teammates Rob Austin and Hunter Abbott. 'Having competed rear-wheel drive, I know [Croft] suits them,' said Austin on Friday morning, 'I've been on the podium here with the Audi back in the day. I enjoy the road trip to get here. We've got a really good package – driver, team, car, everything. We're not here to compete and have a fun weekend, we want to win. We should be a lot closer to that now.' Hunter Abbott was also looking forward to the challenge of front-wheel drive. 'I've had some good results historically here before the BTCC, so I really like Croft.'

The anticipation for race day was met with a suitably enthralling race one. Dan Lloyd's impressive 2nd place on the grid was undone at Clervaux on lap 1, when he ended up in the gravel while fighting Turkington for the lead. Plato made good progress into second, while Tordoff hit trouble and dropped down the order to 10th. Abbott made contact with Moffatt at Hawthorns, putting him out of the race. 3 safety car periods meant the pack stayed



relatively close together, however the pace of the BMR Levorgs proved unmatched, with Turkington leading Plato home with a 1-2 for the team. Ash Sutton in the Triple Eight MG took an impressive 3rd. Before racing began, Dan Welch confided that he hates coming to Croft – it's a long way for him to travel and he's never managed a strong finish. Any hopes of breaking the trend were dashed in the closing stages, when contact with Fletcher and Cole at the hairpin ended his race prematurely. Rob Austin was left frustrated in 11th, being unable to make his way past the VW Passat of Aron Smith, while championship leader Tordoff struggled to 13th with engine trouble. Race 2 provided even more drama. Plato took the lead on lap 1, before Turkington regained it 4 laps later. The battle came to a head on lap 8, when an ambitious overtake by Plato at Tower led to the two colliding, allowing Rob Collard to take the lead. The pair recovered to finish 2nd and 3rd, but the mistake undoubtedly cost them another win. Tordoff, with a new engine, battled hard with Tom Ingram to finish 8th, and got himself into the reverse grid draw. By the time Race 3 came around the heavens had opened. Tordoff was drawn out of the hat to take pole, in front of Ingram. Another trio of safety cars, plus several drivers struggling round the wet track on slicks, made for an eventful race. Ash Sutton lost ground after starting 4th on the grid, however after setting a series of blistering lap times, he eventually made up the places and took the lead from Tordoff out of Sunny on lap 17. The battle for the last spot on the podium between Ingram, Collard, and Turkington was won by Ingram in the Speedworks Toyota.

So after a frenetic weekend, Sam Tordoff managed to hold on to his championship lead, which has extended to 12 points over his teammate Rob Collard going into the summer break. The Hondas suffered a difficult weekend only managing one points finish between them, with Matt Neal dropping down the championship standings. The BTCC now breaks for the summer, before returning at Snetterton in July.

Support Races

The support package provided equally exciting racing over the two days. In the Porsche Carrera Cup GB Dino Zamparelli gave a commanding performance, winning both races from pole position. Championship leader Dan Cammish endured a difficult race 1, but recovered to take second in race 2.

Zane Goddard took 2 race wins in the Formula 4 Championship, with Jamie Caroline winning race 2. All 3 races saw scrappy battles, with several cars beached in the gravel. The Ginetta GT5 Challenge was dominated by Ollie Chadwick, while the Juniors lent their trademark



chaos to the weekend. Local driver Charlie Fagg lost his entire engine cover in race 3, while Stuart Middleton took 2 wins and William Tregurtha won the final race.

Max Coates – Local lad storms to maiden Clio Cup win

In the Clio Cup, Scorton native and local favourite Max Coates found himself battling with Mike Bushell, Paul Rivett and Josh Price in both races. In Race 1 on the Saturday he stormed from 7th on the grid to take 2nd behind Rivett, with Bushell having to settle for third. In Race 2 on the Sunday, Coates started from 5th, immediately making headway after Rivett encountered problems. Coates took the lead on lap 7, before putting in a stunning defensive drive to hold the position, despite a sustained attack from Bushell for the remainder of the race. Upon crossing the line to claim his maiden Clio Cup win, Coates was greeted by cheers of delight from his family, team, fans and marshals alike.

Speaking after the race, Max said, 'Croft was a fantastic weekend, it's a result which reflects so many years of hard work and I think that's why everyone was in tears, including me. The first race was so much fun battling with Mike and then it was a role reversal with me defending in the second. It's made a massive difference in the championship as well, I'm now just one point off third and within touching distance of the top so naturally I'm very excited now for the second half of the season.'

Max now leads the Graduate Class, as well as lying 4th in the overall standings.

Jakob Ebrey Photography





Forces Day

Mick Starkey

A few weeks ago, Lesley received a phone call from ex-NSSCC competitor Roy Johnston asking if the club could help at an upcoming event to take place at Croft circuit. The event was organised by the Armed Forces' Benevolent Association to give disabled forces members an experience day out.

Following an e-mail around local members, Tony Curran, Terry Wright and Keith Liddle joined me in offering our support on the day. Half the recipients were booked in for the morning session with the second half in the afternoon. These were then split into three groups, one group doing the circuit experience, the second doing a classroom presentation, and the third joining us for a small auto-test. The test was set up just below parc-ferme and the vehicle prepared for the first session. The car to be used was a Mazda MX5 which on first sight appeared to be left hand drive. Upon closer inspection, the steering wheel was indeed on the left side but the pedals were on the right; this would of course require a two person crew to operate in harmony to complete the test.

The test was set up to completely circle a cone after leaving the start, then forward into a box before reversing across at an angle and into another box. From here it was forward, circling another two cones and then finishing in the last box.

The first group arrived, and after being shown the course began their first runs. Everyone started slowly, but it became clear by their second runs how competitive they were all going to be as their times tumbled. The second and third groups seemed to follow the same format and their friendly rivalry grew stronger and stronger during their runs, but every one left with a big grin on their faces.

The circuit runs were done in the circuit's Mini Coopers and Roy Johnston's track day Rover. Circuit manager Mike Cantello then gave rides in the school's Porches. I say Porches, because Mike had to use more than one - he managed to destroy a few tyre during the course of the day.

The day seemed to be a great success and it is hoped it will be repeated in the future. The only casualties were two cones which were "killed" during the course of the autotest. Many thanks to all who donated their time and efforts.



Summer arrived for a week and what a scorcher. But it had to stop some time and a Croft race weekend seemed as good a time as any! Temperatures still stayed up sufficiently for barbecues on Saturday night but we didn't need the showers on Sunday. None of this affected the NSSCC however with the usual close racing.

The orange brigade must have suffered on Saturday particularly (Editor's Note: We did!). As the competitors well know the suits are very warm. 30 minutes and they can be stripped off but not for the marshals. They are in theirs for the duration.

I do think the heat must have gotten to our drivers though, with more incidents over the weekend than are usually seen in a season. Most spectacular was that of Paul Woolfitt who managed to barrel roll the Z Cars Mini along the start line. Fortunately he was OK but that is more than could be said for the car. As the marshals reached him he was already out and tipping the car back on its wheels.

Next up is the ever popular Nostalgia Meeting. This is one not to miss with cracking on-track action and some fabulous vehicles on display. Although with a predominantly Forties theme the event captures the essence of the early days of Croft Autodrome in the Sixties.

The end of August is Battle of Britain time. Craig is working hard to pull together two days of 2, 3 and 4 wheel action along with a dedicated Battle of Britain race for all categories of closed wheel cars. (Shame that Formula Libre doesn't still exist, single seaters of all kinds from F1 Shadow through F5000 Trojan to Clubmen cars). This event should also see the DDMC daytime NSSCC hospitality marquee followed by the evening party.

Hope to see you all there.

Terry





Caption Competition

A couple of photos here for you to try your hand at to begin with. Email news@darlington-motor-club.org.uk with your suggestions, and I'll publish the best for each photo in the next edition. There's a choice between Touring Car Star Adam Morgan caught off guard on the Thursday before the race weekend, or Dave Lea looking a little lost at the Britcar meeting, courtesy of Terry Wright.



DDMC NEEDS YOU!

WE ARE SEEKING NEW VOLUNTEERS TO HELP CREW OUR RESCUE UNITS.

GENERALLY OUR VOLUNTEERS ARE ALREADY INVOLVED IN MOTORSPORT
MARSHALLING AND ARE LOOKING FOR A DIFFERENT CHALLENGE.



DDMC operate 2 Motorsport Rescue Units. We provide emergency medical and extrication cover at Motorsport Association (MSA) permitted motorsport events.

Motorsport Rescue Units are licensed by the MSA the controlling body for UK for motorsport. The units carry comprehensive medical and extrication equipment as defined in the Blue Book (the MSA Competitors and Officials Yearbook).

DDMC rescue units attend many forms of motorsport events throughout Great Britain. We attend licensed MSA permit events including sprints, hill climbs, rallies, both tarmac and off road, and race meetings.

The Crew of the DDMC rescue units are unpaid volunteers all of whom have an interest in motorsport. All crew members are holders of an MSA rescue licence. This means crew will have undertaken training in both medical and extrication disciplines before passing an assessment by an MSA instructor/assessor. Fully licensed rescue crew members must attend and pass 3 yearly re-licensing assessments in order to continue to hold a rescue licence.

WE WILL BE PLEASED TO CHAT SHOULD YOU WISH TO LEARN MORE ABOUT WHAT WE DO

RESCUE UNIT CO-ORDINATOR: STEVE HILL, ESKDALE HOUSE, MAIN STREET, ACOMB, HEXHAM,
NORTHUMBERLAND NE46 4PW T: 01434 609723 M: 07710131130 E: STEVE@KELVICBEC.CO.UK

RESCUE UNIT TRAINING OFFICER: GRAHAM COE, 30 CLOUGH AVENUE, STEETON, KEIGHLEY,
WEST YORKSHIRE BD20 6SH T: 01535 652691 E: GRINGITS@BLUEYONDER.CO.UK



Marshals Matter

We're over halfway through the 2016 season, and us marshals have already had all the elements thrown at us. We've been half drowned in rain, frozen by hailstorms, and baked in blazing sunshine – sometimes on the same weekend!

The DDMC offers its sincere thanks to the marshals who continue to support our meetings. Without the Orange Army the meetings simply couldn't run.

For anyone not yet signed up, we're still looking for marshals for our remaining meetings. Details can be found below.

- JACK FROST RALLY - MARSHALS

As part of the RallyFuture campaign to further enhance safety on UK stage rallies everyone who marshals on a rally will have to be accredited by the end of this year (2016). This is to ensure that all Rally Marshals have a common understanding of their roles and responsibilities, the management of spectators and how to handle an incident.

The online training takes less than an hour to complete, and has been designed as a supplement to – not a replacement for – the high quality face-to-face training sessions currently being delivered across the UK.

Existing and prospective Marshals can undertake online training and accreditation by logging in or registering at members.msauk.org.

(As taken from the BMMC website)

- TIME ATTACK

It's worth noting that the Time Attack on August 21st is a 9am start on-track, instead of the usual Sunday 12pm start. The event is already shaping up to have a variety of 4-wheeled entries, as well as some 2-wheeled action courtesy of some pretty nippy scooters. If you're available, stick on your probans and come along to help with some high-octane action.

- BATTLE OF BRITAIN

The August Bank Holiday sees the return of the popular Battle of Britain meeting. As an added incentive to come along (aside from the 2-, 3-, and 4-wheeled action, and a wonderfully warm and sunny Bank Holiday Weekend trackside, obviously), DDMC have organised a shindig on the Saturday night for all marshals and competitors. There'll be a hog roast, live music, and a disco, and it's BYOB. More details can be found in the advert in this newsletter. So come along and bust a move. I'll be



showcasing the dance moves 'Double Waved Yellows' and 'Pushing a 2CV out of the Clervaux Gravel'.

REGALIA

Should any marshal require Proban overalls, High Viz coats, waterproof leggings, gauntlets and the like then see Paul Griffin at any race meeting where supplies will be available, or should anyone have any queries e.g. sizes. Items are also available mail order, however please note post and packing will be applied and dependant on size of order, but this will be kept as low as possible. You can also have your overalls personalised for a small cost. I can always be contacted via telephone on 07882340657 or via e -mail at griff.paul@gmail.com.

Bill's Joke of the Month

Because it's not just the marshals who should have to suffer

Bill Sudlow

'There was a man who raced snails and one particular snail always finished in 5th place. He took it home that night sprayed WD40 underneath and then took its shell off. The next day it raced and came 3rd but it was still a bit sluggish.'

tumbleweed



Introducing:
**OLI
PATTERSON**



Darlington & District Motor Club are hosting an evening for all competitors and marshalls at Croft Racing Circuit on Saturday 27th August 2016 during the **BATTLE OF BRITAIN** race meeting.

Hog Roast and accompanying nibbles, Live music and disco.



**LIVE
MUSIC**

A close-up, black and white photograph of a piano keyboard, showing the keys and the texture of the piano's surface. The words "LIVE MUSIC" are overlaid in a bold, white, sans-serif font.

Kicking off the evening, DDMC are pleased to introduce Oli Patterson. A young singer / songwriter from Darlington who will perform original music and some well-known covers. Why not come along and support our new local talent.

Get your voices in fine tune and put on your dancing shoes and join us in seeing in the evening with a good old fashioned DISCO.



BYOB

The letters "BYOB" are written in a bold, stylized font. Each letter is a different color: 'B' is yellow, 'Y' is blue, 'O' is red, and 'B' is green. The text is set against a black rectangular background.

Food and entertainment will be located within the marquee. Please contact Lesley Starkey or Craig Hope for entry terms.

Committee Contacts

Chairperson Lesley Starkey	chair@darlington-motor-club.org.uk P: 01429869407 M: 07950248105
Secretary Sue Dalton	sue.dalton@sky.com
Treasurer David Botterill	treasurer@darlington-motor-club.org.uk
Car Sports Secretary Craig Hope	CRAIG.HOPE@btopenworld.com P: 01833660962
Newsletter Editor Carolyn Doyle	news@darlington-motor-club.org.uk
Rescue Coordinator Steve Hill	rescue@darlington-motor-club.com
Marshals Secretary Bob Wright	marshalling@darlington-motor-club.com P: 01132691997 M: 07860866935
Motorcycle Sports Secretary Graham Sanderson	trials@darlington-motor-club.org.uk P: 01740652391
Motorcycle Committee	
Steve Kell	stephen.kell@ntlopenworld.com
Cally Gent	cally.gent@gmail.com
Car Sports Committee	
John Travis	jt.travis@ntlworld.com P: 01642890154
Mick Starkey	m1starkey@email.com P: 01429869407
Steve Hill	steve@kelvicbec.co.uk M: 07710131130
Steven Craggs	stevencraggs@augeanplc.com
Marshals Committee	
Dave Lea	marshal@darlington-motor-club.org.uk P: 01748830854 M: 07814592922
Dave Busby	d.buzz@ntlworld.com
Craig Hope	CRAIG.HOPE@btopenworld.com P: 01833660962
Keith Liddle	keith_liddle@hotmail.com M: 07790693820
If you wish to contact any of the above please do so at socially acceptable times.	



BATTLE OF BRITAIN

DDMC Battle of Britain Race Meeting
in conjunction with NEMCRC will
include:



ADMISSION

*Saturday £10
(£13 on the gate)
*Sunday £10
(£13 on the gate)

Accompanied children 15 and under will be
admitted to the circuit free of charge

NSSCC

Solo motorcycles
British championship F2 Sidecars
Porsche Club Great Britain
Championship
Monoposto

And Supporting
ECCDS

Sporting Beans
DR
Reides



GATES OPEN

*Saturday 8.30am
on track @ 9.05am

*Sunday 10.30am
on track @ 12.00pm

AUGUST 27th & 28th 2016 Croft Racing Circuit



Photo Credits:
Formula 2 side car - Derek Donsworth
Motorcycles - Alisonphotography.co.uk
Main image - Croft Racing Circuit



www.nemcrc.co.uk



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Upcoming Events

- Battle of Britain – 27th-28th August
- BRSCC (featuring NSSCC) – 10th-11th September
- The Annual Awards Dinner (Hall Garth Hotel) – 11th February 2017

