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THE MIDDLESEX MAGAZINE

www.mcac.co.uk

July/August 2004

CLUB NIGHT IS EVERY WEDNESDAY
AT
GERRARDS CROSS SPORTS CLUB

7 Dukes Lane, off Dukes Wood Avenue, Gerrards Cross, Buckinghamshire, SL9 7TZ
(off the A40, between the pillar box and pedestrian subway opposite The Apple Tree)

Map Reference: 176/000875½

886610

Telephone: 01753

F O R T H C O M I N G E V E N T S

14 th July	Club Night	20.30	NATTER AND NOGGIN.
18 th July	Autoshow and Autotest	09.00	UXBRIDGE AUTOSHOW AUTOTESTS. Our annual visit to the autoshow for the grass autotests, and an excellent opportunity to see the show and compete at the same time. As usual, we also need vehicles (competition or otherwise) to display on the Club stand – Brian Catt would like to hear from you!! Chris Keys and Peter Cox are in charge of the competitive element.
19 th July	Invite	20.00	LCAMC OPEN EVENING with Ian Davidson (MSA, Competitions Rally and Off-Road) at Watford Town & Country Club, Rosslyn Road. Details from Kathleen
21 st July	Club Night	20.30	VIDEO NIGHT. The latest action from the Kwik-Fit Pirelli British Rally Championship and World Rally Championship.
28 th July	Club Night	20.30	NATTER AND NOGGIN.
4 th August	Partner's Club Night	20.30	PARTNER'S EVENING – VOLLEYBALL. Hopefully summer is still with us and we can enjoy some more outside activity, organized by Andrew Stacey.
8 th August	Cancelled		AUTOCROSS. Due to the lack of volunteers to organize this year's Autocross, the event will not take place.

11 th August	Club Night	20.30	NATTER AND NOGGIN.
15 th August	Treasure Hunt & BBQ	13.00	PHOTO-GENIC FUN RUN AND BBQ. A day for all the family to have a pleasant afternoon drive around the countryside. Starting from the car park at Pinkneys Green (MR175/854½816) and finishing with a BBQ and fun/games at John and Rosemary's Farm at Watlington. Details from Max (07774 949187), who has promised this year's event will be child-friendly, so that the children can safely look for most of the clues.
18 th August	Club Night	20.30	CONCOURS D'ELEGANCE. A chance to show off your pride and joy on the field in front of the Club House. Paul and Hazel will be the judges, so you know whom to bribe!
25 th August	Club Night	20.30	NATTER AND NOGGIN.
1 st September	Partner's Club Night	20.30	PARTNER'S EVENING – RALLY MARSHALLING TRAINING SESSION. Another chance to become a Registered Marshal – but you must sign-on in time for the session and watch the video! LCAMC/ASCMC/AEMC invite to other Clubs. Details from Kathleen.
8 th September	Club Night	20.30	NATTER AND NOGGIN. Also marshal's briefing for the Bomb-Along.
11 th September	Preparation	09.30	SET-UP FOR THE BOMB-ALONG STAGES 2004. As always, your help is needed to ensure this event runs smoothly. If you can assist in setting-up (even if you are competing) please contact Tom Ryan or Peter Cox to offer your assistance.
12 th September	Rally	09.00	BOMB-ALONG STAGES 2004. We return to Oakington for our second event of the year. Regs will be available at Club shortly, or contact Tony Phillips. If you are not competing or servicing, your help is needed with the organization or marshalling. Please contact Tom Ryan to offer your assistance. WE NEED EVERYONE'S HELP.
15 th September	Club Night	20.30	VIDEO NIGHT. More action from the world rally scene.
22 nd September	Club Night	20.30	TABLE-TOP RALLY AND NAVIGATIONAL EXERCISE. A chance to prepare for the 12-Car on Friday – or just sharpen up your map skills.
24 th September	12-Car Rally	20.00	SEPTEMBER 12-CAR RALLY. We have the date, all we need is a volunteer to organize the event! If you fancy getting involved, contact Dave Taylor.
29 th September	Club Night	20.30	NATTER AND NOGGIN.
6 th October	Partner's Club Night	20.30	PARTNER'S EVENING – CLUB TREASURE HUNT AROUND THE GROUNDS. DT AND Andy are working out a short stroll for your enjoyment tonight. A chance for some well overdue exercise! A torch might be useful.
13 th October	Club Night	20.30	NAVIGATIONAL EXERCISE. A test of your navigational skills, timing and practice of your map reading prowess. Nothing too complicated.

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W H A T ' S O N ?

JULY

17th	Port Talbot MC	Swansea Bay Rally	(A) Kumho/ANCRO/205
17th	Bath MC	Azimghur Stages	(B) WAMC/2004
18TH	MIDDX COUNTY AC	UXBRIDGE AUTOSHOW AUTOTESTS	(B/C) MIDDX/ACSMC
24th		Colin McRae Forest Stages GHI Rally	(B) Scpttish
24th	ANWMC	Promenade Stages, Wirral	(B) Welsh
24th		Rally Action Promenade Stages	(B) Welsh
25th		German GP, Hockenheim	(I) F1WC
29/31st	Manx Autosport Ltd	Manx International/Historic Rally, Douglas	(I/B) PBRC/MSA Historic
31st	Tavern MC	Fat Albert Stages, Keevil	(B) 2004
31st	Sheffield & Hallam MC	Centenary Stages, Twyford Wood	(B)

AUGUST

6/8th		Rallye Finland	(I) WRC
7th	BARC Midlands	John Clarke Sprint, Curborough Long Circuit	(B)
8th	Southern CC	Wugging Stages Rally, Colerne	(B) 2004/LCAMC
7/8th		Harry Flatters Rally	(B) WAMC
15th		Hungarian GP, Hungaroring	(I) F1WC
15TH	MIDDX COUNTY AC	PHOTO GENIC FUN RUN AND BBQ	(E) MCAC
20/22nd		Rallye Deutschland	(I) WRC
21st	Kidderminster MC	Bill Gwynne Rallyschool & Motorsport Stages	(B)
21st		Little the Jewellers Speyside Stages Rally	(B) Scottish
29th		Belgium GP, Spa	(I) F1WC
29th		Mewla Rally	(B) Welsh

SEPTEMBER

3/4th		Answercall Direct Ulster International Rally	(I) PBRC
3/5th		Rally Japan	(I) WRC
4th		Woodpecker Stages	(B) BTRDA Gold Star
5th	Sevenoaks & DMC	Spotted Dick & Custard, Longcross	(B) 2004
11th		Park Systems Furniture Stages	(A/B) Kumho/Scottish
11/12th		Tour of Flanders	(A) MSA Historic
11/12th		Wexford Rally	(A) Welsh
12th		Italian GP, Monza	(I) F1WC
12TH	MIDDX COUNTY AC	BOMB-ALONG STAGES 2004, OAKINGTON	(B) AE/LC/MX/OAK
17/19th	IMS Ltd	Wales Rally GB	(I) WRC
?	Bournemouth & DCC	tba	(B) 2004
25th		Plains Rally	(B) BTRDA Gold Star
26th	Harrow CC	Turner Trophies Sprint, North Weald	(B)
26th		Chinese GP, Shanghai	(I) F1WC

OCTOBER

1/3rd		San Remo Rally	(I) WRC
2nd	BARC Midlands	The October Sprint, Curborough Long Circuit	(B)
2/3rd	Trackrod MC	Trackrod International Rally Yorkshire	(I/B) PBRC/MSAHist/205
10th		Peter Lloyd Stages	(B) WAMC
10th		Japanese GP, Suzuka	(I) F1WC
15/16th	Jersey MC & LCC	Jersey Rally, M-V	(B) 2004
15/17th		Tour de Corse	(I) WRC
16/17TH	MIDDX COUNTY AC	HUNTERS NIGHT TRIAL	(E) MIDDX

Ed's Bit...

With only six months until the start of our centenary year, a significant amount of historical documents and photos have started to appear. This month we have an excellent article from one of the main '1970 RAC Imp' brigade, Keith Chamberlain. The story of the lead up to - and completion of - the 1970 RAC is simply amazing, especially as these days you need a budget approaching the value of a small house to have a crack at our 'premier' rallying event. The effort put in by the whole club shows what we can achieve, but we might struggle to build and run a WRC car for this years event...mind you, our centenary is *next* year.... Keith has promised us the next instalment (what happened in 1971!), so watch our for it in the next issue.

Malc Farmer is starting to put together a dedicated centenary area of the website, that will contain as many articles, photos and general memories as our server will take! It will be officially unveiled on the 1st January 2005, as we felt it was only fitting to wait until our centenary year had arrived and have as much to view as possible, instead of just adding bits piecemeal (plus the fact that Malc only has so much spare time!).

Anyhow, Kathleen Dawson is still after any sort of memorabilia, photos or articles that anyone may have, so if you know any lapsed members who may have something hidden away, give them a ring!

As I mentioned last month, Thame MC and MCAC are running the very first rally at Rockingham Raceway on Sunday 12th December. Entries are bound to go like the

proverbial hot cakes, so in order to keep up with what's going on, take a look at the official website - www.rockinghamstages.co.uk/.

See you there....

On the 15th August we have our annual BBQ Fun-Run. Pete Farmer and Max have put together another route, that by some strange coincidence, leads to John Williams's farm... The usual games, grub and grog (OK, lemonade) will await all those who don't get lost - solitude and eventual starvation for those who do. Contact Max or Pete for further details.

And last, but far from least, the Uxbridge Autoshow is upon us already. The Autotest looks certain for a full entry, but we are always in need of cars for our club display. Anything of interest will do, so contact Brian Catt and let him know what you've got! My only other plea is for help setting up on the Saturday and for timkeepers/marshals on the day - even if you can only do a morning or afternoon, it really would help.

Give me a ring if you can help in any way.

Thanks!

Important – PLEASE TAKE NOTE

The editorial deadline for the next issue is the first Wednesday in September.

E-mail me at: chris-keys@fsmail.net

MCAC Online Shop

We have adopted an online shop using the address www.buy.at/MCAC. This is a gateway shop, where members clicking on to this address will find a page of online vendors who will donate a commission for all subsequent sales made through the website. This commission will then be passed to the Linda Jackson Centre at Mount Vernon Hospital. Among the vendors are some big names :-

Marks and Spencer, Comet, Oddbins, Virgin, Co-op Electricals, Blackwell's Books, CD-wow, Travelselect & N4Sports

Chairmans Corner

Dawn comes at about 4.15 am in the month of May on the island of Barbados. If you are on the beach at that time of the morning (which you probably would be as a result of the jet-lag induced by an eight-hour flight from London) you would see the pre-dawn darkness gradually suffused by a gentle pink glow which is reflected by the wet sand left as the tide retreats from a deserted beach. Soon the palm trees can be made out against the ever-lightening sky and the sea gradually changes from a sinister black to its more friendly turquoise, the characteristic colour of the Atlantic coast of this magical island.

Within about 45 minutes the light has reached full-strength and the wild beauty of the place is readily apparent. The sea here is always restless with white-crested waves chasing each other to throw themselves on the brilliant white sand and retreat leaving a glistening mirror on the beach. The dark green jungle of exotic plants and strange trees comes right down to the beach, with the occasional long palm tree stretching out unsupported over the sand like some real-life Bounty advert. With all this beauty and wild nature, it was hard to recall at times that we had come to Barbados to go ... rallying! Yes, it was the start of another Barbados Rally Carnival.

I am sure that you have all been following the progress of the MCAC team via the Club web-site and will have read my dispatches from the front. I will not, therefore, give you another blow-by-blow account of it here. However, just in case I gave the impression that it was all hard work and racing around like mad things, I want to point out that it was also a great holiday both for the crews and for the support teams. We had enough time to lie on the beach, go sight-seeing, take a trip on a sailing catamaran to swim with turtles and visit plenty of nice restaurants.

The standard of the hotel which the organisers use, is excellent and its location, right on the beach (see above!) cannot be beaten. So if you take into account the great deal on hotel and travel which is available for all 'accompanying persons' you

really ought to mark the date in your diary for next year – good things don't go on for ever. And if you have a suitable car (and pretty much anything with a roll-cage will do) and don't enter this very special event at least once, you will regret not taking advantage of this unrepeatable deal. (End of advertising section.)

Closer to home, its time to focus once again on the Bomb-Along Rally and its organization. The event is barely two months away and nothing has so far been started. We don't know how much longer we are going to have the use of Oakington for our events so we should enjoy the benefit while we can. I know that we have a very busy rally program during the last four months of the year with the Bomb-Along in September, the Tempest in November and the new Rockingham Stages Rally in December. Please put the dates in your diary (see the What's On section at the front of the Mag) and do try to make yourself available to help both before each event and on the day. There is a disturbing trend of more and more of the senior and experienced members of the Club being 'unavailable' to help on MCAC events. The burden then falls on fewer and fewer people until they also decide that enough is enough and events have to be cancelled for lack of organisers.

This year we have already lost the two Autocrosses which were planned, because nobody was prepared to organise them, and the 12-Car Rally scheduled for the end of September is in jeopardy. It would be a shame if, just as MCAC prepares to celebrate 100 successful years as one of Britain's best and most active motor-clubs, terminal apathy starts to take root and the Club goes into decline. So please don't wait to be chased and harried by me or Tony or someone else into volunteering – step forward and offer. Events are the life-blood of a motor-club, without them you have only a talking club, and organisers are the 'heart' that keeps it flowing.

Tom Ryan

Office Hours Rallying?

By Keith Chamberlain

Once upon a time, many years ago, a little club decided it could climb a mountain. Frustrations, dormant for years, were brewing in the breasts of it's members.

Those members felt they could do better than the usual diet of driving tests, production car trials and the occasional 200 mile Oxford to Oxford LCAMC thrash. Truly exciting and testing they might have been but this was not enough for the members of The Middlesex County Automobile Club. They were determined to return the club to it's rightful place.

It started as a whisper. Soon repeated until everyone in the club wanted to be a part of it. Eventually someone was bold enough to speak the dream out loud. Enter a car in the RAC Rally!!!

"Potholers climbing Everest" some unkind person suggested but was soon quieted. Gradually the inner feelings were expressed "this is not so unrealistic, it is possible", but even then the question mark was still there, under the breath.

The committee, normally a sane body designed to quash such foolish thoughts among it's members, recognised the possibilities and took the matter to heart. A meeting was held in October '69 at John William's house chaired by John Taylor and Harry Poxon, the club secretary, took notes. It was quickly realised that the main problem was to be MONEY. It was thought that we would need at least £300.00!

A subcommittee was formed comprising Graham Samuel, Adrian L'Estrange, Don Caisey, Barry Proctor, John Lacey and Norman Sirett. This duly convened at Graham's house in November '69. Fund raising was the order of the day. First a film show and then a giant raffle to be drawn at the AGM. Next target would be sponsors and then finding willing service crews. We were told to look out for a mention in The Motoring News' Verglas column (Stuart Turner?).

A competition of sorts was mounted to see if any member could (or was willing to) provide a suitable car. Potential drivers put forward were Graham Samuel, John Williams, John Lacey, Keith Chamberlain and Barry Proctor. Soon three cars were on offer, a Sunbeam Imp Sport, a Lotus Cortina and a Mini. Five service crews were identified.

At the March '70 meeting it was decided to invite Keith Chamberlain, with his Imp, to be the MCAC entry co-driven by Graham Samuel. Keith had found the eighteen month old car in a scrap yard in West Drayton (rallying an Escort GT he was a regular customer). The roof was at the same level as the seats so some straightening and much glass was called for. Finances were progressing slowly with some £203.00 raised which would cover the entry fee of £50.00 plus insurance etc. However, the main committee generously offered to cover these costs so releasing all the £200.00 for preparation. This was much appreciated as we were all incredibly skint in those days!

John Lacey offered to be service manager and the service crews were split into three main crews and two 'pathfinder' crews. He was to manage fifteen people in five cars. The car would be Group 1 as this was all that we could afford.

Preparation was to be all important. Adrian and Keith visited Rootes Competitions Dept. in Coventry and learned quite a lot from Comps Manager Des O'Dell and his assistant Andy Dawson. There was a lot of work to do. We would prepare for reliability rather than speed.

The car was stripped and much welding was carried out thanks to Dave Baker aided and abetted by his brother Tom plus Norman Sirett and John Lacey. Days were spent at the breakers yard stripping as many items as we could carry on a use or return basis as a form of sponsorship. Dave also sprayed the car a bright orange to make sure we couldn't lose it.

Sponsorship was also gained by Adrian for a supply of oil from Shell and Keith managed to get tyres from Uniroyal. Warwick Wright Ltd supplied a short engine and promised to supply parts at trade prices. The local Rootes dealer in Uxbridge, Grange Garage, also came to our support. The committee grew to include Keith Chamberlain, Mike Willis and Andy Slaughter.

By September things were getting exciting. Two silencers from Servais, three hand built batteries from Blue Star, harnesses from Britax, tyres from Uniroyal, rear shock absorbers specially made from Armstrong, all free of charge! The sponsorship team was working well. During the rally a system of telephone calls to Rosemary Williams would keep the team in touch with one another.

An entry was taken in the Dukeries Rally as a shakedown and it was quickly learned that a laminated screen was essential. Harry was to take his caravan and be based at certain strategic spots around the country in order to feed the crews. Christine was in charge of food. Harry was aided and abetted by Mike Willis and Bob Frame. They also carried some of the larger spares such as two front wishbones (huge), windscreen, petrol tank etc., etc. The caravan also provided an excellent promotional feature as Harry always arrived early at the major service points and bagged the best spot. What a welcome sight that van was to become for all involved. MCAC made many friends. Harry and the MCAC had set a precedent that all future teams would follow.

May the writer remind the reader of the title of this article, "Office Hours Rallying"? The 1970 RAC Rally started from London Heathrow on Saturday morning. We drove north during Saturday with a few stages on the way to the Yorkshire forests, continuing on through Kielder during that night and on into Scotland by next morning. Without rest we travelled north up into the Scottish Highlands during Sunday and Sunday night returning to the Southern Uplands and the Lake District during Monday to enjoy a well earned night in bed at Blackpool. Tuesday bright and early we were off again driving

down through Wales during Tuesday and Tuesday night, and on into the West Country on Wednesday morning returning to Heathrow to a welcome greater than the winner had received. More than 2,500 miles, 79 stages covering some 800 or so miles.

The service crews were all absolutely great. They all found their service spots and arrived on time. They had much work to do. Every bolt and nut that could come loose came loose. Even the bumpers were trying to escape. At the very first service halt manned by Barry Proctor, Andy Slaughter and Pete Timberlake Keith broke the gearbox trying to back the car onto the ramps. A box full of neutrals and barely started the rally. We were gutted. Service crews, heading for various parts of the country, never to see us again? Harry had set off for Bathgate with his caravan. In deep despair we towed the car behind a service car and with Keith driving and pressing the clutch Graham wrenched the gear lever back and forth and suddenly, hey presto, gears again! We did the rest of the rally without reverse gear leaving us terrified that we might go off.

Our next service problem was judiciously corrected by the team of Dave and Tom Baker with Norman Tipping. They drilled a number of holes in the floor so as to remove a couple of inches of water. We later learned that they also cured Adrian's cold feet by stuffing wads of newspaper in the rust holes of his Triumph Vitesse Convertible. As we left the last stage finish in Kielder the fan belt started shrieking so we removed it and drove carefully to the next service halt. The water pump had seized and this was the only service crew carrying one. How's that for good luck? George Harris and Don Caisey fixed it very promptly and we were on our way.

In southern Scotland it rained and the stages became a quagmire following the passing of two hundred or so rally cars. Inevitably we went off and had to try reverse but, again, ended with no gears at all. A marshal, who's armband made him a little Hitler for the day, decreed we would have to stay there until the rally had passed. Quite

how Graham managed to persuade this nasty little individual, not only to help push us out but to leave his post, get his car and tow us until we had freed the gears again we shall never know.

Hunger was a problem. Prior to the rally someone in the club wrote to the makers of Mars bars and obtained a complimentary box of one gross. At every service halt a fresh supply was hurled through the window to the crew. Eventually we reached Bathgate. So incredibly cold but there to warm us all was Harry's caff. Nearly everyone met there and all were sent on their way fully restored. The twelve hour trip up into the Grampians was fairly uneventful for a change but the turn to the south was very welcome nonetheless. At Dumfries the supply of Mars bars was replaced by Haggis pies thanks to Bob Frame.

Our troubles were escalating. Everything was coming loose. The offside front wheel was showing about thirty degrees of negative camber which was very good on left handers. A working party was arranged for the Sportsmans Arms in the Lake District. There, John Lacey and Norman Tipping joined several other crews and started to tighten up gear lever, bumpers, doors, seats, steering column etc., whilst Andy set about replacing the offside suspension. A well known lady driver wandering around the service area made an unrepeatable comment about the number of bodies working on one car.

Throughout the rally the car seemed always to be on the ragged edge of its maximum

time allowance. Always late. Dashing on through the last Lake District stage in the dark the crew suddenly recognised the screeches of delight as they passed their wives. From the end of that stage they were given a police escort, at speed even through limited areas, all the way to Blackpool. Aren't the cops wonderful?

A bath, a meal, a bed, heaven. And then on to Wales. What rallying enthusiasm. All the school kids were let out into the playground to wave us past, we were even asked for our autographs! Somewhere Keith, going too fast round a bend on a wet road section, had to take to a gate into a field. It should have been a simple matter of turning the car around and driving out but the field was on a steep hill and the grass was very wet and it was impossible to get traction. Suddenly MCAC had reduced the RAC Rally to a Production Car Trial. We seemed to thrash around in there for an interminable time. Another major meal at Harry's caff at the Severn Bridge service area followed. John managed to weld the dynamo bracket and later Adrian purchased a new one which was fitted on our way back from the Quantocks. Just one final stage in Sandhurst and head towards Heathrow, jubilant.

Those were the days! But we had achieved a finish! 61st out of about 200 starters. We were all ecstatic. MCAC had been reborn and just look what it has achieved since. Well done all. Now, how to follow that in November '71?

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Centenary Matters

The last magazine said that reminiscences for the club history were starting to come in. The trickle has not yet become a flood, but certainly many people are reviving memories. We now have had some wonderful contributions.

Graham Samuel staggered down to the club a few weeks ago under the weight of five large volumes of photographs and press cuttings showing the action in the early 1970s. Apart from the removal of a very strange hairy caterpillar from his top lip, Graham has hardly changed since those days.

Keith Chamberlain and Adrian L'Estrange are exchanging Emails, which will definitely contribute to the club history, and we are starting to scan press articles and other memorabilia. Christine Poxon has loaned us copies of magazines from the late 1970s to the mid 1990s, which are proving a fascinating source of information. I keep being side tracked- did you know that a car phone could be purchased in 1982 for the "greatly reduced" price of £395 and production of your RAC licence? Given that the magazine was offering whole cars for less than that, not everything has increased in price since those days.

It looks as if we will have plenty of information on the 1970s, and we can probably fill in most of the story from then on from magazines and event regs and results. Strangely enough, although they are short, the early minutes of the club are preserved in the RAC archives. Where we have very little documentary or oral history is the middle period between about 1925 and

1965. We are just as interested in recent events as past glories, although these do help to add to the sense of the age and standing of the club.

We hope that the club will go on to greater things in its second century, and we should not think, "no one will be interested in that". They are, and I just hope that anyone who has any information on the club, no matter how slight, could get in touch and we will at least catalogue it so that it can help whoever has the job of putting on the bi centenary celebrations.

I was delighted to receive a telephone call after the last magazine from Miss Stephens from Yorkshire, a member from before the "hostilities". She has a complete set of Club spoons (silver spoons that the club presented as prizes on events in the 1920s and 1930s). She has many happy memories of her times competing with the club and has agreed that we can borrow the spoons for the exhibition we are mounting at the RAC Club as part of the Centenary celebrations. Christine Poxon has also offered some car badges, and the veterans of the RAC Rallies have memorabilia that is bound to be of interest.

Do please dig around your attics and hiding places and see what you can turn up for us. Keep an eye on the Centenary page on the club website www.mcac.co.uk if you have access to it and try to help make the centenary celebrations something worthy of a club with such a proud history.

Kathleen Dawson

S O C I A L S C E N E

Thank you to all those members who contributed to the Lynda Jackson Macmillan Centre raffle in May and helped raise another substantial amount for the charity. Keeping up the tradition, the top prize (a DVD player) was again won by an MCAC member. Well done Gordon and Maria. Max collected the second prize of a four-place setting picnic basket (as featured in Holby City as a Tombola prize), while Val and/or I won a month's membership to Riverside Health Club. Not sure how we will get on keeping fit for a month!

Don't forget to order your tickets for the Centenary Dinner on 29th January – they are going fast! At present we are looking at just under 100, including guests. Shown on the next page is the list of names advised TO ME, together with a note of the deposit so far paid. If you haven't yet paid a

deposit – one would be appreciated! We must give firm numbers etc to the RAC Club early in December, so must have final numbers AND full payment by November 30th.

Please check the list and let me know if there are any errors. Also, let me know if you are shown for too many tickets – some members are asking for some tickets on behalf of others who then book their own!

If you are not on the list and want tickets, please let me know numbers/details as soon as possible. As previously advised, the cost for members is £40.00 and guests (max 2) are £60.00 each. Also, if you have any special dietary requirements or would like a vegetarian meal, please let me know.

Name		Paid		Name		Paid	
Guy	Anderson	10.00	31-Mar	Chris	Keys guest 1		12-May
Guy	Anderson guest 1	10.00	31-Mar	Adrian	L'Estrange		09-May
Pat	Anderson	40.00	28-Apr	Adrian	L'Estrange guest 2		09-May
Pat	Anderson guest 1	60.00	28-Apr	Adrian	L'Estrange guest 1		09-May
Alan	Armstrong		12-May	Adrian	L'Estrange guest 3		09-May
Alan	Armstrong guest 1		12-May	Chris	L'Estrange		10-Jun
Rob	Brook		23-Jun	Chris	L'Estrange guest 1		10-Jun
Declan	Casbon		28-Apr	Martin	Lush	25.00	16-Jun
Declan	Casbon guest 1		28-Apr	Martin	Lush guest	25.00	16-Jun
Mike	Cawthra		10-May	Phillip	Morgan		02-Jun
Mike	Cawthra guest 1		10-May	Phillip	Morgan guest 1		02-Jun
Keith	Chamberlain	20.00	16-May	Gordon	Phillips		24-Apr
Keith	Chamberlain guest1	20.00	16-May	Maria	Phillips		24-Apr
Fiona	Cook		12-May	Tony	Phillips		21-Apr
Peter	Cook		12-May	Val	Phillips		21-Apr
Peter	Cox		30-Jun	John	Roseblade		05-Jul
Peter	Cox guest 1		30-Jun	John	Roseblade guest 1		05-Jul
Kathleen	Dawson		21-Apr	Tom	Ryan		21-Apr
Kevin	Dawson		21-Apr	Tom	Ryan guest 1		21-Apr
Kevin	Dawson guest 1		12-May	Tom	Ryan guest 2		21-Apr
Kevin	Dawson guest 2		12-May	Tom	Ryan guest 3		21-Apr
Anne	Emblem	25.00	09-May	Clare	Samuel		21-Apr
Anne	Emblem guest 1	25.00	09-May	Clare	Samuel guest 1		21-Apr
Peter	Farmer		23-Jun	Clare	Samuel guest 2		21-Apr
Peter	Farmer guest 1		23-Jun	Graham	Samuel		21-Apr
John	Gibson	20.00	31-Mar	Graham	Samuel guest 1		21-Apr
John	Gibson guest 1	20.00	21-Apr	Graham	Samuel guest 2		21-Apr
Hazel	Hopinson		10-May	Pam	Samuel		21-Apr
Paul	Hopinson		10-May	Pam	Samuel guest 1		21-Apr
Gaynor	Hounslow		12-May	Martin	Sherlock		12-May
Keith	Hounslow		12-May	Martin	Sherlock guest 1		12-May
Helen	Halsey		12-May	Peter	Stoakley		21-Apr
Helen	Halsey guest 1		12-May	Peter	Stoakley guest 1		21-Apr
Helen	Halsey guest 2		12-May	Dave	Taylor		21-Apr
Mike	Hurst		12-May	Dave	Taylor guest 1		21-Apr
Mike	Hurst guest 1		12-May	Karen	Vince		13-May
Mike	Hurst guest 2		12-May	Mike	Vince		13-May
Andy	Inskip		12-May	Sue	Jones	10.00	31-Mar
Sav	Johal	15.00	12-Jun	Mike	Vysoudil	10.00	31-Mar
Sav	Johal guest 1	15.00	12-Jun	Judith	Watts		16-Jan
David	Johnson	20.00	02-Jun	Andrew	Williamson	20.00	16-Jun
David	Johnson guest 1	20.00	02-Jun	Andrew	Williamson guest	20.00	16-Jun
Chris	Keys		12-May				Tony Phillips

Chyrunder
Kenwyn Church Road
TRURO TR1 3DR
Cornwall
27-5-04

Andy Greenland,
Secretary, MCAC

Dear Andy,

Thank you so much for your very kind letter received yesterday, and I am deeply touched and honoured by your granting me life membership of The Club in memory of John, he would be so proud.

He loved his time with you all, cars were always a great part of his life and he was able to drive until about two months before his death, ferrying me round to various appointments such as hospital, dentist or doctor, the sort of places one has to associate with advancing years. After two not very successful cataract operations I had to give up driving, but I hated seeing John's pride and joy being driven away in February, it was a red Colt Mirage.

I am so glad that I was able to join with John in the early 1960's at your meetings, I have very happy memories of Many people, especially of course Harry, John's great pal and Christine his wife and I wish you all many happy years of membership.

It was sad to read of your brother's death with cancer, what a cruel disease it is, you have my deepest sympathy. I am still so sad and lost after over 3 months now. I look at John's photo and just cannot believe he has gone from me for ever.

Once again my thanks to you all for your kindness and wish you well for your Centenary celebration.

Yours very sincerely,

Majorie Taylour.

A Dirty Weekend Away - (and one with Guy!)

By Martin Lush

Somerset Stages - (with Guy!)

Having thrown myself into work for the last couple of years, I was beginning to forget what rallying was all about, until DT asked if I would pop along to Guy's one evening and 'help him do some wiring' on Guy's 'new' Galant VR4. I obliged but the next thing I knew, DT had gone on holiday and I was covering his position at Guys for a couple of nights a week for the next two months! Anyway, I was enjoying it, and it was giving me some enthusiasm to finish my car (that's another story) so I stuck with it, and was promised a weekend away with this prestigious team on their first rally of the season – The Sunseeker.

Well - that dreaded 'work' word came up again and I couldn't go to Bournemouth, but I did assure the team that I would make the next one, the Somerset Stages, so on 23rd April, I set off to Guy's for a rendezvous. On

arrival, the trailer was there but the car wasn't! It had gone to Dave West's to have the rear diff changed as an emergency, as someone had just twigged how Pat had previously worn out two tyres in just 12 miles on the M25 - the diff was the wrong one, and the rear wheels were trying to go faster than the front ones! Not good with only a few hours until scrunineering. Those tyres incidentally, had only been lent to Guy as they were only to be used for a few miles up the toll road!

Anyway, with the diff sorted we set off, went through the formalities with the car and checked into our literally brand new 36 ft caravan for the night. It was at that point that Guy dropped a bombshell. "You'll be in the chase car with Westy tomorrow if that's alright" Well, if ever I had wanted to go to work it would have been that second, but hey, it was too late now. DT did try and ease the pain by reminding me that although

Westy drives like a loony, he doesn't crash that often so it shouldn't be too bad! The morning saw gorgeous weather which kind of made me forget about the task ahead, off we went and got set up for the day, putting the relevant bits in the back of Dave West's (extremely fast!) Subaru 'management car'. Things were going really well by all accounts. SS1 passed uneventfully with Guy coming about 11th O/A. Service 1, then onto SS2 & 3, the Tarmac stages up the toll road. Guy had a bit of luck here – there was a scrutineer looking at the condition of the tyres before the stage as they had to be road legal. As we all know, they were far from it due to the diff issues, anyway turns out the scrutineer had a VR4 himself and spent the whole time talking about it and taking photo's – what tyres!

Guy and DT went back to service after SS3 while me and Speedy Westy were trying to find a Shell petrol station to top up the Jerry Cans. We came up behind the Rossers and were therefore unable to drive at 1340mph. Good news for me but not for the remaining service crew(?). Off to SS4, getting quicker, about 9th O/A, SS5 the same, but SS6 they were hit by a puncture - this saw DT jacking the jack into the ground! - Guy thought it was funny but it didn't do much for the stage time. SS7 and 8 were short stages and Guy reported some noises from the back end. It wasn't good. To cut a long story short, the diff oil had disappeared through a hole where the drain plug used to be, and eventually the whole thing expired, meaning they had to retire after SS8 – such a shame after all the hard work everyone had put in. Nevertheless, the car showed promise, and I since hear that the diffs are sorted and the car is transformed. Can't wait for the next event.

Please talk to Guy for the details of the diff story, it is worth listening to.

PS – Yes Westy, I will get in the car with you again, you're not that bad!

Red Dragon - (the dirty one!)

Before I'd left the service area of the Somerset Stages, Clare Samuel asked if I was available for the next round of the BTRDA Championship, as her usual service crew were all going to Barbados for some little event. I don't know much about it, but

I'm sure you will see an article soon, or failing that some photos. As you can see, I'm not at all jealous! Anyway, how could I refuse, no chance of incompatible diffs, reckless chase car drivers or the like, and a night out in Swansea to boot – Yippee!

I finished work at 07:00 on Friday morning after a ten hour shift, went home for a freshen-up, drove down to Toyota's in Slough for some brake caliper overhaul kits for the Corolla (see, I told you I had got some enthusiasm to work on my car!) and then onto Clare's for the journey to sunny Wales. Following a top bit of Bacon/Egg/Mushroom cooking by brother David, we set off with the Shogun, trailer, Polo, some tools and the front gate – Oops! We arrived in Wales to unload the car at a particularly unpleasant piece of waste ground! Met Sarah Owen (Co-Driver), onto noise, scrutineering, signing on, and then off to the hotel which Sarah had so kindly booked for us all. Now, for all those people that are reading this just for the reference to the dirty bit, here it is

This Hotel was minging!

I opened the door to my room and thought I had entered the Benson & Hedges testing factory, the bed looked like someone was still sitting on it, and I couldn't tell you what colour the shower was because there was too much mould on it. I popped next door to see if David's room was any better. When I commented that he had a nice big window in his bathroom because of all the light coming through, he replied "That's because there's a f#*king great hole in the wall!" The girls did have a better room though, it was actually the Bridal Suite, it was a lovely purple colour with a tasteful floral border of some 24 inches width, all set off by some strangely milky coloured dual aspect windows looking out over the A4067.

I think the see-through door to the toilet and the ventilation between the floorboards and the skirting really gave it the character! Well never mind, we only wanted to sleep there. The evening ended with a trip to the excellent Eleo's Brasserie and a spot of locals' watching at the bars in the High Street!!!

Next morning and up bright and early, downstairs for (an amazingly decent) breakfast and off to the one service area of the day. We set up and went to look at the stage that could just about be seen from the hill (SS2). It was very dusty but looked like a good stage. We heard someone go off just beneath us, a result, it was Simpson, one of Clare's main rivals. We went to have a look but didn't hang around long in case someone asked us to help push him back on! Clare was through soon, flying as usual.

Anyway, things went well all day, with Clare swapping seconds with Paul Green all day until finally she came home second, an excellent result again, meaning her and Sarah are still leading the Class N1 championship with Clare some 8 points clear of Chris Melling (who was third on the day),

and Sarah 4 points clear of Nichola Rhodes going into round 6.

Just a couple of things I want to add. Firstly – Sarah, we really aren't that angry about the hotel, we were teasing you (most of the time). You can book it again next time, we trust you - honest! And secondly – If there is anyone out there that hasn't been on an event for a while (or at all) due to work or family commitments, try and make the effort every now and again. It really is as good fun as it used to be. (Plug: The Bomb-Along is on soon – see details in the mag!). See you all there.

Martin Lush.

Note to Awards Secretary – Do I get a pot now?!

Membership Matters

MEMBERSHIP

Welcome to several members enrolled since the last magazine. We hope they have a long lasting membership of the club and, of course, association with Motorsport:

Welcome to Mark Olding, and welcome back to Keith Chamberlain, Dave West and Christopher L'Estrange.

The MCAC Membership Card gives access to events where entries are invited from members of the London Counties, Eastern, Central Southern and Welsh Associations, and all events thus entered are "points scorers" in the Club Championships. Only events organised, or co-organised, by MCAC count towards the Middlesex Challenge, which was won last year by Peter Cox, who is, indeed, leading this year as well.

HAYNES PUBLISHING

For several years, Haynes Publishing have offered a 12.5% discount to Motor Club members, this can be obtained by telephoning them on 01963 442080, or by looking on the website: www.haynes.co.uk and registering as a motorclub member with our "unique code" which is MIAD. They have the well-known range of workshop manuals as well as a vast range covering motoring and other subjects.

UXBRIDGE AUTOSHOW

I have yet to be inundated with offers of cars to display at Uxbridge, does nobody want to display their pride and joy? Please call asap.

Brian Catt.

FOR SALE

Fully synthetic, top-quality

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Protect your performance engine either in your road car or rally car by using the best available oil but at a bargain price. Fully synthetic oil has practically unlimited life under most normal and abnormal use conditions so oil change intervals can be safely extended. Don't pay £8 plus per litre at your local spares shop – get it at **Performance & Competition Development** for just £5.00 per litre.

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Call Pete Cook on 07711 627616

M5 Resurrection...

By Bill Carr

There are some people who may remember back to the 1990's when a white BMW M5 was driven with imagination. Some may remember Bovingdon and the pirouettes coupled with the extrication of the vehicle from the trackside..... *(I remember a small impact too, if memory serves.... - Ed).*

Well, contrary to popular belief, this car is still around and after eight years will finally be rolling out for an event again, as over the last three years STEG sport have been rebuilding the vehicle. It has taken a long time due to a few skiing excursions that have delayed matters, together with broken ribs and torn wrist ligaments! That aside, the small issue has also been the accumulation of money to undertake the task.

What started out as a quick rebuild has ended up as almost a complete new build. We started off looking at the braking system (to date this was standard diagonal), with M5 front callipers and standard rears. I managed to acquire some 330 discs and four pot AP water-cooled callipers which was great, right up until the point that the existing bells were useless, so off the front struts went to Gartrac to machine new bells and mount the discs. For the rears, all we wanted to do was increase the braking as standard pads never seemed to run out. On this occasion I managed to obtain some Metro 6R4 clubmans callipers and some 300m discs. Again new bells were required and the callipers needed remounting.

This time Simon Galiford offered his services coupled with Rix motorsport for the machining. Now all this meant that a complete redesign of the pedal box was required, and here's where STEG sport comes in. Pat Waterman redesigned the pedal box whilst I replumbed the car in aeroquip (original lines used before) and a new hydraulic hand brake was inserted into the system. As we were moving the brake plumbing it made sense to plumb the petrol inside via aeroquip as well, and at the same time move the petrol pump and bolt on filter

into the boot. Additionally, we also needed to change the accelerator as the pedal box modifications meant the standard pedal had to be scraped.

This of course led to a new mounting for a spare wheel as the pump was now located in this area, coupled with a new battery mounting as well, as the old battery was completely dead *(one small change leads to a thousand others - and don't I know it! - Ed)*. Given that eight years had also elapsed, of course the regulations for fire extinguishers had also changed! So an electric Lifeline system was duly installed. We also had a new seat that was purchased years ago with mounts, but is still FIA approved, so this was also installed. Given this another seat was purchased and installed at the same time. Two new seat belts and, yes, nearly finished.

Now the engine area, the oil cooler (standard M5) was banana shaped and was replaced with a Mocal one and aeroquiped. At the same stage as the brakes were changed all the power steering system had to be altered to remove the power brake system. Again all re-aeroquiped! New front headlights and yes its finished! The tyre regulations had also changed (no more slicks), so new tyres purchased from Phil Morgan.....

Now for a quick test! 30th Jan at a cold, and initially icy, Goodwood. The temperature was so cold the tyres went straight on initially, but after five laps got some heat into them. Then a hose burst! Managed to cobble a new water system together with PW and got it running again. The brakes did feel soft but we still managed to pedal it round in the 90s area for flying laps.

Car brought home and new hoses ordered for the engine together with a thermostat.

At last its nearly ready for the first event!

My First BIG Off!!

By Jo Tappin

Simon and I were asked by some friends of ours who run a Rally team, if we could co-drive for a couple of people who were hiring their cars to do the BTRDA stages in Northumbria. As you can imagine, we jumped at the chance. Neither of us had co-driven in the woods yet. Simon's driver was a lady for whom it was her first ever rally. My driver had done some instructing but had never rallied in the woods either.

So, off to Humberside it was for us. Got up there on the Friday afternoon just in time for scrutineering. Later that evening, we got our pace notes and road books and started studying!

Next morning, up bright and early, race suits on and we couldn't wait to get going. Off to Rally HQ and the start. We park up and I go and do the co-driver bits. I come back, we sit in the car and Steve (my driver) turns the FIA master switch on. Disaster...the master switch snaps!!! So it's a mad rush to replace this and get to the start on time. We make it - just!! First few stages go well and we were clocking up some good times.

Stage 5. About 10 miles long. We were going well, really fast. I'd called "500 bumpy" Flat out down this section and I've just called the next bend. We go over a bump and get thrown to the right. We were slightly off the road but I just thought to myself "he'll get it back in a second" He didn't! I looked up and saw coming towards me at warp 9 a line of trees... "This is going to hurt" went through my mind. I just shut my eyes and waited for the impact but we missed the tree! The wheels had been sucked into the ditch and pulled us just to the right of the trees. The left back end went down into a ditch and then we hit a tree stump head on! I still had my eyes shut

at this point and I didn't realise that we had been flipped end over end until half way through I opened my eyes and saw sky!! I quickly shut my eyes again and waited for it to stop, all the time being showered by glass.

We came to rest on my side in a ditch behind this little line of trees. We checked each other was ok and then Steve rushed out of the car to get the "OK" board. I undid my belts and slumped onto my side. I looked around for a few seconds and then shouted, "Where the hell am I?" I couldn't make out which way up we were. I then noticed where Steve had got out. Through his side window. I stood up and took in my surroundings. Steve had to pull me out of the car cause I was shaking too much to have the strength to pull myself out. The first thing I looked for was a spectator with a video camera... but there was nobody there! I was gutted. My first big off and no one caught it on camera!! Then I looked at the crumpled shell and thought, I walked away from that.

I didn't find it scary and I wasn't worried about getting hurt as I had full trust in my friend who built the car. I knew the roll cage would do its job and I know that I wouldn't move out of that seat with a 5 point harness on.

So for all of you who are new to rallying and haven't had an accident, don't worry!! I'm quite glad I've had my first big off so early on in my rallying career. I've got it out of the way! I haven't been back out in the woods yet but can't wait to. It hasn't put me off. So if anyone needs a co-driver anytime, give me a shout!!!

For Sale

Citroen Xsara Coupe VTR

2001 ('Y') - 1.6 16v 110bhp. Silver - New Tax & MOT

Reduced for quick sale - £2,950 *ono* - Phone Dave Taylor on 07976-612820

Snippets

A pensioner who warned motorists of a police speed trap was convicted of wilfully obstructing a constable in the execution of his duty, banned from driving and ordered to pay £364 costs yesterday.

Stuart Harding, 71, was attempting to slow motorists down as they approached a Sunday morning car boot sale where many people were crossing the road.

Noticing that police were parked nearby with an officer using a hand-held laser speed camera, he decided that a warning stating "Speed Trap - 300 yards ahead" would be the most effective way of getting drivers to reduce their speed. But as soon as the officers noticed his placard he was cautioned for committing an offence.

Harding, a retired instrument maker, who appeared before magistrates in Aldershot, Hants, yesterday, had pleaded not guilty to the charge. He said: "I have been convicted of breaking the law because I was trying to stop others from doing so. It is totally unjust."

Harding said he had stood at the same spot, on the A325 at Farnborough, on previous Sundays warning drivers of the car boot sale, and had received a thumbs-up sign from a passing police car. But the attitude of officers changed when he warned drivers of the speed camera.

Robert Manley, prosecuting, said: "In displaying this sign the defendant was giving motorists advanced warning of a road safety camera being operated by the police 300 yards further along the road."

He said the intention was that any motorist contravening road traffic regulations by

Found by Graham Tuer

driving at excessive speed would avoid doing so having been given notice of what the police were doing.

Sgt Sarah Cashman told the court that when she cautioned Harding and confiscated the sign he told her: "I stop people speeding down here. I am only doing what I think is right". Asked if he knew there was a speed camera ahead he said: "Yes, that is why I am doing it".

Alex Wyman, the presiding magistrate, told Harding: "The use of the sign was a deliberate and intentional act and by use of the words 'speed trap' you were assisting speeding motorists from being prosecuted."

After his conviction Harding told the magistrates he planned to appeal, adding that he needed his car to drive to church and that he was due to take his wife and friends on holiday in a camper van.

The clerk of the court pointed out to magistrates that unless the ban was suspended it would have run its course before the appeal was heard. But they ordered it should take immediate effect.

The court also confiscated Harding's sign and ordered it to be destroyed.

After the case he said that he had been told that fines collected from speeding motorists on that stretch of the road had netted £12,000 in one morning alone.

"It seems to be more about raising revenue than road safety. I'm just so angry and upset about the driving ban. It was totally uncalled for because this wasn't a motoring offence," he said.

It's not so Grim up North

Report of the Melbourne Challenge – The John Overend Memorial Stages Rally & The Armstrong Massey Stages Rally.

The JOMR is held in memory of a member of my other club (North Humberside) who was killed setting up a stage 10 years ago. I arrived up North on the Thursday night ready to help setup the venue on the Friday. We had a holiday cottage for the weekend

and have a rally on the Sunday. The holiday cottage is perfect, in the beer garden to a pub serving great beer, complete with a Jacuzzi in the conservatory, and doesn't cost a fortune. I was to have a completely novice navigator for the rally – A friend of

mine (Craig Martindale) more used to racing stock cars.

However on the Friday morning I was told the devastating news – John's eldest son had been killed in a motorbike accident the previous night. This was awful news, made even worse by the timing. However, the family decreed the rally should go ahead. This was difficult as the Clerk of the Course is married into the family and the younger brother supplies the equipment to move the stage furniture. However, the event was setup to schedule much to the testimony of all involved.

A good few beers on the Friday (Dave and Kev turned up to help out) and a quiet night on the Saturday before we were ready to start. The weather was perfect, maybe too warm, and this was to cause problems with dust.

Stage one – Disaster strikes. Halfway round the first stage and I loose all gears. Not one of the 6 in the new box I'd fitted. Quickly traced it to the linkages which had disconnected - I managed to reconnect one, giving me 3rd & 4th gears. Took it steady to the end of the stage and lost about 90 seconds. Ballcocks...

Stage 2 – A better run, but the dust was dreadful. We (Like most) were almost at a stop not seeing anything in front of us.

Stage 3 /4 – I swapped tyres to Colways and went much quicker. However after just two stages the tread blocks started to fall off so we had to change again.

I really couldn't get into the event – it just wasn't going well because of the dust.

But then stage 5/6 and the direction changes. We changed tyres to a pair of old knackered Maxsports which I had and we dropped the pressures. What a difference. All of a sudden the car was handling much better and was much more enjoyable to drive. The result – Suddenly much quicker than almost everyone else in class, taking 30 seconds out of rivals per stage. Going into the last stage I managed to overcome the deficite, taking 2nd in class. Although this was helped enormously by Mike Vary retiring due to a snapped driveshaft.

Result – This left me second in the Melbourne Challenge (Single Venue Championship) with 50 points (30 for a class win, 25 for second, 21...etc) One point behind John Haygarth (Class C) and 4 points above Andy Elliott (Class D/E). Despite a non-finish, Mike Vary could still overhaul me for the class on the last event...

So back to the venue for the last round of the championship. The Armstrong Massey stages. I was back with my usual navigator (My dad) and Andy made the journey up to help out with the spanners. The organisers had never run an event at this venue before so decided to do things differently. Instead of the smooth tarmac service area they used one of the main dirt roads for the service. This was a great idea to reduce the dust. We were very worried about the long straights – The first one was the full length of the airfield with only a merge $\frac{3}{4}$'s of the way down, before a 45L into Hairpin R, braking on mud. The organisers didn't seem to like chicanes – guess they would have needed more marshals...

Also, neither John Haygarth or Mike Vary had entered the event, leaving me with the class win already, but not my father. For Andy Elliott in the 6R4 to overhaul me he would need to finish in his class 2 places above where I finished, unless he won the event, then I would have to finish 1st in class to win the championship.

So we decided to go for 2nd / 3rd in class and not do any heroics. 1st two stages went well, keeping out of trouble but having a lot of fun sliding the car on old tyres. (I was trying to save money). We were doing what we needed to do, 3rd in class by 7 seconds. Then during the changeover between 2 & 3 the heavens opened. Result – The first muddy straight was very interesting, laden with big, uneven, muddy puddles.

Took it a little steady over the first puddles then got down to the 45L, Hairpin right and disaster struck. Hidden under a puddle was a big hole. I hit it hard and felt the tyre go down around the next corner. Made it about half a mile further but we knew we had to stop – we were barely a fifth of the way around. Now we'd never practiced a tyre change, but it went very well, taking about 3

minutes. We were happy with this. We then came out of the merge just in front of a Skoda Favorit who was travelling at full tilt. I couldn't see where they were so had to keep left – the result, braking on mud, just doesn't work. We completely missed the corner where we'd hit the hole, but no-one reported us for shortcutting, luckily...

We were thinking "Oh Ballcocks" because of the puncture, however, the organisers had been really kind – Whilst the stages were taking about 8 minutes to complete, they had put a stage maximum of 10 minutes on these – so we only lost about 2 minutes – very helpful. So we were back onto a charge, 8th in class and needing 4th. We had to change the tyres as I had no match so we went for the similar Colways that had been causing problems before. This time they worked great.

Stage 4 – We went for it. We actually caught the car in front – A lightweight 205 running on Carbs. He was lying 3rd in class, so taking 27 seconds out of him was great. It would have been more, but the previously mentioned Skoda had a big tankslapper in front of us, making us back off, but it was still a great feeling.

Stage 5 – We still went for it. This time we were really catching the pug again which was catching a sunbeam from our class on it's first lap. The Sunbeam just wouldn't let him past, causing the Pug to really have to try to get around. Result – We got a great view as the Pug slides off into a bank in front of us. We then got held up by the sunbeam but we didn't try any heroics – just waited until the split which cost about 5 seconds.

Then both myself and the other Pug driver went and had civilised words. Even the navigator admitted he wanted to get out of the car... The words worked though, and he

caused no other problems all day and started to go quicker.

Stage 6 and the organisers sensibly moved the flying finish line. Braking from 100 on mud just doesn't work – we overshot the stop line, as I think every other crew had. The stage went well and I was now up to 4th in class. Andy Elliott was 3rd overall so I was just where I needed to be, but could I keep it going?

Stage 7 and we nearly had disaster again. I nearly jump-started due lack of concentration. Then, where the stage had changed I didn't listen to the note. I set the car up for a fast 45R (At the end of a flat-out straight) and soon learnt the road went 45L, after a chicane. We managed to make it round (Using a lot of the grassy field) and no damage done, but it was a reminder. Rest of the stage went well, I was now 3rd in class with just one stage to go.

Stage 8 – went with no problems at all. This was really helped because the car behind me would need to overtake me to take 4th in class. Overall result – 3rd in class, 25th overall. Without the puncture we would have been 2nd.

In the championship this left me the overall winner (Driver). Also, we believe the results give my dad the Class B Navigators championship. A very successful end to the day. My many thanks to all those who have helped me this year. Dave & Tom for their trailers, Dave for the use of his garage & expertise, and Kev / Andy for their help with the car. Very few cars manage to finish 2 events at Melbourne, the Pug has now finished 4 thanks to you guys.

Thanks again

Rob Brook

HELP !!

Can anyone assist?

Mike Wise has asked if anyone can help. A local driver (ex-Aylesbury MC) Bob Evett has an entry for the Revival Rally and has acquired an Astra to do it. He needs a co-driver for the event, so if you would like to participate or know of someone who might be interested, Alternatively, contact Brian Catt who will put you in contact with Mike Wise.

Men's Rules!

By Our Equal Opportunities Reporter (A.K.A. Tom Ryan)

Finally, the blokes side of the story. We always hear "the rules" from the female side. Now here are the rules from the male side. These are our rules! Please note... these are all numbered "1" ON PURPOSE!

1. Learn to work the toilet seat. You're a big girl.

If it's up, put it down. We need it up, you need it down. You don't hear us complaining about you leaving it down.

1. Crying is blackmail.

1. Yes and No are perfectly acceptable answers to almost every question.

MSA RULE CHANGES

Competitors (and organisers) should note the following rule changes regarding the use of SOS/OK boards: New regulations to be implemented 1st July 2004:

H28.8.1

Competitors must carry an A4 size white board with a red SOS on one side and OK on the other with a secure means of attachment/display towards oncoming competitors. In the case of an accident where urgent medical attention is required, where possible the red 'SOS' sign should be immediately displayed to the following cars and to any helicopter attempting to assist. Any crew which has the red 'SOS' sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red 'SOS' sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall procede (sic) to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties. In the case of an accident where medical intervention is not required, the 'OK' sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the 'OK' sign must be displayed so that it is clearly visible to other competitors. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. Competitors who misuse the 'SOS' or 'OK' board will be penalised and may be reported to the MSA for further penalty.

K25.5

Competitors must carry an A4 size white board with a red SOS on one side and OK on the other. In the case of an accident where urgent medical attention is required, where possible the red 'SOS' sign should be immediately displayed to the

following cars and to any helicopter attempting to assist. Any crew which has the red 'SOS' sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red 'SOS' sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall procede (sic) to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. Any crew which is able to but fails to comply with the rule will be reported to the Clerk of the Course who may impose penalties. In the case of an accident where medical intervention is not required, the 'OK' sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist. If the crew leave the vehicle, the 'OK' sign must be displayed so that it is clearly visible to other competitors. Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This triangle must be placed even if the stopped car is off the road. The road books shall contain a page giving the accident procedure. Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. Competitors who misuse the 'SOS' or 'OK' board will be penalised and may be reported to the MSA for further penalty.