



THE MIDDLESEX MAGAZINE

www.mcac.co.uk

Volume: ?+4 Issue: 22

January/February 2006

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

Telephone: 01753 886610

FORTHCOMING EVENTS

18 th January	Club night	20.30	VIDEO NIGHT. A chance to catch up on some of the action from last year, including the Centenary Rockingham Stages
25 th January	Club Night	20.30	NATTER AND NOGGIN.
28 th January	Dinner	19.00	ANNUAL DINNER-DANCE AND PRESENTATION OF THE AWARDS, at Stockley Park Golf Club. After the glitz of the RAC Club last year, Peter Nathan has found a nice local venue for this year's premier social event. Full details are elsewhere in the magazine but get your order in to Peter as soon as possible!
1 st February	Partner's Club Night	20.30	PARTNER'S EVENING – PLAYSTATION 9. Andrew Stacey will provide some more computer wizardry for your entertainment tonight.
4 th February	Preparation	09.30	PREPARATION FOR THE OAKINGTON STAGES 2006. As always, your help in setting up the venue would be much appreciated – even if you are competing! Contact Rob Brook to offer your services.
5 th February	Rally	09.00	OAKINGTON STAGES 2006. We return to Oakington for our first stage rally of the year. If you are not competing, your help with the marshalling would be appreciated. All offers of help will be gratefully accepted by Rob.
8 th February	Club Night	20.30	NAVIGATION HINTS. Get ready for the Valentine with some useful hints and ideas from Rob and Andy, including some 'homework' that can be checked next week.
15 th February	Club Night	20.30	VIDEO NIGHT. What happened in Monte Carlo? Find out on the small screen tonight.

18/19 th February	Night Trial	19.00	VALENTINE SCATTER. Our annual search for code boards skilfully hidden by Andy Greenland who would like your entries in early!
22 nd February	Club Night	20.30	NATTER AND NOGGIN.
1 st March	Partner's Club Night	20.30	PARTNERS EVENING – GENERAL KNOWLEDGE QUIZ. Time to get your brains in gear as Peter Nathan will test your memory of trivia items and past events. All a bit of fun really!
8 th March	Club Night	20.30	NATTER AND NOGGIN
12 th March	12-Car	20.00	MARCH MADNESS 12-CAR RALLY. Our first 12-Car of the year. Get your entries in early to be sure there are enough entries for it to run.
15 th March	Club Night	20.30	VIDEO NIGHT. Some more World Rally Championship entertainment on the small screen.
18 th March	Visit	09.00	DAVID SUTTON CARS MUSEUM. Meet at Club and travel in convoy to this new museum. Spaces are limited so get your names in early to Peter Nathan.
22 nd March	Club Night	20.30	NATTER AND NOGGIN
26 th March	Autotests	09.30	BRAKEFAST AUTOTESTS, BOVINGDON. Our annual visit to Bovington for the sealed-surface autotests, co-promoted with Harrow Car Club. Peter Cox looks forward to receiving your entries.
29 th March	Club Night	20.30	NATTER AND NOGGIN.
5 th April	Partner's Club Night	20.30	PARTNER'S EVENING – TO BE DECIDED.

V I C E - S q u a d

Well, another year is over - it doesn't seem possible that it was 12 months ago we were looking forward to the Centenary Dinner at the RAC Club does it! Now we are looking towards this year's Dinner Dance and Awards Presentation at Stockley Park Golf Club on Saturday 28th January. Peter Nathan is in charge of affairs this year and he would appreciate your call to order your tickets as soon as possible – the price is a very reasonable £25.00 each.

Plans are also advancing for the Oakington Stages the following weekend and entries are starting to arrive on the doormat. If you intend entering, please complete the Entry Form and forward to me (with the entry fee!) as soon as possible so we can plan the event accordingly.

The Centenary Rockingham Stages was a success again with a full field of 97 cars starting the event, although only 53 crews completed the course. The competitors enjoyed the two-day format of the event and the novelty of night stages, while the marshals enjoyed the free accommodation and breakfast at the Scout Centre.

Fifty-four members attended the Christmas Buffet and enjoyed the usual excellent spread provided by John. If you weren't there you missed a good evening.

Don't forget - order your tickets for the Dinner-Dance and also offer to help at Oakington!

See you all at the Dinner Dance!

Tony Phillips

W H A T ' S O N

JAN

12/15th		Autosport Intl Racing Car Show	(E)	
20/22nd	AC de Monaco	Monte Carlo Rally	(I)	WRC
28/29th	Bournemouth &DMC	Carpet Bagger Road Rally	(B)	ACSMC
29th	Hants & Berks MC	Pairs Scatter	(E)	

FEB

3/5th		Swedish Rally	(I)	WRC
5TH	MIDDX COUNTY AC	OAKINGTON STAGES 2006	(B)	OAK/MX/AE/LC/2006
18/19th	Sevenoaks & DMC	Kent Road Rally	(B)	AEMC
18/19TH	MIDDX COUNTY AC	VALENTINE SCATTER	(E)	MIDDX
19th	Craven MC	Brook Motorsport Stages	(B)	ACSMC
24/25th	Southern CC	Rallye Sunseeker	(A/B)	ACSMC

MARCH

3/5th		Rally Mexico	(I)	WRC
4/5th	Lindholme MC	Alternative Signs Robin Hood Stages	(B)	BHRC
5th	Bournemouth &DMC	3 Counties Stages Rally	(B)	ACSMC
10TH	MIDDX COUNTY AC	MARCH MADNESS 12-CAR RALLY	(E)	MIDDX
12th	Bexley/7Oaks/M&MK MCs	Rally of Kent	(B)	R2006/LCAMC/AEMC
12th		Bahrain Grand Prix	(I)	WC
16/18th		Rally of Portugal	(I)	
19th		Malayasian Grand Prix	(I)	WC
24/26th		Rally Catalunya, Spain	(I)	WRC
26TH	MIDDX COUNTY AC	BRAKEFAST AUTOTESTS	(A/B)	MIDDX/AC/LC/AEMC
26th	Sutton & Cheam MC	Mini Tempest, Longcross	(B)	R2006/LCAMC/AEMC
30/2nd		San Remo Historic	(I)	EHRC

APRIL

1st		Astra Stages	(B)	BHRC
2nd		Australian Grand Prix	(I)	WC
7/9th		Rally of France, Corsica	(I)	WRC
9th	Sporting CCofN	Spring Stages, Sculthorpe	(B)	AEMC
14/17th	Ulster AC	Circuit of Ireland Rally	(I/B)	
16th	Mid-Derbyshire MC	Twyford Wood Stages	(B)	AEMC
20/22nd	RSAC Ltd	Scottish Revival Rally	(B)	
22nd	Burnham on Sea/Minehead	Somerset Stages	(B)	ACSMC
22/23rd	Chelmsford MC	East Anglian Classic Rally	(B)	
23rd	Sutton & Cheam MC	Chieftan Sprint, Longcross	(B)	ACSMC
23rd		San Marino Grand Prix	(I)	WC
28/30th		Rally Argentina	(I)	WRC
29/30th		Welsh Rally	(B)	BHRC

MAY

3/7th		Acropolis Historic Rally	(I)	EHRC
7th		European Grand Prix (Nurnburging)	(I)	WC
7th	Green Belt MC/Wickford AC	A Change of View Stages, Oakington	(B)	Oak/AEMC
12TH	MIDDX COUNTY AC	MAY-BE 12-CAR RALLY	(E)	MIDDX
14th	Herts County AAC	Debden Sprint	(B)	AEMC
14th		Spanish Grand Prix	(I)	WC
18/21st		Rally Italia, Sardinia	(I)	WRC
21st	Bexley LCC	Anniversary Stages, Longcross	(B)	ACSMC
21st	Harrow CC	North Wheeled Slalom Sprint	(B)	ACSMC

Ed's Bit...

And so it comes to an end. Our Centenary year certainly has been amazingly successful and as Kathleen rightly says in her article, "it is a pleasure to be able to report that it has been the success we hoped". On a personal note, it's ironic that last year is probably my quietest ever – not even an autotest pot! I simply ran out of time to get the 205 out for Rockingham, so Martin's Lush, Moane and I went marshalling instead (special thanks to Total/Texaco for the early morning alarm call...). We had a great day and even managed to put a few people off with our encouragement (sorry about that Mark!). I'm determined to get out and do more this year, starting with the Valentine Scatter on 18th February - I'll even make sure my entry gets in early (there you go Andy, plug done...). If I can find a suitable car, I'll even have a crack at the Brakefast Autotest on the 26th March (no, the Type R isn't suitable – I can't even contemplate how much that would cost me in tyres...).

Anyhow, outside of the club, 2005 finished on a sad note in the world of rallying. Richard Burns's untimely (if not unexpected) death seemed to strike a chord amongst non-rallying colleagues and friends, who all commented what a real loss it was. As I said exactly two years ago, I was never a huge fan, but that doesn't mean I didn't have a massive amount of respect for him. It was just a shame that his death was lost amongst national grief for a bloke who once

played football and then drank himself to an early grave. Sorry if you think that's a bit harsh, but I know which one showed real courage during their life....

Right, back to reality. The annual Dinner Dance is upon us in but a few weeks – I've published a full-page ad in this issue, so no excuses that you didn't know about it! We have a new venue that year, with a late bar (!), so a good evening all round is predicted. The main trophies have gone to a really good spread of club members, although I think Mr Brook may need a small shopping trolley for all his... It may not be the RAC Club, but then again it's not £150 a night to stay either.

Finally a quick reminder – whilst I never expected a stampede, the lack of response to the chance of going down in the annals of history as a editor of the MCAC magazine has been totally underwhelming (especially as I'm off after the next issue!). Honestly, pulling the mag together is easy – getting the articles in the first place is the tough bit! So come on, you know you want to do it....

Important – PLEASE TAKE NOTE

The editorial deadline for the next issue is the first Wednesday in March 2006.

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

MCAC Challenge 2005 - Final Scores

By Brian Catt

A full score chart will be available at Club Nights:-

Rob Brook	792.76 points
Paul Brown	504.91
Peter Cox	481.94
John Roseblade	470.51
Peter Farmer	441.02
Paul Benning	287.12
Tony Phillips	282.93
Jez Kemp	277.91
Gordon Phillips	264.73
Andrew Stacey	257.24

Chairmans Corner

January 2005

By Kathleen Dawson

We have reached the end of our Centenary Year, and it is a pleasure to be able to report that it has been the success we hoped.

The club continues to attract much larger numbers than most other local clubs, so we must be meeting the needs of our members. I have had no feedback to my pleas for views on changes we should make, although we have made some.

One change has been the introduction of a junior membership. This is something I would like to develop further. There are potential challenges in its introduction, not least the fact that it means that we needed to put a child protection policy in place. We have adopted a policy statement, and, at present, it is not a problem as all the junior members attend events with their parents.

I know it looks like overkill to worry about such things, but, as a Council, we do have legal and moral responsibilities. I am perhaps more sensitive than many to this issue as I spent a considerable proportion of my civil service career as the person with responsibility for national policy development in this area.

I know that most people have the interests and well being of young people at heart, and that we must encourage junior members if the club is to continue to grow and develop. I would welcome your views on this.

During the year we have run at least two events a month, including the very varied partners evenings. Perhaps the most surprising one was the one organised by Peter Nathan, which was billed as a surprise. It was, because the event did not happen as the weather was bad that evening and there were few members at the club night.

Peter redeemed himself in January when he was able to resurrect the event at short notice to take the place of the advertised music quiz. I have never known the club so quiet as teams of four people attempted to puzzle out the questions set by Peter. I still think he should have included my favourite- 76T L the BP¹

None of these events would have taken place without the enormous contribution from members. There are often grumbles about it being the same tired old faces involved. To a certain extent, that is true, but if you look at who is involved in events, there is of course the hard core of Council members, but there is also a constantly evolving group of people who help out when we need them.

The “free membership if you help us on three events” has proved popular, and will be continued for another year (although you will not get a second free membership). I would like to thank everyone who has been involved in the club over the year. Without your time, effort, knowledge, and often expenditure, the club could not function. I am very aware that some of you spend considerable amounts of all these things, rearranging holidays and placating partners to make this one of the best clubs in the South East.

Our premier position has received public recognition. We have been awarded third place in the prestigious Alexander Forbes/MSA “Motor Club of the Year” competition – a copy of the actual MSA letter is on the website, and will be included in the next magazine.

For 2005, a fitting end to our Centenary Year. Well done all of you, and happy motoring for 2006.

¹ 76 Trombones Lead the Big Parade



Middlesex County



Automobile Club

Annual Dinner and Dance & Awards Presentation

**Stockley Park Golf Club
Uxbridge
Middlesex
UB11 1AQ**

On Saturday 28th January 2006
at 7 p.m.

Disco • Raffle • Late bar

Tickets £25

Available from Peter Nathan on club nights

Or contact on:

petern@mcac.co.uk

07979 817 654

Kev's Catch up - The Championship Year

As this is the last magazine article to qualify for a cup, I presume that it will be a bumper edition with enough articles to keep Chris quiet and I can get away with a short report.

First of all I hope that you all had a Merry Christmas and have a Happy, Prosperous and Successful New Year. Unlike last year with Pete, I was up and about over the Christmas period and doing the day job between Christmas & New Year.

The list of the award winners has been prepared and will be printed later in the magazine. It has been a successful year for the championships and a number of them have turned out very close, with a bit of family rivalry in both the Stage Rally Drivers and the Marshals championships.

Sadly there are still a number of people that have missed out on awards due to the fact that they seem unwilling to pen a few words for this August (imposing, not the eighth month of the Gregorian Calendar) publication. Well done to all of the winners, commiserations to those not so lucky (or determined).

The new rules for the 2006 Championship were published in the last magazine. One of

the main changes is that **ALL POINTS MUST BE CLAIMED FOR INCLUDING THOSE FOR EVENTS WHICH MCAC PROMOTE OR CO-PROMOTE. ALSO ANY CLAIMS SUBMITTED ELECTRONICALLY MUST HAVE THE APPROPRIATE RESULTS ATTACHED; A WEB SITE LINK IS NOT ACCEPTIBLE.**

The reasons for these changes are to put the onus on the claimant to provide the required information and also to try to tidy the marshal's table up.

The 2006 Championship year has started with the Rockingham Stages. As it is Christmas time and I am in a generous mood I will accept points claims for this event until 28th February 2006. I have designed a new claim form for those claiming marshalling or organising points that is separate from the one used to claim points as a competitor. It should be appearing on the web soon.

I would finally like to thank those who have helped me in my first year as Championship Secretary by pointing some of my errors and omissions.

An Appeal For Information

In case you missed last months appeal, here is a quick reminder of the information that Adrian L'Estrange is appealing for in order to help complete the club records. He needs details of the winners of the following awards:

The Donegall Award (Presented from 1963 - 1975) - in all years EXCEPT 1963, 64, 70 & 75

The Poxon Award (Presented from 1976 to date) - in all years EXCEPT 1978 - 85, 96 & 98

The Bengt Armco Award (Presented from 1982 to date) - in all years EXCEPT 1991, 95 - 04

The President's Award (Presented from 1988 to date) - in all years EXCEPT 1998 - 04

Please let him know:

- a) If you were the recipient of any of the above, the award and year it was presented, and/or
- b) If you have any definitive knowledge of the winner of any of the above in the missing years.

His email address is adrian.lestrange@tesco.net , or contact any member for the council.

Final Top Championship Positions - 2005

Overall Driver:

Rob Brook	(13)	114
Clare Samuel	(8)	60 @
Graham Samuel	(10)	57½ @
Richard Edwards	(4)	54 @
John Roseblade	(9)	41 **

Road Rally Driver:

Rob Brook	(3)	26 € &
Pete Farmer	(3)	21
John Roseblade	(3)	18 **
Hazel Hopkinson	(2)	8 **

Stage Rally Driver:

Clare Samuel	(8)	60
Graham Samuel	(10)	57½
Richard Edwards	(4)	54 **
Rob Brook	(6)	42
Steve Simpson	(2)	28 **

Night Trial Driver:

Andrew Stacey	(2)	13
Tony Phillips	(1)	10
Simon Cox	(2)	9 **
Karen Vince	(1)	8 **
Paul Brown	(1)	6 **

Off-Road Driver:

Rob Brook	(4)	46
John Roseblade	(6)	23 **
Jon Senior	(2)	18 **
David Johnson	(2)	15 **
Peter Cox	(4)	15

Most Active Club Member:

Rob Brook	29 &
Andy Greenland	24 &
Tony Phillips	23 &
Kathleen Dawson	23 &
Peter Nathan	17

Most Frequent Competitor:

Rob Brook	20
Tony Phillips	13
Holly Bailey	11
Graham Samuel	10

Ladies:

Clare Samuel	(8)	60 &
Holly Bailey	(11)	60
Kirstin Farmer	(2)	15
Hazel Hopkinson	(2)	8

Overall Navigator:

Tony Phillips	(11)	65½
Rob Brook	(7)	55
John Brook	(6)	42 @
Holly Bailey	(6)	33 @
Peter Cox	(5)	31

Road Rally Navigator:

Peter Cox	(3)	T	22
Tom Ryan	(3)	T	22
Rob Brook	(3)		12
Kirstin Farmer	(1)		9

Stage Rally Co-Driver:

Tony Phillips	(10)	57½
John Brook	(6)	42
Holly Bailey	(6)	33
Rob Brook	(2)	30

Night Trial Navigator:

Rob Brook	(2)	13 &
Andy Greenland	(2)	12 €
Gordon Phillips	(1)	10
Peter Cox	(2)	9
Tony Phillips	(1)	8

Clubman – Marshalling:

Kathleen Dawson	(20)	68
Peter Nathan	(14)	46
Kevin Dawson	(15)	43
Andy Greenland	(17)	40
Brian Catt	(13)	30
Christine Poxon	(14)	28

Clubman – Organising:

Tony Phillips	(9)	54
Mike Hurst	(4)	40
Rob Brook	(8)	40
Andy Greenland	(5)	38
Brian Catt	(4)	28

Clubman – Servicing:

Pip Carrotte	(10)	30
Kevin Fowler	(3)	8
Gordon Phillips	(1)	4
Maria Phillips	(1)	4

T Tied for award

@ not eligible: only 1 category of event

€ includes event as organizer

^^ only best 10 scores count

& not eligible: another award

** not eligible: no mag article &/or marshalling

Club Championship - Award Winners 2005

Champion Driver	<i>BELL TROPHY</i>	Rob Brook
Champion Navigator	<i>NAPSPEED TROPHY</i>	Tony Phillips
Middlesex Challenge Winner	<i>MIDDLESEX CHALLENGE SHIELD</i>	Rob Brook
	<i>RUNNER-UP</i>	Paul Brown
	<i>THIRD PLACE</i>	Peter Cox
	<i>LADY CHAMPION</i>	Hazel Hopkinson
Leading Off Road Driver	<i>STEPHENS TROPHY</i>	Rob Brook
Leading Road Rally Driver	<i>ALEXANDER TROPHY</i>	Pete Farmer
Leading Stage Rally Driver	<i>KENSINGTON CUP</i>	Clare Samuel
Leading Night Trial Driver	<i>OAKES CUP</i>	Andrew Stacey
Leading Road Rally Navigator	<i>GAMAGE CUP</i>	Peter Cox and Tom Ryan
Leading Stage Rally Co-Driver	<i>SOUTHGATE CUP</i>	Tony Phillips
Leading Night Trial Navigator	<i>LAWSON CUP</i>	Andy Greenland
Leading Clubman - Organising	<i>CENTENARY TROPHY</i>	Tony Phillips
Leading Clubman - Marshalling	<i>JUBILEE CUP</i>	Kathleen Dawson
Leading Clubman - Servicing	<i>FINCHLEY CUP</i>	Pip Carrotte
Most Active Club Member	<i>CORONATION CUP</i>	Peter Nathan
Best Lady Competitor	<i>LADIES CUP</i>	Holly Bailey
Most Frequent Competitor	<i>NORMAN TIPPING MEMORIAL CUP</i>	Rob Brook
	- - - - -	
Best Newcomer	<i>RIDDELL CUP</i>	?
Poxon Award	<i>MIDDLESEX COUNTY CUP</i>	?
Silliest Accident	<i>BENGT ARMCO AWARD</i>	?
Most Contribution to the Club	<i>PRESIDENTS AWARD</i>	?

Event Awards 2005

12 th December 2004 Best MCAC/2 nd Overall	2004 ROCKINGHAM STAGES A Club Trophy - tbd	(8 MCAC) Steve Simpson / Mark Booth
6 th February Best MCAC/Winners 1 st Class 4 2 nd Class 2	CENTENARY OAKINGTON STAGES Woodberry Cup Two Awards Two Awards	(13 MCAC) Steve Simpson / Mark Booth Tom Lambert / James Morris Rob Brook / John Brook
19/20 th February Best MCAC/1 st Semi-Exp 1 st Novice 2 nd Semi-Exp	CENTENARY VALENTINE SCATTER Sir Henry Bowles Cup Two Awards Two Awards	(5 MCAC) Tony Phillips / Gordon Phillips Andrew Stacey / Rob Brook Simon Cox / Peter Cox
20 th March 1 st Class B	CENTENARY BRAKEFAST AUTOTESTS (Nat B) An Award	(3 MCAC) Rob Rolston
20 th March Best MCAC/1 st Novice	CENTENARY BRAKEFAST AUTOTESTS (PCA) The Alfred Alexander Cup	(6 MCAC) Rob Brook
17 th April Best MCAC/Winner 1 st Class C 1 st Class B 1 st Class G	CENTENARY MIDDLESEX AUTOCROSS The Green Trophy An Award An Award An Award	(17 MCAC) Peter Johnson Polli Patti Richard Warne David Johnson
13 th May 1 st Beginner	CENTENARY MAY MAYHEM 12 CAR RALLY Two Awards	(3 MCAC) Pete Farmer / Malc Farmer
17 th July 1 st Class B	CENTENARY AUTOSHOW AUTOTESTS (NAT B) An Award	(3 MCAC) Rob Brook
17 th July Best MCAC/1 st Class 2 2 nd Class 2 3 rd Class 2 1 st Class 3 1 st Junior	CENTENARY AUTOSHOW AUTOTESTS (PCA) Autocar Cup An Award An Award An Award An Award	(12 MCAC) Rob Brook Martin Eades Jon Senior David Johnson Michael Benning
21 st August Best MCAC	TEMPEST RALLYSPRINT A Club Trophy - tbd	(4 MCAC) Richard Edwards
14 th August Best MCAC/Winners	CENTENARY FOTO JEN I C FUN RUN & BBQ Two Award	(8 MCAC) Rob Brook / Tom Ryan
11 th September Best MCAC/1 st Class 3	CENTENARY BOMB-ALONG STAGES Phillips Trophy	(11 MCAC) Richard Edwards/Paul Brown
23 rd September Best MCAC	CENTENARY CHILTERN 12-CAR RALLY The Woodhead Trophy	(3 MCAC) John Roseblade / Peter Cox
15/16 th October Best MCAC/Winners 1 st Semi-Exp 1 st Novice	CENTENARY HUNTER'S NIGHT TRIAL Original Bell Cup Two Awards Two Awards	(5 MCAC) Paul Brown / Andy Greenland Karen Vince / Tony Phillips Andrew Stacey / Rob Brook
23 rd October Best MCAC	THE SPEEDY HIRE STAGES Middleton Trophy	(5 MCAC) Neville Sutton / Kevin Ward
5 th November Best MCAC/Winners	TEMPEST CLUBMAN RALLY Dr North Cup	(4 MCAC) Phil Morgan / Martin Douglas

Don't forget that MCAC make an award on any event where there are 4 or more club crews competing – but we have to be told otherwise we will not know!!! We are sure there are other events that should qualify, but if you don't tell us, no pot!

Rockingham Report

By Mark Palmer

Having missed out on last years event due to other commitments, and hearing how good it was, I was 12th entry in this year!!! We decided to do the speedy hire stages as a bit of a recce and was disappointed by the low entry - this event always seems to suffer, more so this year as it clashed with a Wilbarston on the same day. Two rallies, less than 15 miles apart - that's going back a few years since I last saw that!

My usual co driver Al was away so Holly Bailey was called in, as my wife now has two little people to attend to, but she wants to make a comeback next year. We took it steady and played with set ups and were pleasantly surprised to come away with 5th overall and 2nd in the two litre class, my best result ever.

Despite the strong entry, I suppose I expected to be seeded higher, but with only doing a few events a year car 31 wasn't too bad. I just don't like getting mixed up in slower runners and having to overtake - more to follow on that.

So with a freshened gearbox we duly arrived, and with the usual scrutineering etc over we joined the queue for stage one. That, as we all know was, cut short and thankfully just wallets were damaged. I was among 6 six cars parked on the banking just before the chicane, we all were confused by marshalls flags, hands etc, but saw the problem and allowed the boys in orange/yellow to do their stuff.

Stage 2 and a bit of a gamble on soft tyres saw a good stage time just outside the top ten, perhaps my seeding was wrong! The slippery nature of the first few yards perhaps helped us out, but then the nighttime stuff - I have to confess to being fond of the night, with memories of Snetterton and Road Rallies past etc. Again not too bad, just missing a couple of chicanes out!!! All was sorted out with only one penalty applied - must try harder see me after!!!

A tour of Corby to find the hotel

(multimap.com is either great or rubbish!!!), a swift meal and a couple of diet cokes (!) and straight to bed, well before the organising team!!! - you couldn't get to the bar at one point for MCAC shirts!

Early start and the weather is bright and clear but cold, again on soft inters, we notice everybody else on slicks! The first couple of stages go well, with only a clash with a Darrian at the merge - paint swapped and an apology given, the co-driver said he didn't see me until I was alongside! The mirrors are useless apparently. We ducked inside and sped on our way, running at car 15 on the road - we slowly moved up the field, as more cars seemed to fall by the wayside.

The slippery right 3 after the tunnel caught us out and the Darrian car 6 - he came off worse than us though - and a swift few whacks with a hammer and tape measure and we were tracked and ready to go. At the turn round we all watched as car 0 did its lap then we wondered and waited for the stage to start, unfortunately someone had dopped oil after a blow up, and we all know what happened, so we took a lot of care through there.

The last three stage were quite warm, with the sun shining, so on went the slicks to try and get back on the two litre pace. It seems we were awake first thing and stayed at our pace while everybody else got quicker. We couldn't compete with the maxi of Wigley but hoped he would get onto the podium to improve our class position.

The Escorts as ever were up front but as we were running second FWD car I was quite pleased. As the final stage went into darkness we donned the pod again and enjoyed the two splits three laps confusion, including getting into a four car dice for position at the splits!

Final result was 12th overall and 3rd in class, the 306 Maxi and an Escort in front of us. It was good to see so many cars from

far away in the UK coming together for this event, and a surprising retirement rate meant only 55 cars finished out of 100 starters.

Lets hope the event continues and goes from strength to strength - it could rival Millbrook on the tarmac series, especially for value for money!

Mark Palmer & Al Varley - Car 31 - Peugeot 306 Medium

Membership Matters

By Brian Catt

Welcome to a number of new members who have joined since the last magazine. These include a number who joined for the Rockingham Stages such as Adam Blanchot, who had the ride in Tom Lambert's Darrian as a birthday present.

We are also pleased to welcome Darren Pike, John Boot, and Steven and Robert Jeeves as members under the free entry for marshals scheme running through this year,

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. Please note that you may be asked to produce your membership card at the start of any event where the Club is on the invited list.

New Fees:

RAC only (existing members only on this grade)

£3.00. p.a.

Junior Members, under 17 years old at joining,

£5.00. p.a. until renewal over 17.

MCAC membership

£15.00. p.a.

As previously, we are offering a multi-year membership, and the discount rates are as follows:

2 year Membership, **£28.00.** 3 year Membership, **£40.00.**

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We are extending the free membership for marshals offer, in that any person who marshals at 3 events in 2006, will be offered a year's free membership. Please note that this offer only applies to the first year of membership, not subsequent years.

The Threat Of The Next Generation!

By Clare Samuel

I am writing this article under the threat of having my rally car confiscated and all motorsport support withdrawn by my father. The reason as I see it is **He's worried**. If this article goes to print I am eligible to claim points for the Stage Rally Driver Championship. Guess who is currently at the top of the leader board!

2005 has been a great season for the team. Back in February we set out to contest the BTRDA 1400cc Championship, out again in the trusty VW Polo. We could not have predicted a better outcome for the year. Out of the eight events started we had only one non-finish. We came second in class on four events and first in class on two events. I couldn't believe how disappointed I was with our third in class on the Plains Rally. I think I had become too complacent with first and second. In fact the BTRDA 1400 cc category is extremely popular and hence a very competitive championship. Luck was definitely on our side.

The whole year has been a memorable one. A few incidences stick out in my mind :-

Getting a call from our service crew as we were waiting to go into service on the Woodpecker Stages stating they were not at the service. In dad's words "We forgot. We are waiting at the end of the next stage for you." Extremely helpful.

My ex-Dave Taylor Rally Suit finally wore out. Unfortunately it was at a stage arrival and the zip came off in my hand as I was zipping myself up before putting my helmet on. The marshal wouldn't let us start until I had "safely closed my suit". Six cable ties later and I was deemed safe. All was well until the afternoon when I needed a last minute wee!! Six cable ties and no cutters !!!

I'd like to thank the team for all their support this year particularly Peter Cook for keeping the car together before, during and after each event. Martin Lush for putting up with the dire accommodation we often booked him in to. Mum for keeping our stomachs full and finally Dad for his endless support and helpful "You need to go faster" comments.

Let the battle commence Dad!!!

To ensure a completely un-biased view of the rallying exploits in the Samuel household, I would like to publish a response to the above article by Mr G Samuel esq... Ed.

Another Year Of Yellow Fever

Avid followers of the tales of the Yellow Escort may recall that we left the story last November at the end of the HRCR Championship for 2004 and about to embark for Killarney. So the story continues from there.

With Clare in the co-driving seat for a guest appearance, we went to sample the blarney that is Killarney and a wonderful experience it turned out to be. The Irish are renowned for their hospitality and this event is no exception but when the flag drops the competition is fierce. Stage 1, the famous 15 miles of Moll's Gap, was shrouded in mist and cloud and visibility was no more than 50 yards. We were seeded fairly well up and thus were astonished to pass two in front and catch a third on the finish, particularly as we couldn't make the notes fit the road in the fog. After 4 stages we were lying second overall behind Jimmy McRae in a 3-litre Porsche when disaster struck. After a heavy landing a track control bolt sheared and launched us into a ditch. No real damage but OTL by the time we were extricated.

And so to the 2005 Historic Rally Car Register Championship.

Round 1 in March was the Robin Hood in and around Sherwood Forest. This was our first outing with a 4.6 diff and we needed first on every corner to keep momentum. The battery failed on the night stages but we still managed 7th o/a and 5th in class.

April found us on the Astra Stages around Llangollen. With a clean run we finished 4th o/a and 1st in class. In May we moved to Eppynt for the tarmac Welsh. Lying 4th o/a after 11 stages a small spring in the rotor arm broke and that was that. Our first non-finish for want of a 5-penny spring.

In June we were again on Eppynt but this time on the loose for the Mutiny event. We learned something about tyre wear on this event as a set of rears were completely shot after 15 miles. We finished 3rd o/a and won the class.

Next to the Mid Wales Stages in Hafren and Sweet Lamb. Landed heavily after a jump in the arena and pushed the sump guard up, momentarily trapping the oil pump pulley. The drive belt snapped, we lost oil pressure and that was it. Our second non-finish.

July found us on the Isle of Man for the Manx, my favourite event. Thanks to fog, mist and rain over the first two days we had the legs of our more powerful competitors in their BDAs and led the event until the last four stages. We finally finished 2nd o/a and 2nd in class. We were still using the 4.6 diff for the longer straights but decided to revert to the 5.1 for the tighter roads of Flanders.

September found us in Rooselere for the Tour of Flanders. We were 6th o/a, including some quite respectable locals in big Porsches, when we started the recce run

round the Zoning industrial estate. The stage is four laps and after three, each quicker than the last, I thought we should use the last lap to explore the limits of tyre adhesion on several of the corners. Sadly I found the limit on one bend and walloped a traffic sign. End of rally and third non-finish – but the first through operator error.

In October we went to Yorkshire for the Trackrod finishing 6th o/a and 4th in class. The 5.1 diff was not right for the long straights but is generally a better option for most terrain.

The final event of the Championship was the Somerset Stages in October. It is a poor event in comparison to all the others purely because the Quantock and Brendon forests don't offer the length or quality of stages found elsewhere. There was universal agreement that this is not an event for the championship in future. We were going well until the throttle pedal snapped in half and we had to compete two stages with the driver unbelted operating the spur of pedal left by hand. We struggled back to service and welded the offending item and the rest of the event returned to normal but we couldn't recover time lost and finished 18th o/a and 6th in class, an appalling result.

So at the end of the season we lost points through three non finishes and wound up 15th o/a and 4th in class. Definitely could do better.

To end the year we set off from Sheffield on the RAC in November and it was an

experience that brought back all the memories of the old events of the 80s - 4am starts, thick fog, sheet ice, bitter cold and fabulous stages. We were 7th o/a after 15 stages but got a little too confident on the 16th and rolled on a right corner. With the help of 50 odd Scotsmen who happened to be standing at that spot with a huge towrope handy, the car was eventually lifted back on and we drove to the finish and thence to service. However the roll cage had been damaged in the roll and continuing was not an option, so a very dispirited crew went out to dinner and warm beds instead.

So what have we learned? We are certainly on the pace but not tidy enough. Hanging the tail out may look spectacular but the neatest lines are usually the quickest. The car needs a 5.1 diff to fully exploit it's potential on all but the longest straights and we can get away with using 8000rpm but no more. Dunlop hard compounds last longer but never get hot and don't grip. We have used soft or intermediate all season and, with the exception of Flanders, they have never let go.

Pip Carrotte has produced an immaculate car on every start line and he and Roy have kept us going through all but the worst situations. And Tony still has no idea of the risk he is taking.

Roll on next year

Graham Samuel



Showground Stage, Trackrod Rally Yorkshire - 8/10/05. Photo by Mike Hally

An Article

By Tom Ryan

“Write an article, please” said Chris. “Who me” I said “Sure, no problem!”. After all, I’m the guy who has written half-a-dozen articles a year for the last thirteen years and never had a problem of what to write. There was always something to bang on about; congratulations, complaints, moans or encouragements, past events, future events, non-events – there was always plenty to fill up the space. But suddenly, from the perspective of an OCM (ordinary club member) it ain’t so easy to cover that vast empty page with anything which other OCM’s might want to read.

MCAC is a motor-sport club, I thought, so let’s go there for inspiration. Unfortunately, the last serious event I did was the 2004 Tempest Rally about which I discoursed in my next Chairman’s Corner so I don’t want to rehash that. My only claim to glory in 2005 was winning the Fun Run with Rob Brook – hardly the pinnacle of 21st century motor-sport – it’s more likely to feature on one of the BBC’s outdoor cooking programs than ‘Men and Motors’. No mileage there.

Next I thought that there was always the Rockingham Stages to write about – as Clerk of the Course there must be lots to tell the OCMs about the tension, the drama and the frenetic activity going on behind the scenes as the Rally unfolds before their eyes. However, with the exception of the short period just after the first stage accident, when it is necessary to take over ‘manual control’ for a while, a well-planned rally runs as smoothly as a new ball-bearing on a glass plate. The C of C’s main job occurs before the start and after the finish but during the event, the rally is controlled, and very effectively too, by the radio team. Mostly I wander about checking on all sorts of things but not actually doing anything. So that won’t fill up too much space on the page then.

So I thought I would fall back on that great staple of schoolteachers on the first day of class after a holiday. They can’t believe how quickly the holiday went and they haven’t

prepared anything for the lesson so they resort to that time-honoured space-filler – two sides on ‘What I did on My Holidays’! Actually, I had a pretty action-packed Christmas holiday involving driving to Budapest to spend the festive season with Agi’s family and friends and all the visiting, eating and drinking that entails. But the event of interest to the OCM occurred on the night before New Year’s Eve in downtown Budapest.

Agi and I were driving back from a jazz concert and had stopped for a late dinner on the way home. We were in a borrowed Honda CR-V so the falling snow and slush didn’t present a problem to the 4WD and I was actually enjoying exploiting the agile road-holding of the little machine. After a particularly enthusiastic bit of cornering I looked in the mirror to find a local plod-mobile on my tail but, at this stage, without Christmas lights. I toned down the multi-G cornering, backed off the enthusiasm pedal and made a few random turns but they definitely had their sights on me and after a few more minutes the blue illuminations were switched on and I pulled over.

They parked neatly behind me and one with a fair bit of glitter on his epaulette (possibly as much as a captain’s-worth) approached the driver’s window – I chose to stay inside in the warmth and out of the falling snow. I wasn’t too worried because I had only had one beer at the concert four hours before and a glass of wine with the dinner – well inside the UK limit for driving. However, the Hungarian limit is technically zero so there was some slight frisson of concern.

The first surprise for the cop was the language of my response. “Good evening” I said in English “anything the matter?” After a few seconds confusion he asked in German if I spoke some German to which I replied that I did. He then proceeded to conduct the rest of the interview in pretty decent English – probably he was a fan of The Bill (available in Germany as Der Bill), NYPD Blue and various other police soaps on Hungarian TV.

To my great delight he asked to see my driving licence and not my passport – though even that causes endless consternation among the foreign forces of law and order – have you ever seen “European Union” written in gaelic across the front of a passport? I once had a border guard have to consult his atlas to be convinced that Ireland was actually in Europe.

Anyway, back to the driving licence. I still have an old pink, paper version without photo and with about fifteen years worth of speeding endorsements written in various colours of ink all over it. Now the poor chap is entering the realms of the surreal! He unfolds the licence completely, which has the effect of ensuring that at least some part of it is always upside down no matter which way up you hold it.

He walks around the back of the car to convince himself that this was a Hungarian car he had stopped and holding my licence every which way up to try to relate the inscription on the document to something he could recognize, clearly without success. “This is your car?” “No, it belongs to my friend”. “Ah” he nodded sagely as though that explained everything, and giving up on the struggle with the licence he handed it back to me. He switched tactics. “You drink alcohol?” he said. “Not me, officer”. “OK, I control” and he disappeared back to his car returning with his ‘alcotest’ device.

I have only once in my life been breathalysed, and that was in France in a random road-side swoop many years ago. They used one of those old-fashioned gadgets where you have to blow up a plastic bag through a glass tube and see if the crystals turn green or orange or something (they didn’t!).

Our Hungarian plod handed me a tiny glass tube about two inches long and quarter inch in diameter, obviously containing some indicating crystals, with the instruction “you blow for one minute and if tube is hot you have problem”. Now there was no sort of plastic bag attached to this tube and, in the dark, there was no way anyone could tell how much air was actually going through the tube, if any.

The cop stands back a step or two from the car so he can see his watch by the light of the street lamp and motions to me to start blowing. I put the tube to my mouth and blow out my cheeks and make a great show of huffing and puffing while all the time letting the air in and out of the side of my mouth out of view of our copper. Not more than a breathe or two of air ever went though the tube.

After the due 60 seconds he motioned to me to stop and hand him the tube and I don’t know really whether he was crestfallen or relieved when he found the test negative. I think he was thinking about the days of paperwork, foreign press coverage, Irish-Hungarian diplomatic relations severed etc. etc. if I’d tested positive, so he just saluted smartly and waved us on our way, thereby confirming the firmly-held Hungarian belief that although not all Hungarian policemen are stupid, it’s certainly no bar to promotion.

I hope you all had an equally lucky Christmas and New Year, and, if you ever find yourself in Hungary, take this article along as a fool-proof do-it-yourself guide on how the beat the breathalyzer.

Tom Ryan

Rockingham Centenary Stages - 10/11 December 2005

By Gordon Phillips/Kevin Fowler

The Stages Rally that the club co-promoted with Thame MC last year at Rockingham Raceway was the first time the venue had been used for a rally and the whole event ran just on the Sunday. This year, the plan was to

run four stages on the Saturday afternoon and six on the Sunday.

The regs were published and the entry list for 100 cars apparently filled in less than a fortnight.

Having participated in the Peugeot Club Four Nations Tour last year with Kevin Fowler, he asked if I would co-drive for him on this event. His previous rally had been at Oakington where he spent his time reshaping straw bales going backwards but I still agreed to sit in. I had an MSA licence and bought a new crash helmet last year for a trackday. Then, with only a fortnight to go, I realised I didn't have a current racesuit. The one I had was bought back in 1990 to compete with Tony Phillips on the Circuit of Ardennes and, except for a rally driving tuition day last year, I hadn't been in a stage rally car since then. It seemed incredible that fifteen years had gone by and is still mostly the same people organising everything!

A trip up to Grand Prix Racewear in Chiswick solved the matter of the racesuit and the young guy there was Rob from Green Belt MC who was very helpful. Kevin and I had taken the Friday off work to make the trek up to Corby, me driving the van with trailer/car and him the motor-home. Everything had been borrowed but this much gear seems fairly standard today. Whatever happened to driving the car to the event with some spanners and a spare wheel in the back? Steve Neighbour and I competed on loads of events in the 80's and the only time we took up the offer of a trailer to the Ardennes, we ended up with the creation of the Bengt Armco trophy. An uneventful journey and we were one of the first to arrive to set up camp along with Rob Brook who was already there having come down from Yorkshire.

Saturday morning was buzzing by 7am, some teams turning up with lorries converted into transporters, accommodation and workshop all in one. Didn't they Paul (Brown)! We had been seeded 96 out of 100 in our 1.6 205 Gti which Kevin was disappointed with at first but the event was running with 30 second stage starts and there were some very quick cars out there well down the seeding.

Scrutineering went successfully and we even had time to watch the front runners on the stage. Kevin had never been to the Raceway whereas I had helped with set up last year and then marshalled on the Sunday. An excellent way to get to know a venue, any of you rally crews who haven't served a proper

'apprenticeship'! The Raceway, for those of you who are not familiar with it, is a purpose built American style NASCAR banked oval (like Indianapolis) where the V8 powered monsters thunder round at over 200 mph. You then let Andy Greenland work his magic in compiling stages running both ways on several stretches of the banking as well as round the infield roads to create stages up to 12 miles long.

Waiting in the queue for our start I kept going over things for what seemed the umpteenth time as if it was my first ever event. Then everything went on hold as the Metro 6R4 of Paul Cooper/ Charlotte Mallelieu collided with the Mini of Mark Booth/Geoff Watson, which had overshot the chicane on the grandstand straight, leaving both cars in a sorry state, but no-one seriously injured. Not the best start but a warning for all crews.

The stage actually started outside before heading down a slippery long left bend and through the tunnel into the stadium complex. We completed our first stage, fortunately in daylight, without any problem save for a couple of spins but one was a huge 360 as we were forced to veer away to avoid contact with the Hendy for Ford Fiesta who overtook and cut in going into the fast chicane on the back of the circuit.

By the time we were due to start our second stage it was already dark. To stand up in the grandstand watching nearly twenty cars all twisting and turning round the stage within the stadium with banks of lights ablaze was quite a sight. Kevin managed to attack the muddy downhill left to the tunnel with too much enthusiasm having a long spin without anyone else around and somehow we ended up safe, backwards on the grass on the inside of the bend, instead of clouting the kerb on the outside along with the wooden fence. We left that for other cars on the Sunday of which there would be several. The last stage was finished without any problem and then came the restart seeding and overnight halt. Quite a few cars had dropped out already and we had improved well on our seeding.

Sunday morning dawned clear and sunny and stayed like this all day. Rob's father John

had stirred us with the news about the Hemel Hempstead depot explosion which, as the day progressed, was to close the M1, A1, M11 and M40 with congestion and accidents. The marshals had warned us of the low sun as well as the damp surface in the shadows and how right they were. Kevin had bought some proper tarmac tyres instead of using remoulds and after having let the rear pressures down they were transformed and we stopped spinning.

There only ever seemed time for a quick drink/bite before going to queue up for the next stage but when we did talk to other crews, several said they liked the idea of the event not just because of the smooth tarmac but also the night stages which you rarely experience at club level. As we were finishing one of the first pair of Sunday stages we saw Rob pulled over at the approach to the tunnel holding up a driveshaft. He was barely half a mile to the end. Through the tunnel was the uphill stretch, still muddy, which we had come down the day before. A Corsa had been well bent and left at the side of the stage whilst a Darrian had flown and ended up back down in a ditch, less bodywork.

A stage or two later, the course car managed to have an off in this area as well creating a delay but during that time we heard the stage finish had been re-positioned for safety. Fortunately this delay did not cause either of the last two stages to be cancelled, as these were something special Andy G had devised and would be in the dark. Not just one stage split to repeat part of the stage, but two, used

three times! This was going to show that navigators aren't just a sack of spuds.

Apparently a number of crews had already gone wrong at the simple splits. Paul had wandered over earlier to go over it as he has only done a few events and I was having my doubts. All went well and by the end of the 12 mile stage the car smelt roasted but running fine. A short break and a second run to finish the event about 6 pm. Results may be printed elsewhere in the magazine as I haven't seen them, but believe we finished about 44th out of 57 with the rest having retired.

Many thanks to all the organisers, officials, marshals and helpers for a cracking event and not just because we finished.

It was a change to see the event from inside the car after all the years outside. We saw familiar faces, Christine and Adrian, who stood out all day running the passage check as well as some we haven't seen for a while like Gus and GT. Thank you for coming out.

We had to get home and to avoid the M1 decided to head down through Northampton and pick up the M40. Unfortunately we hadn't gone far and our van expired at the side of a dual carriageway but we had room to pull off onto a cycle lane and parked the motor-home ahead of it until assistance arrived in the form of a brand new Iveco which took the van and the trailer. Before then Tony Phillips had stopped to offer any help, then Andy G, then Tom Ryan towing the club van, all at the same time. All we needed was Mike Hurst to come and tell us to move on!!

A Blast From The Past

ITV World of Sport Castrol Rallycross Championship - 17 Jan 1971, Cadwell Park

By Pip Carrotte

The Capris Win Again (Autosport)

Roger Clark in the "Can-Am" fuel-injected 250 bhp four wheel drive works Capri took first place overall at the third round of the Castrol Rallycross Championship at Cadwell Park on Jan 17th. Clark was followed home by his team mate Rod Chapman in the C.C.C. Capri, while brother Stan was sidelined with a stripped timing cog. A steady

and consistent performance by Pip Carrotte ensured that the Dock Tyre Co flag was carried home to a well deserved third place.

The main continental entry was the works supported Daff 55 Coupe of Jan-de-Rooij whose car had been extensively modified since the last round, with the battery, radiator and fuel tank being moved behind the rear axle and the drivers seat and steering column

moved back four inches – all in an effort to gain greater traction. The Gordini engine was prepared by Bernard Collomb.

Dunlop's recent involvement with Fords was very much in evidence in the paddock in the form of some rather special tyres for the 4wd Capris, and now that Goodyear are no longer involved with a works team in Rallycross cars, their effort was very much with the privateers.

Of the front runners both Mike Hill and Brian Chatfield are now equipped with the 175x12 Ultragrips on the front and the new 145x10 German Pattern on the back, as was Pip Carrotte's car. These are the same tyres as first seen on Will Sparrow's Mini at the motor show.

After his bad luck on the Tour of Dean the previous weekend, Chris Sclater still had the gremlins in his car and he stripped third gear on his first lap of practice.

Roger Clark gave an indication of things to come with a scintillating practice time of 1min 6.4secs while Peter Harper also showed a return to form with a time of 1min 11.0secs in the Hillman Imp.

Ford again had a very successful day out with 1st and 2nd overall, despite both Clark and Chapman spinning down the gully - Chapman performing an immaculate three point turn and Clark continuing round and onto the finishing straight in reverse before spinning the car completely round to continue the race. Their fourth official car, John Taylor's Escort Twin Cam, took 7th place.

Among the other Ford runners there was a myriad of mechanical disasters with the Withers car of Roy Fiddler, also shared by Chris Sclater during the runs, suffering from

persistent fuel problems. Ray Smith and Ron Douglas, who were sharing John Harris's Escort, broke a gearbox selector. One very interesting Ford to appear was the ex-world cup car of Tony Fall and Jimmy Greeves, which proceeded to spin merrily in the hands of Graham Lepley.

Among the Mini brigade, Pip Carrotte certainly put in the finest performance of the day for his third position. In taking 4th place, jumping Jeff Williamson, he still holds a high position in the championship.

Other notable performances came from Mini mounted Gerry Braithwaite, Brian Chatfield and David Angel, Mad Dan Grewer in the K-Cars Volvo and John Homewood in the ex-Harper 998cc Imp.

Results: 1st R Clark 3.0 Capri, 2nd R Chapman 3.0 Capri, 3rd P Carrotte Cooper 'S', 4th J Williamson Cooper 'S', 5th M Hill Cooper 'S', 6th D Angel Cooper 'S', 7th J Taylor Escort TC, 8th S Brown Cooper 'S', 9th B Rodemark Cooper 'S', 10th J de-Rooy Daff 55

Championship Positions: 1st R Clark 27 pts, 2nd R Chapman 25 pts, 3rd P Carrotte 19 pts 4th B Chatfield and M Hill 17 pts.

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Those were the days when the likes of Andrew Cowan, Timo Makinen, Harry Kallstrom, Per Ekland, John Rhodes, John Handley and Roger Clark would participate in the different disciplines of the sport, thus enabling clubmen like myself to compete against them.

Pip Carrotte

MCAC Online Shop

Don't forget the MCAC on online shop - 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 club's nominated charity, the Linda Jackson Centre at Mount Vernon Hospital. The list of participating leading retailers is growing rapidly.