

THE MIDDLESEX MAGAZINE



MIDDLESEX
COUNTY
AUTOMOBILE
CLUB LTD

November/December 2006



Junior members Robert
and Steven Jeeves

The Bimonthly news, views and goings on of Middlesex County Automobile Club



THE MIDDLESEX MAGAZINE

www.mcac.co.uk

Volume: ?+5 Issue: 4

November/December 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

15 th November	Club Night	20.30	VIDEO/DVD NIGHT. What is the latest developments on the rally scene? A chance to catch up on recent happenings.
22 nd November	Club Night	20.30	NATTER AND NOGGIN.
29 th November	Club Night	20.30	TABLE TOP RALLY. Test your map reading skills with a simple table-top tonight.
6 th December	Club Night	20.30	PETER NATHAN'S EASY QUIZ. A chance to flex your brains before the Christmas festivities! Nothing too serious – just a bit of fun (and maybe some chocolate!)
9/10 th December	Rally	10.30	ROCKINGHAM STAGES 2006. YES – it is on! A two-day event again this year with 4 stages on the Saturday (2 in the dark), followed by a Rally Party, and then 6 more stages on the Sunday. All offers of help, especially with the set-up on Friday afternoon and Saturday morning to Andy or Rob.
13 th December	Club Night	20.30	NATTER AND NOGGIN.
20 th December	Partner's Club Night	20.30	PARTNER'S EVENING - CHRISTMAS PARTY AND BUFFET. John is preparing another of his excellent buffets to satisfy our appetites for the usual pre-Christmas get-together. The cost is only £3.00 each, with the balance being subsidised by the Club, so book your places with Tony now.
27 th December	Club Night	20.30	NATTER AND NOGGIN.
3 rd January 2007	Partner's Club Night	20.30	PARTNER'S EVENING - CROATIAN TRAVELOGUE. Tom has now moved to sunnier climes but is in the country for the Christmas period and has promised to show us all what is in store if we take a holiday to this area.

10 th January	Club Night	20.30	NATTER AND NOGGIN.
17 th January	Club Night	20.30	VIDEO / DVD NIGHT. A chance to catch up with all the happenings from recent events including, hopefully, Rockingham and the Tempest.
24 th January	Club Night	20.30	NATTER AND NOGGIN.
27 th January	Dinner	19.00	ANNUAL DINNER-DANCE AND PRESENTATION OF THE AWARDS. We return to Stockley Park Golf Club for our premier social event. Full details are elsewhere in the magazine but get your order in to Peter Nathan quickly to take advantage of the bar tokens!
31 st January	Club Night	20.30	VIDEO / DVD NIGHT. What happened on the Monte? See some of the action from the first round of the 2007 WRC series.
7 th February	Club Night	20.30	NATTER AND NOGGIN.

V I C E - S q u a d

Well, some good news regarding rally venues for a change! As you may have seen in the motoring press, I have managed to negotiate a more reasonable fee with Rockingham Motor Speedway, so the Rockingham Stages 2006 is back on the calendar. Tongue in cheek I put an offer to them and they accepted! Andy and I then went up to Rockingham to finalise the agreement and they also agreed to hold a Rally Party / Get Together on the Saturday evening.

In three weeks, we have gone from not having an event, to having not only an event but 97 entries! Andy is busy designing some different stage layouts, so now all we need are some willing volunteers to help with the set-up on the Friday afternoon and Saturday morning - Andy or Rob will welcome hearing from you in this respect. Rob would also appreciate offers to help with the marshalling on the event. Peter Nathan has organised the overnight accommodation for marshals at the Scout Centre again - all you need is a sleeping bag and pillow.

At this time of year we start thinking about the Christmas Buffet, when John will again provide the usual excellent spread at the Club. With MCAC subsidising the evening,

the cost is only £3.00 each, so make sure you contact me with your orders now.

With Christmas approaching, Buzz has asked us to further support the Lynda Jackson Macmillan Centre by purchasing some Christmas cards and raffle tickets. I have plentiful supplies of both – the cards range from £2.50 to £4.50 for a pack of 10 and the raffle tickets are £1.00 each or £5.00 for a book of 5 tickets. The main prizes are a 7-night cruise, LCD TV and an 18ct gold pendant, plus many other prizes Please let me know how many you would like – or see me at Club for either the cards or the raffle tickets (or both!).

Don't forget, also, that the Annual Dinner-Dance and Awards Presentation will be held on 27th January at Stockley Park Golf Club. As mentioned elsewhere Peter Nathan would like to hear from you with your ticket orders.

As previously requested, if you see any reference to the MCAC, or any members, please let me have the article (or a copy) so that I can add it to the Club Archives.

Merry Christmas and Happy New Year to all.

Tony Phillips

WHAT'S ON ?

NOVEMBER

18/19th		Great Bustard Endurance Rally	(B)	Enduro
18/21st	De Lacy MC	Roger Albert Clark Rally	(A)	.
23/26th	ERA	Lombard Revival Rally	(B)	.
26th		A1 GP Sepang, Malaysia	(I)	A1
25/26th		du Var Historic Rally	(I)	EHRC

DEC

1/3rd	IMS Ltd	Wales Rally GB	(I)	WRC/BRC
2/3rd	Chelmsford MC	Preston Road Rally	(B)	AEMC
2/3rd		Killarney historic Stages Rally	(B)	
9/10TH	MIDDX CAC/Thame MSC	ROCKINGHAM STAGES 2006	(B)	MIDDX/AEMC/R2006
15th	Oxford MC	December 12-Car Rally	(C)	
16th		A1 GP Dubai, UAE	(I)	A1
30th	Sutton & Cheam MC	Longmoor Logo Stages	(B)	.

2007

JAN

11/14th		International Motorsport Show	(-)	
19/21st	AC de Monaco	Monte Carlo Rally	(I)	WRC
21st		A1 GP Taupo, New Zealand (tbc)	(I)	A1
27TH	MIDDX COUNTY AC	ANNUAL DINNER DANCE	(-)	

FEB

4TH	MIDDX COUNTY AC	OAKINGTON STAGES 2007	(B)	MIDDX/AEMC/2007
4th		A1 GP Sydney, Australia	(I)	A1
9/11th		Swedish Rally	(I)	WRC
16/18th		Rally Norway	(I)	WRC
17TH	MIDDX COUNTY AC	VALENTINE SCATTER	(E)	MIDDX
25th		A1 GP Durban, South Africa	(I)	A1

MARCH

3rd		Malcolm Wilson Rally	(B)	Fiesta
9/11th		Rallye Mexico	(I)	WRC
9/11th		Safari Rally	(I)	IRC
10/11th	Lindholme MSC	Robin Hood Historic forest Rally	(B)	BHRC/AEMC
11 or 18th		A1 GP (tbc), America	(I)	A1
18th		Australian Grand Prix	(I)	WC
18th	Sutton & Cheam MC	Mini Tempest, Longcross	(B)	2007/AEMC
18th	Borough 19 MC	North Weald Sprint	(B)	AEMC
18th	Sevenoaks & DMC	Rally of Kent	(B)	AEMC
23/25th	IHMS Ltd	International Historic Motorsport Show	(-)	
25TH	MIDDX COUNTY AC	BRAKEFAST AUTOTESTS	(B/C)	MIDDX/ACSMC
25th		A1 GP Mexico City, Mexico	(I)	A1
30/1st		Rally Portugal	(I)	WRC

APRIL

1st	Sevenoaks & DMC	North Weald Sprint	(B)	AEMC
8th	Mid Derbyshire MC	Twyford Wood Stages	(B)	AEMC
8th		A1 GP (tbc), Indonesia	(I)	A1
8th		Malaysian Grand Prix	(I)	WC
15th	Green Belt MC	TAMS Packaging Sprint, North Weald	(B)	AEMC
15th	Sutton & Cheam MC	Chieftan Sprint, Longcross	(B)	AEMC
15th		A1 GP Shanghai, China	(I)	A1
15th	Sporting CCofN	Spring Stages, Sculthorpe	(B)	AEMC

Pete's Patch
Ramblings from the Editor's Chair

I know that there is about seven weeks to go, but Christmas has come early for MCAC. We have recently received the terrific news that The Rockingham Stages Rally **IS BACK ON!** (Yippee). (**STOP PRESS** Entry list is now full!)

The organisers now have the mammoth task of getting everything ready in time. Marshals and radios are desperately needed; stage plans have to be prepared, permits obtained and a myriad of other things. All this at a time when we are also in the final throws of preparing for The South of England Tempest Stages. As usual, the organising teams are basically the same for both events, as they are for most of the events organised for you the club members. If that makes you feel slightly (or more) guilty, why not join in and help out on the next event. I can guarantee that you will not be turned away. (Even people who hail from the midlands and talk with a funny Brummie/Norfolk accent – you know who you are!)

The Hunter's Night Trial has come and gone and congratulations are extended to Andrew Stacey and Rob Brook who, as novice entrants, managed to get an overall win. The downside to this is that as there were the requisite five entrants, they have been elevated to the dizzy heights of the Expert class from now on. Thanks are extended to Christine Poxon, Brian Catt and Michael Wooster for marshalling and to Peter Cook for acting as Steward of the meeting.

Our cover picture this issue is from a different branch of motorsport. It shows Junior members Robert and Steven Jeeves in their racing karts.

It all looks a bit hairy for me, I think that I will stick to watching or competing in Night Trials. That is much safer with a steel (mainly) car body between me and the outside world.

For a change, there have been lots of items contributed this issue. Christine Poxon has submitted a diary of her motoring year which certainly puts most of us to shame with the little that we actually do to put something back into motorsport. I congratulate her and wait to see if she manages to beat the number of outings next year. I happen to know that she has already started by marshalling on the London to Brighton Veteran Car Run which was held the other weekend.

There are also some photographs taken at Croxley Green by our Chairman Adrian L' EStrange, who kindly put his own captions on them in case I forgot again. Thanks Adrian.

Other items have been received from No! I will not tell you any more, it will spoil your enjoyment of reading the magazine for yourself.

Social events coming up are the Christmas party and the awards presentation evening. Do come along, it won't be the same without you.

Deadline for the next mag is Wednesday 11th January 2007.

Have a great Christmas and I will talk to you in 2007. (Whatever happened to 2006?)

Pete Farmer
Editor.

Middlesex County Automobile Club
Awards Night

Will be held at

Stockley Park Golf Club

On

Saturday 27th January 2007

See full page advertisement for further details

Chairman's Chat

The last magazine was a bit gloomy, with reports of the likelihood of us not being able to run Rockingham, but, as I am sure you know, thanks to hard work by Tony Phillips and Thame Motor Club, we are able to run what looks like a cracking event. As I write this, we have nearly 70 entries, only 10 days after entries opened, which looks good for both clubs. I hope that the next edition of the magazine will be full of articles looking at different aspects of the event.

Just because we are able to run Rockingham this year, that does not mean that the urgency of finding other venues is any less, so please do keep looking for anywhere suitable, and let any member of the Council have details.

We are waiting to hear if our application to Defence Estates to run a single venue event at Sculthorpe will succeed, and are exploring other potential venues.

Before Rockingham, we will have the Tempest, the premier Stage Rally in this part of the world. I hope that all club members will play their part, either as competitors, officials, marshals or spectators. If you are new to MCAC, please make yourself known to me, or any of the Council. It is your club, and we want to reflect your needs and aspirations in what we provide for you.

The last two months have seen the Chiltern 12 Car and the Hunters' night trial. Many thanks to Rob Brook for organising the former, and to the Farmers (Pete, Malc and Kirstin) for organising the latter. I gather that both were enjoyed by all competitors.

We were not able to contribute to the Hunters' as we were marshalling on another military event. This time it was Exercise

Roadmaster on Salisbury plain. This was a really good event over 3 days, with over 70 competitors. It was a mixture of scatter, safari. Orienteering and (off) road rallying. What was particularly good from our point of view is how well BAFMA, (the organising club) look after the marshals. We were fed. Accommodated, clothed and made welcome. Perhaps this is something we can learn, especially as clubs struggle to find marshals for events?

The dinner and dance is looming on the horizon. If you have any potential raffle prizes, please let Peter Nathan or Andrew Stacey know as soon as possible. Perhaps you will get an unwanted or duplicate Christmas present that you can donate to the club. The event in January 2006 was very enjoyable and we are returning again to Stockley Park Golf Course, who treated us so well. They have promised that next time, they will have the outside lights on, which means that the entertainment last time of Malc Farmer playing in the bushes, will not be repeated, but I am sure that there will be other members ~~making fools of themselves~~ displaying their lighter side to provide entertainment and conversation.

The event is also the occasion when the club trophies are presented, so, if you won one for 2006, please clean it and return as soon as possible any club night so that it can be engraved for the next (or the same) recipient.

We will be in Canada over Christmas, enjoying driving in the un-crowded roads of the Rockies. I hope that you will all have a good Christmas, and look forward to a year of enjoyable and safe Motorsport in 2007

Kathleen Dawson

Championship Tables Update – 2/11/06

With only 1 month of competition left in this year, a lot of the championships are still up for grabs. Don't forget you need to write a magazine article & have claimed marshal points in this championship year to qualify for an award, so get writing and check the Marshals Post for how to help out on events...

Also don't forget, you need to have MCAC stickers on your car to claim points!!!

* - Denotes No Mag Article

** - Denotes Not Marshalled

*** - Done neither!

Strikethrough – Not eligible as:

Single – Only 1 type of event

Double – Overall Honours

Overall Driver

~~Richard Edwards~~ 129 points
 Rob Brook 64.5 points
 Pete Farmer 56 points

Road Rally Driver

Andrew Stacey * 19 points
 John Roseblade *** 17 points
 Chris Keys ** 15 points
 Val Gilmore 4 points

Stage Rally Driver

Richard Edwards 129 points
 Graham Samuel *** 41.5 points
 Gary Elswood *** 15 points

Night Trial Driver

Pete Farmer 55 points
 Rob Brook 25 points
 Andrew Stacey* 24 points

Off Road Driver

~~Rob Brook~~ 37 points
 Peter Cox 20 points

Marshalling

Rob Brook 48 points
 Peter Nathan 44 points
 Paul Jeeves* 40 points
 K. Dawson (Both of them) 34 points
 Robert Jeeves* 28 points

Junior Championship

Robert Jeeves * 14 points
 Steven Jeeves * 10 points
 Kirstin Famer* 4 points
 Micheal Edwards* 3 points

Overall Co-Driver

Paul Brown** 121 points
 Andy Greenland 66 points
 Peter Cox 50 points

Road Rally Navigator

Peter Cox 36 points
 Rob Brook 21 points
 Graham Tuer 15 points

Stage Rally Co-Driver

Paul Brown** 119 points
 Tony Phillips 27 points
 Andy Greenland 15 points

Night Trial Navigator

~~Andy Greenland~~ 51 points
 John Brook* 18 points
 Rob Brook 17 points

Servicing

Pip Carrotte*** 22 points
 Kevin Fowler 14 points
 Gordon Phillips 8 points

Organisor

Rob Brook 30 points
 Peter Nathan 22 points
 Andy Greenland 18 points
 Tony Phillips 18 points

Marshals Post

November is traditionally a very busy for the club. We begin the month off with the Tempest Stages rally on Saturday the 11th. Further details are available from Chief Marshal Trevor Smith - contact (01252) 542289 (eve), (07748) 766510 (day) or you can email: marshals@tempestrally.com

The following weekend is the Roger Albert Clark Rally on the 18-20th November. Based on the traditional Lombard RAC rally, crews tackle 3 full days of Forest rallying, starting with the Yorkshire Forests, before heading North to Scotland. More information available, please drop me a line...

The final chance to marshal in our championship year is the Oxford Motor Club event at Longcross on the 26th of November.

More information available, please drop me a line.

Last, but by no means least, I need marshals for Saturday and Sunday 9/10th of December for the Rockingham Stages. Marshals are welcome for either day, those available for both are being offered free B&B at the local scout centre. Please help support this popular event, again by contacting myself. This is the last opportunity to marshal in the Middlesex Challenge Championship year...

Many thanks to all those who have helped us through the year, have a great Christmas and hope to see you on one of the above events.

Rob Brook
Contact Details at back of mag....

TROPHY RETURNS

It's that time of year again, when all you pot hunters have to start polishing up your Trophies.

Please can we have your trophies back as soon as possible.

If you are able, drop them back at a Club Night to either Tony Phillips or myself.

If not please ring me so that we can organize an alternative.

My mobile is: 07889 395 385.

Or email: john.roseblade@btinternet.com

Scafftex Stages

It was time to get the Pug out for another airing. As the Bomb-Along Stages were cancelled (due to the very sad loss of Oakington), the entry for the London Irish (first ever event) Scafftex Stages at Longcross was getting pretty full. This was only to be my 3rd event.

My usual New Zealand Co-driver Gareth Maria's wife decided to become pregnant, and take him on holiday, so I had an empty seat, and needed to be told where to go (if you know what I mean)!! Chatting to Michael Edwards (aged 17) at the club, he swiftly offered to take up the challenge and enter his first every rally, with me – what an honour!! I remember being his age as I did my first event as a navigator at the age of 16 (when I had no fear)!!.....even after rolling in the car and making an early exit!

Thanks to Rob for lending his Whichford Trailer (which the 205 sits on so well). We hitched up to Kev's trustworthy Tranny (*What's that, Kev's a tranny! Ed*) and headed off. Supporting Kev as main man mechanic was our other Peugeot Sport Club mates Alex and girlfriend Claire who joined me in the Rally car as we decided to drive the car to the event – she had a beaming smile on her face.

An impressive transporter of Irish cars met us as we entered the event, the Irish were everywhere, as to be expected. There was also a great MCAC representation of entries. There was an array of different cars, one of the most impressive being an Ex works Russell Brooks Andrews 'Heat for Hire' Sunbeam driven by Guest Ex National Champion Billy Coleman (as Car 1).

Michael (Co-driver) had been given some last minute tuition at the club by his dad's (Richard Edwards) co-driver Paul, and Andy (experienced Greenland), so I knew he's been told all he needed to know and would be well prepared.

After changing suits to one that fitted, Michael (weighing in at very little) got ready for stage one (after tightening the belts as far as possible). It's great having lightweight co-drivers. The zip on my suit then

broke....hmmm, need to sort my diet out...too much Lindt chocolate!

We were off, stage one being slightly damp. Having never driven Longcross, I was a bit wary, especially with so many trees in 'the snake'. Michael was also tested to the max straight away (like a lamb to the slaughter) with 4 laps, and 2 splits (metres apart)!! The first of which was hard to see, Mike got it right....I got it wrong!! We got maximum stage time....but so did five others, so I wasn't the only blind man! Mike kept it together after this completely threw him.

With nothing to do at service apart from check tyre pressures, we had just a few minutes to relax before stage 2 due to the event running behind. Got it right at the split this time and Michael enjoyed it and was taking to co-driving like a duck to water – he improved 200% during this stage and was starting to egg me on. Stage 3 and 4 were slightly easier in terms of splits and we were getting quicker and really starting to enjoy it. Cars were dropping like flies and I was looking forward to a half decent result having not finishing the last event at Abingdon (when 2 fans broke destroying my rad)!

Stage 5 was a breeze and we were rising up the ladder as I was really getting familiar with the venue and dodging tyres that were being thrown up by cars in front.

Stage 6 News came in that Reddington was out and Michael's dad in the yellow Mk2 Escort had lost a wheel. We passed Reddington's beached Mk2 which was a stones throw from Richards 3 wheeler Mk2 Escort. Michael blasted his foothorn as we sailed past his dad. I changed into 2nd entering a 90 Right, and hit the accelerator, there was a severe loss of power and the biggest tapping noise I've ever heard in a car....'We've lost power I shouted'....'there's nothing there'. I turned on the hazards and kept going, taking in the scenery as we were over taken by the world beeping and signalling to Kevin as we passed the service area that something was wrong we completed the stage. We came into service only to realise that the block had water in it, the Head Gasket had gone and the bottom

end wasn't sounding healthy. I was so disappointed, not just for me, but for Michael also as we were doing OK. It was time to put the car on the trailer! So many cars had come to the end at the event, as it took its toll on all but one MCAC crew (well done Andy and Gary in their Saxo).

Oh well, I've got another engine for £40, a bit of hard work from Kev will hopefully see us up and running again soon!! I am seriously addicted to this budget sport, and hopefully Michael is too. Thanks to all, Mike, Kevin, Alex and Claire, and Rob for making my life long ambition become a reality.

By Mark Davies



Lion Motorsport – Part 1

At the end of the last episode Lion Motorsport (aka Martin Eades and Chris Welch) had narrowly clinched 3rd place in their class in the 2004 BTRDA Forest Rally Championship. The championship had gone to the wire with 2nd to 4th places undecided until the final stage of the final round. A broken gear linkage dropped us valuable time and the chance of 2nd place. We vowed we would be back and back to win....

What follows will be the fun and frolics, and woe and worry of building a new rally car from scratch. We vowed we would never do it again but the old adage – “if you want it done properly....” certainly is true of Motorsport. So dear reader, be prepared to follow us as we build a Peugeot 205 GTI Rally Car to a standard capable of winning the 2007 BTRDA B10 Forest Rally Championship or more aptly:

“How to build a rally car in 23,597 easy steps!”

Diary Entry: 2nd June 2006

Well the day has come and the shell is due back today. A fellow Motorsport enthusiast has offered to drop the shell off for the price of a diesel - an offer too good to miss given thieving gypos permanently borrowed my trailer in the spring excitement is building and everything seems to be pointing to the first rally build weekend for 2 years. Text message from trailer man, "can't make it will collect Monday". Several frantic phone calls later and the weekend is still alive.

Leave work a little early but thwarted by a, Bakerloo line being up the creek, and b, Chiltern Railways unable to find a driver for our train (it was a sunny day after all).

Finally get home to a rather less than gleaming, 3 wheeled whitish shell in the drive. A quick look around the car reveals the sprayer obviously spent too long in the gold plating industry. The paint is only a micron thick and some seems to have simply blown off while being towed. Worse was to come as one side of the car looks like it has already been attacked by the Grizedale trees. That's going to be an interesting call to the engineering shop.

First priority is to get the car onto 4 wheels and up onto the drive. The wheel bearing has collapsed (no drive shafts!) And after some judicious jacking and tightening we have 4 wheels on our wagon. Next is how to get it up a steep drive, on a bend, on my own. The faithful Landrover is pressed into service. A short tow rope, low ratio and diff lock prove to

be the answer. The car is now at least on the drive.

A further check around the car reveals the bonnet is missing and horror of horrors the rear jacking points are the wrong size – they are smaller than the front points. How can that happen?

All a little disappointing, primarily due to the fact this will all have to be redone and repainted. However, given the paint job it may all need re-spraying if the paint comes off in the wash. On the upside the newly powder coated cage looks fantastic. And for some unforeseen reason they have powder coated the sub frame too - better than paint I guess! No time to work on the car tonight, so clear a space in the garage and put her to bed.

Diary Entry: 3rd June 2006

Oh yes, after several weeks of 30+ degree heat it is raining! Thank god I didn't leave the car out overnight; the rest of the paint may have washed away.

Chris arrives surprisingly early after I've had a pretty ropery night with both kids up several times. **Target time to beat: York to London 2h 29m.**

A quick breakfast and time to get cracking. Chris surprised at poor quality of paint and damage but reassures all can be made good - maybe the fair hand/paint gun of our faithful Mr. Hornby can be brought to bear again (repairer of multiple roll and crash damage in 2004).

First job is to get a lick of paint around the engine bay as the engine will be going in first to free up space in the garage.

Air tools and brute force see the front sub frame and suspension off the car. Then we hit the first hurdle. The under seal has bubbled and blistered near the welds. This will all have to come off to prevent the shell rusting. Once again the flap wheel and grinder are in action spraying the drive and Chris in a shower of Peugeot's sticky finest.

In the meantime I get on with cleaning up the power steering rack borrowed from my road car. This is one luxury we are affording ourselves along with central locking. We will work out where the subwoofer and neons go later in the build.

Next step is to find all the front suspension components that have hidden in boxes the last few years. A good and precarious rummage through badly stacked boxes yields the parts and these are also thoroughly cleaned. Much to my shame some parts are still liberally coated in welsh mud and stripping down a front strut is a nightmare. The locking ring has to be drifted off every turn of the thread. This was not quite the workout I was expecting. The front suspension comprises Peugeot Sport Gp A Forest struts and bodies with forest springs. To prevent the strut tops punching through the bonnet we invested in some serious top mounts from AB Motorsport – far stronger (but heavier) than any standard item.

With the front suspension finally built up it is time to get them on the car. A little relieving of the top mount holes is required to accommodate the larger 8mm bolts. Next the sub frame, complete with steering and wishbones is offered up. Some deft wiggling and encouragement and the front suspension is in. The whole lot looks great with a gleaming engine bay, powder coated sub frame and spotless steering mechanism. - The challenge will be keeping it like this!

Diary Entry: 4th June 2006

Today is engine-day. We sourced an old Longman engine from a farm near Cheltenham which will be mated to an

original pug sport challenge gearbox. An AP paddle clutch will act as matchmaker between the two.

Given our quest for reliability we will be swapping the timing belt, tensioner, water pump etc now. A lot easier before the engine goes into the car!

Stripping away the covers reveals nothing untoward and everything appears to be in very good hardly used condition. Something seems odd when the timing belt is fitted. When the tensioner is released it is pushing the belt against the engine casing - very strange and glad we spotted it before the engine had an opportunity to lunch on itself.

A quick comparison of the old and new belts reveals that the new belt is too long. Note, if using an aftermarket Adaco belt (114 teeth, labelled for 205 1.6 GTI) it will not fit.

A very rapid trip to Halfrauds in the Italian Express (Fiat Coupe 20v Turbo) delivers the goods and the timing side of the engine is complete.

Now for the other end of the engine. We are fitting a lightened and balanced flywheel to replace the standard item. It's only 500g lighter but given it has been removed from the outer edged of the flywheel we should see some improvement as the engine spins up through the revs.

Next on is the AP paddle clutch - a key component given the stresses that will be passing through it. From past experience we would expect this to easily last all season so a great investment. Finally it's on with the box.

The previous owner had done something rather strange with the gear linkage levers on the box so we replaced these with standard items off an old BE3 box. Before fitting the ball joint was ground off and punched through to accommodate the rose jointed linkage.

And that brings to a close weekend one. It has been a vivid reminder of building a rally car and the number of referrals to the Haynes manual shows the memory is not what it used to be!

MCAC 'Partners Evening' goes walkabout

For the first time since I have been a member of MCAC, a club night was held at a venue other than the clubhouse. Having visited the *Watford and District Classic Car Show* last year, Peter Nathan arranged for MCAC to be given a prime site at this year's event.

On the evening of Wednesday 2nd August, a display of about six MCAC competitive cars, a few support vehicles and two racing karts were duly brought together with a couple of Eze-Ups to demonstrate the benefits of being a member of MCAC.

Among the cars on display were the mk2 Escort of Richard Edwards, the mk1 Escort Mexico of John Gibson and Martin Lush's Toyota with a variety of Pug 205's. The karts were brought along by Paul Jeeves and his two sons

Stephen and Robert who can often be found racing them at local kart racing tracks.

The whole show looked like a giant car park with about 500 cars, bikes and commercial vehicles of varied vintages on display.

Unfortunately, the rain brought proceedings to a premature halt with several of the owners preferring to take their prides and joys home rather than leave them to the mercy of the elements.

Club president Adrian L'Estrange took some photos and a couple of these are reproduced below. Large size full colour versions may be seen on the website.



Brian Catt holds the fort while Peter Nathan and Andy Greenland grab forty winks behind him



Paul Jeeves does some work on the Karts while under the scrutiny of some of the show attendees

Last 12 car of the year?

Oxford Motor Club are running what is claimed to be the last 12 Car Rally of the year. It is on Friday 12th December and will run of maps OS163, 164 and 176. Total will

be about 70 miles. Regs can be found at www.mcac.co.uk or contact Simon Lassam who is organising the event on 07969 833180

Fact or Fiction?

It was a sweltering August day in 1937 when the Cohen brothers entered the posh Dearborn, Michigan, offices of Henry Ford, the car maker. "Mr. Ford," announced Norman Cohen, the eldest of the three. "We have a remarkable invention that will revolutionize the automobile industry."

Ford looked sceptical, but their threat to offer it to the competition kept his interest piqued. "We would like to demonstrate it to you in person." After a little cajoling, they brought Mr. Ford outside and asked him to enter a black automobile parked in front of the building. Hyman Cohen, the middle brother, opened the door of the car.

"Please step inside, Mr. Ford."

"What!" shouted the tycoon, "Are you crazy? It must be two hundred degrees in that car!"

"It is," smiled the youngest brother, Max, "but sit down Mr. Ford, and push the white button."

Intrigued, Ford pushed the button. All of a sudden a whoosh of freezing air started

blowing from vents all around the car, and within seconds the automobile was not only comfortable, it was quite cool.

This is amazing!" exclaimed Ford. "How much do you want for the patent?"

Norman spoke up, "The price is one million dollars." Then he paused. "And there is something else: The name 'Cohen Brothers Air-Conditioning' must be stamped right next to the Ford logo!" "Money is no problem," retorted Ford, "but no way will I have a Jewish name next to my logo on my cars!"

They haggled back and forth for a while and finally they settled. Five million dollars, but the Cohens' name would be left off. However, the first names of the Cohen brothers would be forever emblazoned upon the console of every Ford air conditioning system. And that is why, even today, whenever you enter a Ford vehicle, you will see those three names clearly printed on the air conditioning control panel:

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Be the first to know the recipients of the ‘special awards’

Another Year With MCAC & MGCC

Well the "Old Girl" has survived another year on the Motor Sport scene, and to prove I don't just sit in the corner at Club

Evenings, here is a list of my activities throughout the year;

2005

6th November

Manned a checkpoint on the London to Brighton Veteran Car Run, with Joe and Roberto. We have done this for several years now and although the weather is

usually horrid, it is very interesting to see all the wonderful old vehicles, some of which stop at our point for repairs, water or whatever!

10th/11th December

Marshalled on the Rockingham Stages for two days. Did the Passage Control at the end of each stage, on my own on the Saturday and with Adrian L'Estrange on

the Sunday. Very busy weekend, chiefly noted for the amazing explosion at Buncefield which most of us heard in the early hours.

2006

5th February

Oakington Stages. Marshalled the passage control at the end of the stages

with Adrian as usual. A good day overall, nice friendly atmosphere.

18th February

Marshalled on the Valentine Scatter. Did usual marshal control for Andy Greenland.

10th March

Marshalled on a 12 car rally.

26th March

Drove on an MG Navisat with Joe and Roberto, so could not help at the Bovingdon Autotest. We did quite well,

but were penalised 10% for having 3 in the car!

1st April.

Marshalled at Silverstone for MGCC, first race meeting of the year.

5th April

Marshalled at MGCC Driving Tests at Nescot College near Esher, observing mainly.

9th April

Helped man the MGCC stand all day for the Brooklands MG day. Good day, but

ended in torrential rain, just as we were packing up!

22nd April

MGCC race meeting at Cadwell Park in Lincolnshire. Manned the gate across the track as usual. Lovely day and super racing. Came home the next day via

Norfolk and visited Les Cottam, who took over as MCAC secretary etc for two years after my husband Harry died. He was pleased to hear news of the club.

28th April

Marshalled on a 12 car rally. Stood out all night (or part of it!) and had two visitors,

one of whom was the organiser! Why do I do it?

14th May

MGCC Regency Run from Brooklands to Madeira Drive Brighton. Signed on about 700 cars and handed out rally plates, programmes and routes etc. By about

1pm, when they had all left I took the opportunity to have my annual browse around the museum and other exhibits, including the Concorde! Wonderful!

21st May

Marshalled at the MGCC Race Meeting at Snetterton. Nearly stayed in a B and B with Innes Ireland's widow in Snetterton village, but she was full up. So stayed

with a friend of hers nearby, where there were no locks on the doors anywhere. Even the main back door!

22nd – 25th June

Took caravan to MGCC annual Silverstone International Meeting, where I sold programmes from my own little kiosk

for the three days, 9.00 till 5.00, Great to see so many old friends and have a natter.

2nd July

Marshalled on the Essex Charity Stages for Wickford M.C. Sat out in the cornfields in the baking sun, raising the

flag for the flying finish and taking cover when Richard Edwards nearly demolished my corner!

16th July

Marshalled at Brands Hatch for the MGCC Race Meeting, assisting with Assembly and Park Fermé. This meant

missing our Uxbridge Autoshow but I gather plenty of members were there so they didn't miss me.

22nd August

Middlesex County put on a display of cars etc at The Croxley Green Classic Car Show. Joe and I took his yellow Honda Beat up, just for fun, and it created quite a lot of interest as there are few of them

about. It was a very dull evening weatherwise. A few people eventually turned up at home for coffee as it was a Wednesday, even Joly Stapley turned up, although it was 12.15am!!

6th August

Marshalled on the Autotest at the MGCC Summer Gathering at Singleton Weald and Downland Museum, near Goodwood.

A lovely day, with a horse and trap driving day in the field next door, which was fun to watch over the hedge.

13th August

Helped Rob with a barbecue at White Mark Farm at the end of the Fun Run.

Lovely day and lots of fun was had by all. *(and the food was delicious – ED)*

27th August

Took the caravan to Mallory Park and marshalled at the MGCC Race Meeting, manning the main gate between circuit and paddock. Long busy day, but very

enjoyable. Stayed two nights in a corner of the park, completely on my own, not a soul in sight!

3rd September

Marshalled at Longcross with the MCAC for a London Irish Stage Event. Recorded

the times at arrival control all day, good company and a good day.

9th September

Helped marshal a section of Oxford MC's Revival Rally at Culham, near Abingdon. Did a PC out in the middle in the

afternoon, a bit hairy, as they came onto it suddenly. Observed a chicane in the evening, a much safer job.

17th September

Marshalled at MGCC Autumn Gathering at Michelham Priory near Hailsham. Stood at the entrance all day, directing

the cars to their respective parking areas. Lovely day and lovely place – must go and look round properly one day.

22nd September

Marshalled on an eventful 12 car rally at a triangle at Turville Heath. This time saw two cars plus Rob the organiser and the sweeper car. Still a lonely old job! More

competitors needed on these events, they are great fun and need not be taken too seriously if you don't want to.

15th October

Drove on an MGCC Naviscat with Joe and Roberto in Surrey. Got best overall (actually) but pushed down the list again because of three in the car. Never mind, it

was a very enjoyable event in lovely countryside, and we had fun.

21st October

Marshalled on the Hunter's Night Trial for Pete and Malc. Got muddled because there was a code board at my spot as well as the in-car task they had to do.

Got it sorted and had a good evening, especially as I could get LBC on the radio that far out.

22nd October

Visited the War Rooms at RAF Uxbridge with a large group of MGCC friends –

mostly to do with the Battle of Britain. Very interesting and just fun for once.

So we go full circle and we are looking forward to doing the Veteran Car Run control again on 5th November, not to mention the Tempest on the 11th and then Rockingham again in December.

that I never get bored. Don't know how long I'll keep it up but for a while yet I hope. Let's see more of you at the club on a Wednesday, then we can rope you in for events at the weekends. Its all good fun you know. Come and try it.

I really do enjoy getting around to all these events and they are all so different

Good luck to all for the rest of '06 and for 2007 which is creeping up on us.

Cheers,

Christine Poxon.

Editor's Note,

It should be pointed out that Christine has already started on her 2006 / 2007 campaign having already marshalled on the London to Brighton Veteran Car Run,

helped out at setting up for the Tempest Rally and Marshalling at regroup on the Tempest Rally the next day.



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