



THE MIDDLESEX MAGAZINE

www.mcac.co.uk

Volume: ?+4 Issue: 23

March/April 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

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 (01488 72027) 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 – CHOCOLATE EXTRAVAGANZA. Rob has promised us another evening based around the chocolate theme – may just have to involve some tasting!
12 th April	Club Night	20.30	NATTER AND NOGGIN.
19 th April	Club Night	20.30	PLYMOUTH – BANJUL CHALLENGE. Clare Samuel and her brother, David, took part in this charity event in February and will recount their adventures to us. Peter Cook will also explain a bit about the preparation of the car – an old Belgium MOT-failure LHD Ford Escort!
26 th April	Club Night	20.30	ANNUAL GENERAL MEETING. Your chance to have a say in the running of the Club and, perhaps, volunteer to serve on the Council. Andy needs to receive any new nominations by the 22 nd .
28 th April	12-Car Rally	20.30	MAY-BE 12-CAR RALLY. Rob is putting together another jaunt around Buckinghamshire, specifically designed for novice crews, so make a note of the date and get your entries in early. Contact Rob or check out the website.

3 rd May	Partner's Club Night	20.30	PARTNER'S EVENING – INDOOR BOWLS. It is time to get the bowling mat out of the cupboard and for you to try your skill in getting near to the jack – as long as your ball stays on the mat!
7 th May	Treasure Hunt Scatter	10.15	THE PHOTO PHROLIC. Harrow CC are organising this Treasure Hunt on Map 166 and MCAC members are also invited to enter. Details/Regulations are available at Club or from Dennis Chrome (01582 723132) or Tony Phillips.
7 th May	Rally	09.00	THE CHANGE OF VIEW STAGES. Green Belt MC and Wickford AC are organising the 2 nd event at Oakington. Regs available from Chris Deal (020 8803 0675). Rob Brook is getting up a team of marshals to assist, so contact him if you are available.
10 th May	Club Night	20.30	NATTER AND NOGGIN.
17 th May	Club Night	20.30	VIDEO NIGHT. Recent events from the World Rally Championship.
24 th May	Club Night	20.30	POOL COMPETITION. Show your skill (or lack of it!) on the pool table. Nothing too serious.
28 th May	Autocross	10.00	MIDDLESEX AUTOCROSS. We have a date but, if the event is to run, we desperately need the promise of entries and a volunteer to organise the event.
31 st May	Club Night	20.30	NATTER AND NOGGIN.
7 th June	Partner's Club Night	20.30	PARTNER'S EVENING – OFF ROAD DRIVING. Try your skill on the 4x4 course at the Club.

V I C E - S q u a d

It was a shame that only a small proportion of members attended the Annual Dinner-Dance and Awards Presentation at the end of January, but those that did all seemed to enjoy themselves at the new venue. There was a choice of menu and the food was excellent and plentiful, while the disco managed to keep several people on the floor (dancing!) for most of the evening. Thanks to Peter Nathan for finding the venue and organising the evening – we will be back next year, so keep the 27th January 2007 free!

Some awards presented were missing from the last magazine so, to keep the records straight, the **Clarke Trophy** was awarded for the Rockingham Stages 2004 and the **Taylor Trophy** for the Tempest Rallysprint, while Graham Samuel and I received the **Powysbrooke Trophy** for our efforts on the Roger Albert Clark Rally.

Of the 'secret' awards, the **Riddell Cup** for the Best Newcomer was awarded to **Paul Brown** for his achievements on both sides of the car in his first year of competition, while **Peter Cook** was the latest recipient of the **Bengt Armco** trophy for his exploits while servicing on the Tempest Rallysprint and watching his van be dropped off the RAC recovery truck onto its petrol tank!

As Adrian could not be at the dinner due to a previous family commitment, Graham Samuel made the presentation of the **President's Award** on his behalf to a very surprised (and unusually speechless!) **Tom Ryan** for all his efforts on behalf of the Club over the last 28 odd years.

Don't forget – next month is the **AGM** and your chance to have a say in the running of the Club. Are you satisfied with the motorsport and social activities? Would you like to see something different? What about volunteering to serve on the Council? We need some new faces and ideas to help keep MCAC as one of the best Clubs in the country, so why not offer your services – Andy Greenland would like to hear from you.

Tony Phillips

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W H A T ' S O N

MARCH

24/26th		Rally Catalunya, Spain	(I)	WRC
25th		North Humberside Forest Rally	(B)	BTRDA/MSA English
26TH	MIDDX COUNTY AC/HCC	BRAKEFAST AUTOTESTS	(A/B)	MIDDX/AC/LC/AEMC
26th	Sutton & Cheam MC	Mini Tempest, Longcross	(B)	R2006/LCAMC/AEMC

APRIL

1st	Vauxhall Motoring Group	Denbighshire Astra Stages	(B)	BRC[M/S]/BHRC
2nd		Australian Grand Prix	(I)	WC
7/8th		Tour of Cornwall	(B)	MSA Asphalt
7/9th		Rally of France, Corsica	(I)	WRC
8/9th	BARC	Brands Hatch Indy Circuit	(I)	BTCC
9th	Sporting CCofN	Spring Stages, Sculthorpe	(B)	AEMC
15/17th	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)	Enduro
22nd	Burnham on Sea/Minehead	Somerset Stages	(B)	BTRDA/MSA English
22/23rd	Chelmsford MC	East Anglian Classic Rally	(B)	.
22/23rd	LMC/BARC	Mondello Park	(I)	BTCC
23rd	Sutton & Cheam MC	Chieftan Sprint, Longcross	(B)	ACSMC
23rd		San Marino Grand Prix	(I)	WC
28TH	MIDDX COUNTY AC	MAY-BE 12-CAR RALLY	(E)	MIDDX
28/30th		Rally Argentina	(I)	WRC
29/30th	South Wales AC	Welsh International Rally 2006	(B)	BHRC/WAMC

MAY

5/6th	Manx Autosport Ltd	RBSi Manx Rally	(B)	MSA Gravel/Asphalt
7th		European Grand Prix (Nurnburgring) A Change of View Stages,	(I)	WC
7th	Green Belt MC/Wickford AC	Oakington	(B)	Oak/AEMC
7th	Harrow CC	Photo Phrolic Treasure Hunt	(E)	-
13/14th		Pirelli Rally	(I)	BRC/BRC[M/S]/Fiesta
13/14th		Cambrian Endurance Road Rally	(B)	Enduro
13/14th	BARC	Oulton Park	(I)	BTCC
14th	Herts County AAC	Debden Sprint	(B)	AEMC
14th		Spanish Grand Prix	(I)	WC
18/21st		Rally Italia, Sardinia	(I)	WRC
20th		Red Dragon Rally	(B)	BTRDA/WAMC
21st	Bexley LCC	Anniversary Stages, Longcross	(B)	ACSMA
21st	Harrow CC	North Wheeled Slalom Sprint	(B)	ACSMC
21st		Brands Hatch	(I)	WTCC
28th	AC de Monaco	Monaco Grand Prix	(I)	WC
28TH	MIDDLESEX COUNTY AC	MIDDLESEX AUTOCROSS	(C)	MIDDX
29th	West Essex CC	Rees Engineering Millbrook Stages	(B)	MSA Asphalt/AEMC

JUNE

2/4th		Acropolis Rally, Greece	(I)	WRC
3rd		Severn Valley Stages	(B)	MSA Gravel/BHRC
3/4th	BARC	Thrupton	(I)	BTCC
10th	Sutton & Cheam/F'boro MC	CAR-nival Sprint, Abingdon	(B)	ACSMC
10/11th		Rally of the Midlands	(B)	106
11th	Sutton & Cheam/F'boro MC	CAR-nival Stages, Abingdon	(B)	R2006/LCAMC/AEMC
11th	IMS Ltd	British Grand Prix, Silverstone	(I)	WC
17th	Dukeries MC	Dukeries Rally	(B)	BTRDA/MSA English

Ed's Bit...

And so, the time has come, for me face, the final curtain.... AKA – I'm off! After four years or so, this is my final issue of the magazine as editor. I leave you in the very capable hands of Pete Farmer who made the fatal mistake of admitting that he used to edit the Mid Thames mag in the past! Whilst I of course wish him luck, I must apologise now for any of his jokes that find they're way onto these pages in the future.... You'll soon realise why I exercised my editorial discretion on more than one occasion!

Anyway, I thought I be completely selfish in this column and put some of my own thoughts on a few things.

First off, the mag itself. I hope you've all noticed that I've tried to get the 'look' as consistent and readable as possible – simple things that I like to think have made a visible difference. I've enjoyed the job (although this has waned a little recently...) and I wouldn't have missed being the editor for the Centenary year for anything – I'm particularly proud of the Centenary celebration issue, which was brought to life by the colour photos of the event. Pete – good luck, and if you need any help, I'm busy!

Secondly, this issue also marks the last time (for a while, anyway), that my name will be in the back of the mag as I'm also resigning from the council. I think I've been on the council for over a decade non-stop, and as with the mag, I just don't have the time at the moment to put in any real time or effort back into the running of the club. What the club needs is new blood on the council – we need fresh ideas and opinions to keep pushing the club forward, so come

on, put your name forward to Andy Greenland!

My final thoughts are around the general health of the club. As with any club, we have our peaks and troughs, but without the regular membership generated by the events we run, we'd be looking at some seriously reduced numbers overall. When I joined, way back when, you came down to a packed club house and every Thursday (as was) had a real buzz about it. You brought you mates along for a beer, and more often than not, they'd end up joining too. How about we try and encourage this 'bring a mate' mentality again – I couldn't think of anything worse that have a 'bring yer mate' night (to avoid any 'Billy No Mates' situations) – but with the longer days upon us, why not come down the club for a pint or two. You never know, your mates might just enjoy themselves.....

One final thank you from me to – Andy Stacy, you are a life saver (or rather 205 saver). After many months of staggeringly frustrating problems with getting the new 205½ running properly, Andy knew a man who can – and did! Just need to finish it all off now, BUT I WILL BE OUT AGAIN SOON!

Anyway, that's it from me. Good bye, good luck and thanks for reading 'my' version of the mag.

Important – PLEASE TAKE NOTE

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

E-mail the new Ed at: petef@mcac.co.uk

Feeling Patriotic?

One of the daily national newspapers is asking readers "what it means to be British?". Some of the emails are hilarious but this is one from a chap in Switzerland. "Being British is about driving in a German car to an Irish pub for a Belgian beer, then traveling home, grabbing an Indian curry or a Turkish kebab on the way, to sit on Swedish furniture and watch American shows on a Japanese TV. And the most British thing of all? Suspicion of anything foreign".

Chairmans Corner

March 2006

By Kathleen Dawson

A lot seems to have happened since January. The Dinner and Dance (disco) has been and gone. It was really successful, with a wonderful raffle organised by Peter Nathan, who also did the rest of the organisation. I think he has a job for life! The next day saw 10 club members, plus Annalise, out on the Hants and Berks pairs. If you have not looked at Pete Farmer's tales of the event on the website, I can recommend it.

I must express my thanks to all the people who, as usual, pulled out all the stops and worked long and hard to make the Oakington Stages such a success at the beginning of February. The final result was extremely close, and decided on the final stage, with John Reddington and Bernard Glackin taking victory by one second in their Ford Escort Mk 11 over Richard Edwards and Paul Brown in their Ford Escort RS - congratulations to all who took part.

I cannot mention everyone, but must mention Andy Greenland, who had made such accurate timing predictions, and Rob Brook, who managed to cajole (or whatever method he used) so many marshals to turn out. I cannot congratulate Rob on his choice of clothing- an Hawaiian shirt and a straw hat are not really appropriate in thick fog. The event would not be complete without the dynamic duo on passage control. As usual, Christine and Adrian were there in the cold, giving no hint that, between them, they are over one and a half times the age of the club.

The Valentine Scatter was, as usual, organised well by Andy Greenland. It was a pity there were not more crews out, but there was a new marshal- Ted E Bear. A photo of him doing his duty should be on the website. It is a pity he cannot become a member. He refuses to pay his subs, and is too old for junior membership.

Junior membership continues to grow, and elsewhere you will find the rules for the Junior championship we are instigating. We need to encourage junior members as the future of the club depends on them. Talking of Championships, do not forget that you need to claim points to be eligible for awards this year. In the past, if you took part in an MCAC event, you did not need to claim, but as it was not always clear whether people had been involved in setting up, some may have missed out, so it was decided that ALL points needed to be claimed.

There were a fair number of competitors and Marshalls out on the Craven event at Longcross. For me the highlight was hearing Brian Catt testing the new radios that the club has purchased. That may not seem very interesting until you appreciate that Brian was in Harrow and we were at the bottom of the Hill at Longcross, over 20 miles away. The radios work, and will be a real asset to the club.

The end of February saw the Rallye Sunseeker in Bournemouth. There were no MCAC competitors, and although there were a lot of promises to marshal at the finish of Ringwood, only four people turned up. It is a shame, as it was a good event, and we were able to sign on in the daylight, and the stage closed just before dark. We did not leave at that point however as we had a flat battery, but I will not bore you with the trials and tribulations we have had with our car.

Elsewhere you can read about the club annual general meeting. Do come along and have your say on how you want the club to develop. We need some additional committee members, so think about putting your name forward.

Membership Matters

By Brian Catt

Welcome to a great number of new members who have joined since the last magazine. Some are “distant” members, and we are pleased to welcome these and several, more local, members as well. These include a number who joined for the Oakington Stages, some who were given free membership under the “3 events marshalled scheme”, and others who have joined at the Clubhouse. The incredible number of 40 new members have joined over the last couple of months, so I will give honours only to those who have gained free membership by the marshalling system.

These are: David and Bryan Northcote, Dave and Carla Penycate, William Smith, Douglas Woodrow, Sue Dines, Kevin Jarvis, Jez Stone and Matthew Footman.

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.

How Safe Is Our Sport?

By Mike Hurst

Whilst reading in the club magazine about the death of Adrian Nicholas in a parachuting accident, and just about to turn the football news on BBC News 24 off, the announcement of the death of Richard Burns seemed just another tragedy in a year I think we all will never forget.

The Wales Rally GB saw the death of Michael ‘Beef’ Park in a tragic accident that, in Coroner’s Court, was judged to be just that, an Accidental Death. The reactions ranged from comments such as ‘This must never be allowed to happen again’ to a more structured response from Sebastian Loeb of ‘It’s the sort of accident that you could have 200 times and walk away from’. The unfortunate truth is that life is more fragile than we often think and if there was no risk in Rallying, then there would be no Rallying. I don’t know the precise details of what happened; only what I have read, apparently the Coroner found nothing wrong with the car, the course or the driving.

‘Safe as houses, this Parachuting’ my Instructor at RAF Abingdon said many years ago, unfortunately one of the other

instructors broke a leg on a jump during our course! When I did a two day ‘civvy’ course several years later I was concerned about the lack of training given prior to the first Jump. However, as a civilian you don’t use a ‘faster’ Military parachute from 700 feet carrying a container full of equipment. Reading through Adrian Nicholas’s exploits, which truly are remarkable, he reminded me of Lord Brabazon of Tara, one of our former presidents and also the holder of the first Pilot’s license issued in the UK. I’m sure that Adrian really did know the risks and that he did not forget the most important rule of Parachuting. If you’re not afraid when you jump out of a plane, it’s time to give up, because if you’re not afraid, you’re not thinking, and that’s the most dangerous thing.

How safe is Rallying and what should be done? Running motor sport events is actually a matter of balancing many factors, and during events you may not be aware of what is going on in the background. You may view the safety units at stage start as an unnecessary expense or as coiled springs waiting to leap into action. But what’s the bigger picture? The MSA

produces a book of rules, the Blue Book but this is not the law. It may be an interpretation of several bits of legislation and the result of wisdom in the way to run events, but the interpretation and implementation of these rules may ultimately be tested in court – coroner's court. My feelings are that a review is needed and that Safety Officers should be licensed Officials who can demonstrate relevant experience and up to date knowledge in a far wider range of subjects than the 'Blue Book' covers.

Prior to events, negotiations with the Land Owners, RLO's, Local Authorities, Police and other parties all take time. For the 1995 Hill Rally, we had the MSA writing to the Chief Constable of Sussex Police due to threats of protests from 'Greenies'. During the event they did force a stage to be cut short and then ambush the Course Closing car, Andy Pearse and Pete Cook in the 'Mule'. One magazine described the 'Cavalry arriving over the horizon' in Police Range Rovers. These were Metropolitan Police Range Rovers (part of the driver training fleet) as Sussex Police only had 110's there!

Putting together the pre-event paperwork varies from event to event. Oakington is almost rallying 'out of a box' these days. A tried and tested format with an established generic safety plan. Event instructions include what to do if there is a break-out from the Immigration centre. Working on a closed site, with co-operation of the farmer works well if we don't break the rules! No spectators and a power of arrest by anybody lawfully on the (Military) land helps.

Putting together our event at Rockingham is a different matter. We run a rally at a venue licensed for racing with a fully operable medical centre. Two sets of rules. We also allow spectators at the venue and there are several Rockingham personnel on site. The 'Safety Plan' and Risk Assessment cover everybody at the event (even protestors like Mr B*****s at Ford many years ago). In doing so, the planning available medical resources are allocated in agreement with the venue owners and take

into account spectators, service crews, marshal as well as competitors. There is no requirement to locate the rescue unit at the start of the stage on a single venue event and I always position it in one place throughout the event for visibility and access to all areas. So if a member of the service crew drops a gearbox on his head (as somebody did last year), first aid can be given without disruption. Equally, if a car has an incident then carries on, the crew can be seen at the service area and often 'paper work' is being done whilst the stage re-starts. Additionally, at Rockingham we have an additional Paramedic and rescue crew member mid stage, as part of the fast action response team (work it out) It's quite a difficult venue to get around, thanks to Mr Greenland!

On the Tempest, we have a lot of previous for problems on the road route. Members of the public going into the trees in front of the CMO, Motorcyclists falling off in front of rescue units and show-offs crashing in front of competitors. All can disrupt the event and bring it into disrepute. Our professionalism at dealing with these incidents has been praised by the Police who must wonder who's this crowd when arriving on scene! Our CMO on the 2004 event was even volunteering to go to a Train Crash!

So who's responsibility is it to deal properly with an incident? Answer –YOURS. If your driver/co-driver is suddenly seriously ill or injured YOU are the most likely person to save their life. Not the medics – YOU. The top crews are now training their crews in first aid and reviewing what they carry as first aid kits in their cars. It's still a matter of amazement to me the number of people who have no first aid skills. After the accident at Rockingham last year there was a delay in summoning help. Why? Also some drivers were apparently confused at what to do when the red lights came on around the edge of the circuit. Red means stop.... Don't they read the regs?

Preparation of cars is another issue. It may pass scrutineering but have you cut corners? The recovery crews are having

problems with the newer cars with big plastic front and rear ends, such as the 'plastic' Micra at Oakington. With a wheel off, absolutely nothing to attach to. One driver admitted recently to our recovery man that the tow hook was only to get past scrutineering, held on by two 6mm bolts, not for recovery. The Peugeot stuck in the kitty litter at the 2004 Rockingham had a ring pull of a coke can as recovery point. Fixed for last year's event. The navigator was at the incident on stage two of last year's Tempest when one of the top cars went down the bank at the most dodgy corner on Ash.

Lack of 'yellow' and 'Red' flags on stage events may be addressed one day. There is no official means of slowing or stopping a competitor in emergency on a 'Special Stage' event. On the Tempest, the car was off on the first junction, and we did have a particularly efficient radio operator and marshals on the corner. The information the Radio was giving us was probably too accurate, the spectators and marshals were pulling the car back up an almost sheer drop onto the track, with marshals slowing the competing cars down. The photo's on the website show the situation as described and raise the question what is things went horribly wrong. A de-brief after had various viewpoints. Should the stage be stopped?, Should cars have been stopped from entering the stage? I was on my way, having done my customary routine of an advance run through the stages then travel with the event. Had I realised that I could have got to the location on foot should I have taken control. Whilst the rule book may say that the safety officer put things in place, I work on the basis that there is an ongoing 'dynamic risk assessment' and that

the place to be is 'on scene and dealing'. Again the rule book being different to the reality.

Our first 'shout' on the Tempest was on Friday. Paul Brown and I were on our way we were called up to be told of a fire in the service area. A petrol generator, in the back of a service lorry had gone up in flames. The service crew's CO2 extinguisher was totally ineffective and the fire put out with a full size powder extinguisher. These aren't that expensive and should be the standard. Also in the back of the truck were oxyacetylene and propane cylinders. Delivered later was a large number of 25 litre cans of petrol. Hope we never have to try and put that lot out.

Equipment is also an issue. What do you think the rescue Ambulance should carry? Should it be the same as a regular ambulance plus a fire engine? Obviously cost comes into it and MCAC has just helped Serpent Rescue to get a grant of £2,500 to re-place and re-equip their vehicle. The total cost is well in excess of £20,000 and no direct assistance is given by the MSA. The kit list is viewed as out of date, and lacks inclusion of vital equipment such as defibrillators. Not viewed by some as essential but putting our Paramedics in a difficult position. Their registration requires them, when working to have equipment available up to the level of their training and they all are trained in Defibs.

So, take a look in the Rescue and Recovery units. You'll find more that a stretcher and tow rope. Keep enjoying the sport, and take responsibility for your own safety.

MCAC Challenge 2006

By Brian Catt

With 2 events run so far, Paul Brown, being the only double scorer, leads the table, but as we look forward to the Breakfast Autotests this weekend, the situation may change. A full score chart will be available at Club Nights.

Paul Brown 148.41 points
7 others on class wins, i.e. 100.00 points

Safety In Motorsport

By Neil Tamsitt

Whilst most people don't notice the Rescue Unit sitting quietly at the start line, it plays a vital role in the running of the event – without it the event can't start!! The Motor Sports Association, the UK governing body sets out the rules and regulations that all events run to, which are to the highest standard in the world. All venues have to obtain a permit before they can operate to ensure all of the rules and regulations are adhered to, including ensuring that the required safety cover is provided.

A fully crewed Rescue Unit with a Paramedic or Doctor are required at all venues for an event to take place. For large multi-stage events this is duplicated at each stage start with additional units being required for stages exceeding 9 miles in length. For typical international forestry events there may be up to 10 Units covering different stages, who can also be deployed to different areas if a major incident occurs.

In every day life if you are unfortunate enough to be involved in a car accident, an ambulance will attend to provide medical aid and hospital transport if required - the fire service will extricate you if you are trapped. Due to the location and practicality on a motorsport event these facilities are not available so a Rescue Unit has to perform both of these tasks.

These specialist vehicles are equipped as half ambulance and half fire appliance. Our vehicle, 'Serpent Rescue' is a Iveco Daily van equipped with a 3 litre turbo diesel 166bhp engine, complete with a differential lock to cope with those muddy Welsh forests. It is internally fitted out as an ambulance, whilst the rear lockers contain all of the rescue and fire fighting equipment.

Medical equipment carried includes a full resuscitation set including drugs and defibrillator, automatic ventilator, I.V. fluid set with warmer, oxygen, entonox and specialist spinal immobilisation and extrication devices. The very latest powered hydraulic 'jaws of life' are carried which are capable of cutting a roof pillar and roll cage in one go. Battery

powered equipment is available for use in confined spaces, as well as a hydraulic ram set and comprehensive hand tool kit together with stabilisation blocks and straps.

A Stage Safety Unit or Paramedic Response Unit is also available at some events to provide rapid aid at the scene before the Rescue Unit arrives. MSA licensed recovery units are also despatched to the scene of an incident as they carry additional fire fighting & stabilisation equipment for use if required.

All vehicles are crewed by between 2 & 3 dedicated MSA licensed volunteers at each event who all share a passion of motorsport just like yourselves. Several years of marshalling experience are generally required before a trainee Rescue License can be applied for. It takes on average a further 2 years of training and hard work before you are ready to try for your full license and pass the two-day assessment weekend. Re-assessment every 3 years is required to maintain your full license.

Motorsport is in general very safe, but regular training sessions in fire fighting, extrication, incident management and medical treatment updates are attended to maintain standards, and be ready for every eventuality - we actually attend more road traffic accidents whilst travelling too and from events that at the events themselves! It costs over £50,000 to put an equipped vehicle on the road. This along with the cost of maintaining the vehicle is covered by the attendance donation from the host club (often less than the events single entrance fee), as well as generous support and donations from sponsors, and competitors.

So next time you see a Rescue Unit feel free to stop by and say hello to the crew and have a look at the equipment - this is provided for you the competitor by your club for your safety throughout the event.

Neil Tamsitt

Crew Chief,
Serpent Motorsport Medical Services
www.serpent-rescue.com

Update From The Hot Seat

By Henry Richardson

I was sorry to miss the February event at Oakington as Keith Davison and I have a shed-load of “unfinished business” with MCAC Oakington events – so we WILL be back sometime. I had a family event clash, but the Darrian wasn’t up and running anyway. We were last out with the car on the Specsavers Christmas Stages at Croft. However, a different mechanical problem caused another retirement but this time it was driveshaft that failed. The Darrian’s shafts are unique items, requiring special manufacture. These were the last of a batch of four, supposedly “good for 400bhp”. Yet failed when running a standard Vauxhall road-car motor pushing out all of 150-? Some replacements are on order from a different source! At least we weren’t leading on that occasion, as the sheet ice and snow meant the 4WD’s had a distinct advantage over the first two stages we completed. As the shaft went “pop”, we just had enough momentum to pull into the circuit’s ambulance parking bay – which seemed kind of appropriate really!

When not at SV’s in the Darrian last year, I had a number of outings in Rod Bennett’s lovely old ex-Kannkunen Lancia Integrale. If the web-sites are correct this was the car Juha used to win in Australia in 1990 and his home event in Finland (1000 Lakes) in 1991? Certainly when he spotted the car (still on its Italian registration) on the 1999 RAC, he came over, patted her on the roof and said “Good car, good car”, before dashing back to his Subaru to check out of Pembury Service.

We had a very up and down but enjoyable time on the Roush Manx National. Puncturing a tyre on the Friday evening after getting through the Druidale stage in dense fog, with me leaning out of the window to see where the side of the road was! Then on the Sat we broke a trailing arm, which let the rear wheel move in the wheel arch, generating lots of tyre smoke! Rick Smith commentating said he’d never seen me move so quick when I leapt out at the stage finish – as I thought we were on fire! The repairs took us to within a minute of OTL and meant we were running

back in the midst of the true historic. Catching and overtaking a series in Minis on the Creg-ny-Baa and Curraghs stages was fun! They knew we were “coming up from behind” and each in turn fairly jumped out of the way as the snarling “Martini Bianco” liveried Integrale approached their back bumpers. Pulling flat in 6th on the Eairy straight (“Flat 800 SqR @ wall”) while on the first, rather bodged trailing arm repair was slightly concerning though! Especially as it did indeed fail later in the same stage, before we could properly weld it at the following service.

A transmission failure (pinion shaft) on the Mutiny, with Rod’s nephew in the car for that event, meant an enforced lay-off as this is another car requiring such parts to be specially manufactured as there are none available “off the self”, not even from Italy. Hence I managed another couple of outings in the Darrian mid-season. Re-build completed by October – we entered the Lancia for my local club’s Hamsterley event (a round of the North East Championship sponsored by the car’s importer – Walker’s Garage!). Seeded 20th, finished 20th. Very satisfying. Then on to Grizedale, three weeks later. SS3 start line. “3,2,1, CLANG!” All four wheels lock solid as something seized the centre diff. Had to be ignominiously dragged backwards off the start line, with wheels still locked, in order to allow the stage to run! Front and rear drive shafts had to be removed on the spot in order to get her on the trailer for home. She might be out again on ANCRO rounds later this year?

Which brings me to Feb 2006 and re-united with Tim Clark from Amersham. Tim is responsible for the fleet of large blue tipper lorries in MCAC’s home area labelled “Clark Contracting”. Also famous for the firm’s involvement in the Gerards Cross rail tunnel collapse mid-2005. “Only acting on the main contractor’s instructions Guv.!” - one of the reasons Tim took a sabbatical from rallying during last year! The Wydean 2003 was my first event with Tim, so it seemed appropriate to reprise the event for our first outing of

2006. Using his 2004-built Subaru Impreza N10, we took a “steady away” approach to the first couple of stages to get back in the swing. Nevertheless we were up to 23rd o/a after stage 5 Chepstow Park. Quite satisfying on an event with no less than 12 WRC cars running, not to mention Andy Burton’s Pug. Then SS6 (Serridge) start line it was “3,2,1, CLUNK!!”. Move 12 inches then nothing. Déjà vu Grizedale. Only this time the car had no drive, but was pushable. So with help from Pete Hennes, stage commander, and friends we were manhandled backwards and into a side junction. Game over! Until Simon Galliford arrived and “flipped something” in the transmission electronics that gave us front-drive only and enabled us to limp back to

Chepstow with the rear diff making some very strange noises.

SO the pattern of mechanical problems continues with three different cars. I’m beginning to think the common factor must be me???? Only thing stopping me is the fact the same problem hit Andy Burton – even with ultra lightweight advantage co-driver Shelley Rogerson on board. (Small she may be, but “Shell” is both talented and perfectly formed. Something you can’t say about myself – unless you’re very, very odd????).

Don’t put yourself down Henry! No, on second thoughts, do.....! Ed

Paramedic Pieces

Following a bit of cajoling from Mike Hurst, Jean Cragg, one of our regular event paramedics, has given us a brief overview of what she does for fun! Ed

All Paramedics who are used by the MSA have to be registered with the Health Professionals Council and most of them work for the NHS in their day jobs. This ensures that you have professional people who regularly deal with trauma patients on hand if the wheels come off! Please excuse the pun.

There are many people out there who pretend to be paramedics, but who are really not, and this is now illegal as the title has been protected by law. If you are employing someone to work for you and you want to check on their status, just log on to the H.P.C. website and have a look.

If you have 5 minutes to spare, please come and have a look at the rescue unit, we are always pleased when people take an interest and you really should know what your club is providing for your benefit. The rescue unit is well stocked medically, and I provide a defibrillator and a range of drugs from analgesics to drugs for heart attacks, asthmatics and allergic reactions, just to mention a few. I am currently licensed to prescribe, dispense and administer 28 drugs, but hopefully, not all to the same patient! If I were to make one plea, it would be for the club to help towards the cost of a defibrillator

for the rescue unit. Very often at events, particularly when spectators or family members of crews have walked into a forest, or, just a long way from a road, they are the people who suffer a heart attack. A defibrillator delivers a powerful shock to the heart to try and restore a normal heart rhythm. By the time the problem has been recognised, the only chance this person would have is for the rescue unit to save them, as by the time the NHS vehicle had arrived, it would be far too late.

I always remember on the old RAC rally (you know, the real one! and yes, I have been involved in covering motor sport that long!) a spectator died of a heart attack on one of the Nottinghamshire stages. I will never forget the distraught family who had gone out to watch the rally, and their day had ended in tragedy. How different it might have been if a defib had been available.

On a more cheerful note, please continue to drive safely and enjoy your motor sport, but perhaps now you are a little more aware of what is happening behind the scenes for your benefit.

Jean Cragg MBE SR Para

Successful Start For New Rally Formula

Competitors, rally organisers and preparation companies are all backing RallyStar, the new formula designed to attract talented new drivers to British special stage rallying. Nearly 30 aspiring competitors have already pre-registered online at www.RallyStar.info, using cars as varied as Ford Fiesta, Skoda Fabia and Peugeot 106.

Launched last month, RallyStar aims to drastically lower the three major costs of competing -- cars, events and tyres -- by running events open only to 1400cc cars, with very limited tuning and all using control tyres which do so little damage to gravel roads that the cost of those roads is greatly reduced. A budget created by a major firm of rally car builders indicates that even a professionally-prepared car will cost less than £10,000. A home-built RallyStar car, based on a typical 1400cc hatchback bought at auction for £1,000, should be ready to win for under £5,000.

Several motor clubs from all over Great Britain have expressed interest in running RallyStar events (*including MCAC! - Ed*). Proposed budgets suggest that a typical RallyStar rally, even with only 50 entries, will cost less than half as much to enter as a conventional forest rally (under £240 for 45 miles of special stages on forest roads, instead of £500).

Russell Brookes, ex-British Rally Champion and the man behind RallyStar, has now embarked on a campaign to recruit competitors who now find motor sport too expensive. Brookes says: "We need to find the next generation of Colin McRaes. There is no shortage of youngsters who want to go rallying, but they simply cannot afford a sport where it costs half a million pounds to buy a winning car. RallyStar will provide a much-needed level playing field, where the fastest drivers, not the richest, win rallies."

RallyStar has already been endorsed by the Motor Sports Association (the UK governing body), the Forestry Commission (offering forest roads at bargain prices), Pi Research (technical advice and support) and Colway Motorsport Tyres (long-life, puncture-resistant control tyres at under £40 each). Start-up funding will come from a company limited by guarantee. RallyStar has provisional commitments from the likes of David Richards, Malcolm Wilson and John Andrews (best known as the man behind the Andrews Heat for Hire sponsorship of Russell Brookes for 17 years).

The first RallyStar events will run later this year, with a national championship planned for 2007. To keep down costs, the entire project will be administered through its own website at www.RallyStar.info.

Paramedic Humour

By Paul Brown

You know you have been in the job far too long when.....

Discussing dismemberment over gourmet meals seems perfectly normal to you.

You find humour in other people's stupidity.

You believe that the government should require a permit to reproduce.

You think unspeakable evil will befall you if anyone says "Boy it sure is quiet around here".

When you are out in public you compliment complete strangers on their veins.

You have ever wanted to hold a seminar "Suicide.....getting it right the first time".

You have ever had to leave a patient's room before laughing hysterically.

You think caffeine should be available IV form.

You have restrained someone and it was not a sexual experience.

You commonly utter the phrase "What changed tonight at 2 am that made it an emergency AFTER SIX MONTHS??".

You believe that "Too stupid to live" should be a diagnosis.

When you mention vegetables, you are not thinking of a food group.

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting ("AGM") of Middlesex County Automobile Club Ltd. ("the Club") will be held on:-

Wednesday 26th April 2006 at 9pm

at

Gerrards Cross Sports Club, Dukes Lane, Gerrards Cross, Bucks
to conduct the following business:-

- 1 Consideration of:-
 - a) The minutes of the Annual General Meeting of the Club held on 20th April 2005;
 - b) The Annual Report of the Council of Management of the Club;
 - c) The Financial Accounts for the year ending 31st December 2005;
- 2 Election of the Officers of the Club;
- 3 Election of the Council of Management of the Club;
- 4 Consideration of any further business proposed by persons duly qualified to attend and vote at the AGM.

Club members are reminded that, pursuant to clause 49 of the Articles of the Club, any member wishing to be elected to Council must:-

- a) Prepare a notice in writing nominating him or herself for Council membership;
- b) Arrange for the notice to be signed by a person duly qualified to attend and vote at the AGM;
- c) Prepare a further notice in writing stating his or her willingness to be elected to Council and sign this notice him or herself;
- d) Forward both notices to the Secretary not more than 28 days nor less than 4 days before the date fixed for the AGM.

This procedure is not necessary for any persons already members of Council who will be seeking re-election after retiring from Council at the AGM pursuant to Clause 46 of the Articles of the Club.

By Order of the Council of Management.
A. P. J. Greenland
Secretary.
14th March 2006

Registered Address:-
St Josephs, Herongate,
Rickmansworth, Herts.
Registration No. 1186777

AGM Discussion

During the latest council meeting, the subject of the club's 'surplus' funds was raised. As you can see from the following accounts, we as a club have financially benefited from the events we have run, particularly over the last decade or so. Whilst this is pleasing to see, we obviously need to consider how these funds could be spent to benefit the club and its' members.

With this in mind, a discussion will be opened during the AGM to allow club members to air their own views on the subject. The one key point to remember is that we will not consider sponsorship of one individual or car – we want these funds to be used for the greater good of the club, not just one person. So, get thinking, and we'll see you on the 26th April

By Permission of the Air Force Band of the Defence Council

The Central Band of the Royal Air Force



Royal Air Force Northolt
 in support of
the Lynda Jackson Macmillan Centre
 for Cancer Support and Information at Mount Vernon Hospital
 presents

An Evening with the Central Band of the RAF
On Saturday 20th May 2006 at 7:30 pm
At Elliott Hall, Harrow Arts Centre, Hatch End

Tickets: £12 (£10 concessions) available from: HIVE Information Officer,
 Royal Air Force Northolt, West End Road, Ruislip, Middlesex,
 HA4 6NG or Telephone 0208 833 8680
 Cheques to be made payable to: 'Service Funds, RAF Northolt'



By permission of the Air Force Board of the Defence Council

An Evening with the Central Band of the Royal Air Force

Saturday 20th May 2006 at 7.30 pm
at Elliott Hall, Harrow Arts Centre, Hatch End, Middlesex

Sponsored by Royal Air Force Northolt

All proceeds from this concert will go to the
Lynda Jackson Macmillan Centre
for Cancer Support & Information at Mount Vernon Hospital
'working to improve the lives of people affected by cancer'

Tickets: £12

(£10 for senior citizens, registered unemployed, registered disabled and students in full time education)

There is level access for wheelchairs; please notify the Box Office when you book your tickets

Group rates: please ask for details

No of tickets required	£12	£10 (concessions)	Total amount
			£

Please make cheques payable to: Service Funds, RAF Northolt
(Once issued, tickets cannot be exchanged or refunded)

Name:

Address:

.....

.....

Daytime telephone:

Please send to: HIVE Information Officer
RAF Northolt, West End Road, Ruislip
Middlesex HA4 6NG

Box Office: 0208 833 8680

Please add my name to the LJMC mailing list



Box Office use:
Date:
Seats:

Valentine Scatter - 2006

By Peter & Simon Cox

I just don't know how Andy Greenland does it. Simon & I have been doing the Valentine Scatter for something like 10 years now and for 2006 Andy managed to find 3 totally new marshalled points that we had never been to before. Mind you, we almost missed the one outside the fence at Benson Airfield and had to go up the road and come back when we saw Andy's reflective jacket in a small slot off the main A4074 road. But back to start, which was at the usual Pinkneys Green car park. There was a new pairing of John Roseblade/Tony Philips whilst the novice pairing of Simon Fowler/Michael Duncan were the other way round (driver and navigator, if you see what I mean) in 2005. Heading the entry as the only expert was Ian Young but with a different navigator this year, a past winner as a driver, Vaughn Chadwick. Having their first run in the semi expert group were Andrew Stacey/Rob Brook whilst Pete Farmer/Paul Brown were determined not to get the Astra stuck on the many short cut whites that abound on map 175.

A recent change in the format made 8pm for the start of the timing for the marshalled points with the novices allowed to get to the next one at any time, the semi experts in a 60 – 90 min window and the experts in a 60 - 75 min window. What hasn't changed is that all 30 clues (10 at 5, 10 at 10 and 10 at 15 points) were on 2 sheets of A4. Only 21 points needed to be visited which can lead to quite a few decisions as to which ones to go to. Whether we are getting a bit more experienced or Andy had made them a bit easier this year but all were soon on the map and it was time to head off down to marshalled point A which was on the riverside south of Maidenhead. We arrived there at almost the same time as Young/Chadwick. Being gentlemen, we let them go first – ok it was to see where they went! It was back over the road to a sign and then come running back along a path which went to the side of the Windsor relief river. Soon enough Christine was giving us our minute and off we went to the sign to work out a bit of arithmetic using the length of the Jubilee

River (so that is what it is called – we live and learn!) and distances to the other car parks on the map to come up with a fishing pitch post number - 30. Simon ran ahead, found post 30, pulled the string attached to the post, noted the blue HADDOCK written on the card on the end of it and ran back to Christine. All in 4 minutes and all good fun. Those who didn't get the arithmetic quite right and went to post 29 or 31 found that on the end of the string was a red HERRING. One crew didn't appreciate the humour of telling Christine they had found a red herring!

Back in the car, we set back up the motorway to collect a 10 pointer where we left just as Rob Brook/Andy Stacey arrived. We met them again at one of the more difficult 15 point clues around/under/ over the A404 where it crossed the yellow. The clue said “.. east side of double green and over yellow.” and the list of codeboard locations said “Post”. Now there were 20 odd columns supporting the road, about 50 posts on the steps up to the A404 and then another 50 odd on the railings on the bridge. After about 5 mins Rob and Andrew were running back to their car. It took us another 5 minutes to find it – right on top of the bridge at the very far end from the steps. Of course, if you had read carefully the clue east and over indicated that it was the far side of the bridge from the steps. It's always easy afterwards! In fact only us and Andrew/Rob crews got that one.

Another few codeboards were found on the way to marshal point C. There were just 2 lines on the piece of paper from Peter Nathan which gave the codeboard at a given reference which was “visible from the steps”. This plotted as close to the M40 and off down the track we went. Thankfully young Simon, went up the steps, back down again and sprinted back up the hill to Peter.

Now it was time to head off to the farthest westerly edge of the map to collect the next group and then find the final

marshalled point by the airfield. Decision time. It was one of those what I thought was a good decision when I said "Just time to get a 5 pointer a couple of miles down the road". Of course, when we got there and looked for the clue on a post there was none. It's only a 5 pointer with a map reference I said, can't be wrong but where the **** was it. 10 minutes later, a very polite question to Andy, who was now at the last marshalled post, revealed that it was actually at the previous junction! Now, as we had driven back up that road I had said to Simon "Bet it is at this junction" but with time getting short there was not a chance to go back. The short piece of paper from Kevin & Kathleen Dawson had a location for the location as 300m grid south of the most westerly point of the SW-NE runway. We did look it up on the map but in reality we should have just headed up the track to find the name of the teddybear hiding in a box. It was still a good search time of 2mins and 18 points in the bag. In fact all but one of the crews found him in 2 mins

It was time to work out the strategy for the run back with lots of clues plotted but only a limited time available to visit them. A 2006 innovation from Andy was that at each marshalled point we were given 2 digits of a map reference which, when all collected, gave the location of a 15 point clue. Strange, I said when I plotted it, it's in the middle of the A404! But, Andy being Andy there is actually a bridge over the road, more later. Now to the next decision, there were 2 15 pointers south of Benson but was it worth going for them or the easier 5's and 10's in the middle of the way back? Go for it was the choice and off we went towards Goring. This is one feature of scatters that ALL motorsport competitors should have a go at. A full choice of route and a fixed time to do it in with potential benefits for going a bit further – no time to sit and think about it. Both clues found and the list of 15 point

answers was looking impressive. So, the next decision, miss out the clue on the Oxon/Bucks boundary or try the 15 pointer near the start with not a very precise plot. Again, it was go for it! A tortuous route from Goring to Henley and a dash up to Aston for a 10 pointer and we were there or there about of the 15 pointer with 10 mins left. On a pole said the list but we were not the only ones to look at the wrong pole (telegraph as it turned out to be) first and another few precious minutes lost. On to the A404 footbridge and, good old Andy, it was on the very far side of the bridge which Simon reckoned was a good 100m sprint! Back to the car and to the finish where another sprint by Simon to the 10 pointer which was "200m SE of map reference of the finish" and back with me standing by the finish clock ready to hand in before penalties were given after 0140h. Doing the 400m dash across the field in Olympic record time we, I mean Simon, made it with 1 minute to spare. Not so lucky were Ian/Vaughn as they were almost the last ones back when they should have been first back at 0130. The problem? A puncture! The wheel nuts on the Laguna had been very reluctant to come off and it took quite a while to sort it all out.

With the usual Greenland/Elswood results team it was Andy who soon was reading out the provisional totals in the traditional reverse order - Pete/Paul 168, Simon/Michael 265 (and first novice), John/Tony 301, Andrew/Rob 341 and with baited breath with only 2 to go.... Ian/Vaughn 344... YES, we had done it with 347. Ian's time penalty of 14 points had given us the win, but then a win is a win and well worth the wait of 30 years of doing scatters for Peter and a mere 10 years for Simon. Another highly enjoyable Valentine, and many thanks to all the marshals plus Steward Brian Catt, and by no means least, to the genius of scatters, Andy Greenland.

Results

Simon Cox/Peter Cox (Golf diesel)	347
Ian Young/Vaughn Chadwick (Laguna)	344
Andrew Stacey/Rob Brook	341
John Roseblade/Tony Phillips	301
Simon Fowler/Michael Duncan (Alfa 146)	265
Pete Farmer/Paul Brown (Astra)	168

Middlesex County Automobile Club Ltd.

M.C.A.C. Junior Championship Regulations

The Club Championship year will run from 1st December to 30th November the following year.

Qualification

Only DULY ELECTED and FULLY PAID UP Junior Club Members may score points and they must be members at the time of presentation. To qualify for points and awards members MUST:

- a) Claim points as soon as possible after the event and no later than one month after the event.
At the end of the championship year, the final date for claiming points is 24th December;
- b) Write a contribution for the magazine;

Eligible Events

- a) Events organized by MCAC;
- b) Events to which MCAC are invited;
- c) Championship rounds of ACSMC, AEMC, LCAMC, WAMC or BTRDA.
- d) Any National 'A' or International event

Points System

Junior Members of Middlesex County Automobile Club will be awarded 1 (ONE) point for every event they either enter or assist on. The MCAC Junior Champion will be the Junior Member who has earned the most points in the Championship Year.

The Championship Secretary will have sole discretion regarding the allocation of points.

Award

MCAC will present an award to the Junior Champion at the Annual Awards Presentation.

MSA Licensed Rally Recovery Unit, Call Sign VIPER

MSA licensed Rally Recovery units have been developing their skills since it was first recognized that there was a need for specialist vehicle recovery.

The reason is the same for recovery as it is for rescue, it's the locations that the rallies are held at, it's impractical to get a county ambulance and fire rescue unit and your local garage tow truck 5 miles into a rally stage after a car has over turned, gone down a bank some 50 feet, a strong smell of fuel leaking out, with the crew still trapped inside, and it's the last stage of the day, so its dark..

The recovery units, like the rescue units, are disciplined by regular training, to be at stage start or other designate locations to respond immediately to deal with such incidents as described above. After the stage has closed the recovery units carry out their recovery duties often working late .The rescue units continue to give safety cover in the event of an accident. Modern radio communications keep units and officials informed as to what is happening at all times.

Stage safety and risk assessment are important issues, both have been improved today because of the extra trained manpower, that can be called upon from the MSA Licensed recovery unit, this could be to, give assistance to the rescue units as they may wish. Units carry mandatory fire extinguishers and are regularly trained to use them on real car fires. Medical kits are carried and also a growing number of recovery units have formed close links with rescue units, often attending their training days and gaining medical qualifications that could be put to good use in the difficult environment they work in. Some members of rally and recovery units are qualified in both disciplines and hold dual licenses.

MSA licensed Rally Recovery Units, after carrying out a two year training program, pass a practical assessment, and have to be reassessed every three years in order to keep there licenses, this makes them the best qualified for dealing with stage recovery incidents. The MSA regulate that an MSA Licensed Recovery unit is mandatory on all rallies.

We don't use Halford tow ropes, we advise rally officials not to allow others to. I am always looking to improve my recovery techniques in the same way drivers are trying to improve there cars performance, this year I am trying out a new recovery system, instead of the lift type dolly crane I have used for some years I'm now going over to a platform dolly. This uses a pair of ramps, so the car can be towed up or winched up onto a platform, where the wheels are secured to prevent the car from slipping off. Should it have a wheel missing then the car is jacked up and the dolly reversed back underneath it. This we had to do with the Nissan Micra that lost its rear wheel at the first Oakington meeting of 2006.

The reason for this change of recovery system is because the cars have changed so much, and are no longer ridged in there front and rears as old escorts but new types of cars Evos Subaru P/206 are just an example of cars you cannot lift as in the past without causing possible damage.

Recovery units often have web sites to give further information and the MSA offers contact details of Licensed MSA licensed Recovery Units on its own web site.

Mick Shepard, Viper Recovery. viper@viperrecovery.co.uk
Licensed No, 14320.



MCAC Radio Systems

By Brian Catt

Many of you will realise that MCAC and some of our members are owners and keen users of the MSA Safety Frequency radios. We have also found the need, for many events, to hire in other radios to use in the "Management" role. We have lately been using radios from Sutton and Cheam MC, and while cheap to hire, come in a huge packing crate that has to be collected from Farnborough and delivered back to them after the relevant event.

Well, no more! Thanks to profits, sorry, surpluses made on events over the past few years, Council has decided to obtain our own management system of 12 Hand-Held radios that fit into 2 briefcase size flight cases. No, they are not toys! The acid test before committing to buying was performed by talking from one set at Harrow Weald to another at Longcross, 19 miles away, crossing the areas of RAF Northolt and Heathrow on the way! These radios will be available to any member organising a relevant event in the future.

Presidents Award

Following his award at the last Annual Dinner, the following emails were exchanged between Tom and Adrian.... Ed

Dear Adrian,

I would like to send you my slightly belated thanks for the great honour you bestowed on me by way of the President's Award for 2005, presented at the Annual Dinner some days ago. It was a very well-kept secret and I was so surprised on the night that I did not have the words to hand to do justice to the occasion. It's a pity that you and Jo were not there because it was one of the better recent dinners (not counting the RAC bash, of course) and it was a pleasant new venue. I was truly delighted to receive the award; not just because it is a magnificent book, which I coveted previously when it was presented to Christine, but because it represents recognition that the members of Council and yourself have noticed one or two things that I managed to achieve in the last thirteen years. That counts a great deal for me.

Though I am withdrawing slightly from the front-line at MCAC I will not disappear, and I hope to continue to serve the Club in whatever way I can in the coming years. Once my house-move settles down and the new work routine is established I will see how much time I can continue to devote to the management of the Club of which I am proud to be a member.

Thank you again for your generosity in creating the Award and especially for seeing fit to present it to me this year.

Kind Regards,

Tom

Dear Tom,

Thank you for your kind words. As you know, suggestions for the President's Award come from the Council so it is they you should thanking the first place. None the less, I was extremely pleased to be able to whole heartedly endorse their suggestion as I know that it has been your driving force (in more ways than one) which has put the MCAC even more firmly 'on the motoring map' .

I am sure the Council will miss your presence 'driving' them along and the Club will be the poorer. However, I am pleased that you will still be around, so to speak, and look forward to reading about your efforts in promoting the Club from afar.

Best wishes,

Adrian

The Photo Phrolic - 7th May 2006

The Harrow Car Club is promoting a Treasure Hunt Scatter event on May 7th and an invitation is extended to members of MCAC to take part. The event will start from Toddington Services at 10.15 am and will be approximately 50 / 60 miles long. It will finish at the Bright Star Public House, Peters Green (MR 166/142191) at 4.30 pm where a buffet will be available at a cost of £5.00 per person (£2.50 for children under 11).

The event will take place on OS Map 166 and the navigation will be by means of photographs that give sufficient information to find the location of Route Checks. To make life easier for competitors, the photo clues will be split into two sections with section one, ideally, to be visited first. Also there will be available a 'panic envelope' giving the kilometre square of all the route checks. These features of the event should enable even the raw novice to have some enjoyment.

The entry fee is £12.00 and Regulations and Entry Forms are available from Dennis Chrome (01582 723132) or Tony Phillips (see last page). The closing date for entries is Wednesday 3rd May and, due to the catering requirements, orders for the buffet must be received and paid for on or before the closing date.

Kirstin Morrissey

The following is an extract from an email sent by Gus Morrison - Ed

I am afraid that I have some very bad news. After just nineteen days in hospital, Kirstin succumbed to a metastatic adenocarcinoma and liver failure on Monday 13th last at 2.00pm. She was only fifty one. She was collected, stoic, incredibly brave and defiant to the last and passed away quietly. The speed at which the malignancy developed precluded any active treatment although hope was held out that something could be done until the last.

The family and I are all absolutely shattered and so are all of our communities of friends and her students and colleagues at Walford College. She was riding her horses less than four weeks ago and even ran for a mile and half on New Years Day to catch up after being thrown. She was still carrying on life mucking out and teaching as normal the day before being admitted to hospital.

Her loss is the most tragic and unfair thing. At the very least, we must learn from her experience and not be caught unawares by this bastard disease ourselves - please take care and watch out for seemingly innocuous changes and pains that won't go away. And don't be fobbed off or queued by healthcare.

It's been a while since Kirstin has been a club member, when we lived in Bath, but I am sure many of the established club members will remember her from that time and also more recent excursions with me to club Annual Dinners including the centenary and I leave it to your discretion as to how to pass this on.

Yours aye, Gus

Brian Curd

It is great regret that I have to announce the sudden death of Brian Curd, one of the former H&DMC members who joined MCAC as part of our 'merger' a few years ago. Unfortunately, I do not have a full obituary yet, but we'll ensure that one is in the next issue.



Serpent Motorsport Rescue

...providing safety in motorsport

7th February 2006

Dear All

MSA Club Development Fund Grant

We would like to forward our grateful thanks to the committee of the Middlesex County Automobile Club for the assistance and 'sponsoring' of our recent grant application, resulting in the presentation of a cheque for £2500.00.

We have been applying to the various MSA schemes for the last four years without success. We had just about given up hope as being an independent unit we could never meet the criteria required!

As a voluntary organisation we plough all of our income back into the costs of maintaining, replacing and upgrading our equipment. As you are aware over the last year we have made a substantial investment in the purchase and fitting out of a new vehicle and this contribution will help us greatly to offset some of this expenditure

We would like to congratulate you on your recent nomination within the M.S.A's 'Motor Club of the Year' award – an achievement you and you team should be proud of.

Thanks again for your support and we look forward to seeing you out on events in the future.

Yours sincerely

Neil Tamsitt
Crew Chief



Serpent Rescue is an Motorsport Association registered Motorsport Rescue Unit
Serpent Rescue conforms to both the MSA and FIA standards



Peter And Paul Take A Drive In The Country

By Pete Farmer and Paul Brown

A short tale of the Hants and Berks Pairs Scatter on Sunday 29th January.

After several years of clashing with the Oakington Stages, the Hants and Berks Pairs Scatter took place this year on January 29th, a week before Oakington. We should have been wary of entering as it was the day after the Awards Dinner at Stockley Park Golf Club.

Despite that, six cars from MCAC assembled at one of the car parks at Cody Technology Park adjacent to Farnborough Airport. Some more aware of things than others after the night before (now known as the Rob Brook Awards Night, but that's another story).

The three teams of two cars were:

Team One

Kevin Dawson and Andy Greenland with Kathleen Dawson in the back.

Andrew Stacey and Gordon Phillips with Maria Phillips in the back seat.

Team Two

Rob and John Brook

Mike and Lara Cawthra with Annalisa in the back seat.

Team Three

Pete Farmer and Paul Brown.

John and Neil Wilson.

After a short calibration run to calculate the accuracy of the speedometers, we were off. This year, the route was defined by map references whereas in the past, it has been by semi-cryptic clues. This was going to be a stroll in the park.

After spreading the map out on the bonnet of the Astra in what was probably the windiest part of the country, we soon plotted all of the clues. We then shared out the locations to be visited and arranged to meet at a convenient mid map location to work out where the lunch marshals were hiding.

Soon we were sailing down the A3 in search of the first clue at Alton. This turned out to be a granite monolith on the far side of a roadside green. We drove round the green and soon had the first answer safely in the road book. Then on to the second location which was found with equal ease. We were then wondering how they were going to sort out the winners as everyone would surely clean the morning and afternoon routes and arrive at the finish with top marks. Wrong!

During our ride to location 3, Paul said "How do you fancy going down a white, it is a more direct route and will save us several minutes."

That did not seem to be a problem as, when we arrived at the white, we were pleasantly surprised to find that it was a tarmac road. No problem here, we would probably arrive at the lunchtime rendezvous and have time for a bite to eat before John and Neil arrived, we should have made it a pub instead of a car park.

We got to a junction and should have been warned by the large puddle at the end of the track that we wanted to travel along. We carried on, the road now getting a little muddy. It was still not a problem as the mud was a few inches deep with solid ground under it. We then discovered a gate to our horror which was locked closed. We looked at the map again and were relieved to discover that we had to turn left just before the gate.

We turned the corner to be faced with so much mud we thought that there was no way the Astra would make it through. We parked up and walked through the mud to see how bad it was. It was slightly deeper but still not too bad and, after about 50 yards, the road bore right and onto solid gravel again.

Back to the car and onwards. Unfortunately, the flat and solid gravel road did not last very far. Ruts were beginning to appear at either side of the road. But not to worry, there was still plenty of track to enable us to avoid the ruts and drive along the peaks. Soon there

was more rut than peak and your erstwhile driver was beginning to panic a little.

If he has any faults, Paul is too enthusiastic. He leapt out of the car and started to walk backwards in front of the car to direct me away from the more serious ruts (often laying flat on his face to check the ground clearance). I was now getting seriously worried.

By now, it was impossible to turn back so we had two options: First we could abandon the car where it was and walk home (It did only cost me £102 on eBay!) or second, gather some of the dead wood lying in abundance all over the place.

Option two seemed favourite as we would have had one hell of a walk home (we were at the bottom left hand corner of OS186) so we started to gather wood like it was going out of fashion.

While we were doing this, several walkers (hikers, not crisps) passed us and told us that the track got worse 'just around the corner'. We still could not turn round so collected yet more wood. Paul was, by now, collecting fallen trees complete with roots! Still it was working and, slowly, we were progressing along the track. I think that, at their deepest, the ruts must have been about fifteen inches or so deep. I was thinking of abandoning this idea and calling Kevin to come and tow us out in the Disco. It was a good job I didn't as he said that he would not have attempted such a rough road in the Disco when I showed him the photos at the finish.

At one time, forward motion had halted completely and I noticed that one of the rear wheels was about two inches off of the ground. This was due to the fact that one of Paul's trees had twisted and was now wedged under the nearside sill, lifting the rear of the car off of the ground. This was not a problem as the Astra is front wheel drive and does not actually need the rear wheels except for stopping the fuel tank from rubbing on the ground. However, the tree was preventing forward motion and so had to go.

We tried jacking the car up to remove the tree, but that proved useless. I then leaned

on the side of the car and lifted while Paul tugged at the tree. Eventually, we managed to dislodge it and, once again, we were on our way, albeit very slowly. Once we reached the end of our tree fill, we had to stop, go to the back of the car and retrieve all of the wood that we had driven over, throw it over the car to the front and start filling ruts again.

At one time, Paul had to have his feet in the embankment and push while I was driving forwards. This was to prevent me from driving sideways into the chasm that was now the nearside rut. At another time, while I was in the bushes having a 'comfort break' Paul drove the car forwards a bit and then found that he was trapped in the car, unable to get out. He solved this by climbing out of the driver's door window.

Mightily relieved, I then returned and set about our task with renewed vigour. Was it our imagination, or were the ruts (or gorges as they now were) beginning to become slightly less severe. Pretty soon, I was able to drive the car in the bottom of the ruts with the luxury of at least half an inch ground clearance.

It was a bit of a let down really when we reached the end of the track and were able to proceed on our way. First of all, we had to stop for a cup of tea to enable our tortured bodies to recover somewhat. We then decided to return from whence we came (on foot, leaving the car safely on the tarmac) to record the route that we had travelled. The proof of our tale can be seen on the MCAC web page.

Because of the lateness of the hour (our minute saving detour had taken us about two and a half hours) we decided to open both of the panic envelopes to determine the positions of the lunchtime marshals. It has to be admitted that we broke the rules slightly here and phoned John to tell him what had happened and to instruct him to go to the 'east' marshal and that we would go west. Then off to the lunchtime rendezvous to plot the afternoon's jaunt.

The afternoon was a bit of an anticlimax after the morning's efforts and we soon had to

location of the finish marshal. It turned out that we had about fifteen miles to travel and about minus three minutes to do it in.

At this point we decided enough was enough, opened the afternoon panic envelope and drove straight to the finish where we were met with much derision from the other MCAC teams.

It will take me about two weeks to get the car clean again, if I ever do. All in all, and in hindsight, it was a fun day and Paul has been forgiven with the offer of a seat on the Valentine as long as he keeps clear of whites.

Finally, we have requested that we forego a points claim in the 'road rally' table and,

instead are awarded some for the 'off road' table instead.

We have now decided that four wheel drive is for softies, Astras rule the forests and we look forward to taking it into more rounds of the off road challenge. The Astra was back in 'get you to work' mode on Monday morning, albeit about twenty pounds heavier with all of the mud stuck to the underside and with my nice new front tyres fitted the day before now looking decidedly tired. Hopefully they will clean up again.

We have not said anything about the other MCAC teams, after our efforts, it would appear a bit of an anti-climax to have finished on time and gain positive points.

How To Recruit The Right Person For The Job?

Place 100 bricks in a particular order in a closed room with an open window. Send 2 or 3 candidates in the room and close the door. Leave them alone and come back after 2 hours and analyse the situation.

If they are counting the bricks:

Put them in the accounts department.

If they are recounting them:

Put them in auditing.

If they have messed up the whole place with the bricks:

Put them in engineering.

If they are arranging the bricks in some strange order:

Put them in planning.

If they are throwing the bricks at each other:

Put them in operations.

If they are sleeping:

Put them in reception

If they have broken the bricks into pieces:

Put them in information technology.

If they say they have tried different combinations, yet not a brick has been moved:

Put them in sales.

If they have already left for the day:

Put them in marketing.

If they are staring out of the window:

Put them on strategic planning.

And then last but not least.

If they are talking to each other and not a single brick has been moved:

Congratulate them and put them in top management.

Words For 2006

By Tom Ryan

TESTICULATING. Waving your arms around and talking Boll*cks.

BLAMESTORMING. Sitting around in a group, discussing why a deadline was missed or a project failed, and who was responsible.

SEAGULL MANAGER. A manager who flies in, makes a lot of noise, craps on everything, and then leaves.

ASSMOSIS. The process by which people seem to absorb success and advancement by sucking up to the boss rather than working hard.

SALMON DAY. The experience of spending an entire day swimming upstream only to get screwed and die.

CUBE FARM. An office filled with cubicles.

PRAIRIE DOGGING. When someone yells or drops something loudly in a cube farm, and people's heads pop up over the walls to see that's going on. (This also applies to applause for a promotion because there may be cake.)

SITCOMs. Single Income, Two Children, Oppressive Mortgage. What yuppies turn into when they have children and one stops working to stay home with the kids or start a "home business".

SINBAD. Single working girls. (Single income, no boyfriend and desperate)

STRESS PUPPY. A person who seems to thrive on being stressed out and whiny.

PERCUSSIVE MAINTENANCE. The fine art of whacking the crap out of an electronic device to get it to work again.

ADMINISPHERE. The rarefied organisational layers beginning just above the rank and file. Decisions that fall from the "adminisphere" are often profoundly inappropriate or irrelevant to the problems they were designed to solve. This is often affiliated with the dreaded "administrivia" – needless paperwork and processes.

404. Someone who's clueless. From the World Wide Web error message "404 Not Found," meaning that the requested document could not be located.

OHNOSECOND. That minuscule fraction of time in which you realise that you've just made a BIG mistake (e.g. you've hit 'reply all').

Marshals Post

Throughout the year we get numerous requests for marshals - all of which get added to the Marshals Page on the website. However, we believe we can improve the social side of marshalling and allow skills to be developed if we concentrate on fewer events

We have chosen the following to concentrate on in the next few months.

<u>Event</u>	<u>Date</u>
SCCoN Spring Stages, Skulthorpe	9th April
Change of View Stages, Oakington	7th May
Abingdon Motorsport Carnival	10/11th June
Essex Charity Stages	2nd July

We would like to get as many people out as possible to these events – if you can come along and help, please contact me. (E-mail [RobB@ MCAC.co.uk](mailto:RobB@MCAC.co.uk), phone 07870 592608 - evenings only!)

Many thanks, Rob Brook, MCAC Chief Marshal.