

THE MIDDLESEX MAGAZINE



MIDDLESEX
COUNTY
AUTOMOBILE
CLUB LTD

MAY/JUNE 2006



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



THE MIDDLESEX MAGAZINE

www.mcac.co.uk

Volume: ?+5 Issue: 7

May/June 2007

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

20 th June	Club Night	20.30	VIDEO / DVD NIGHT. Another chance to catch up with the recent happenings on the local and world rally scene.
27 th June	Club Night	20.30	NATTER AND NOGGIN.
1 st July	Rally		ESSEX CHARITY STAGES. We are again running one of the stages on this Wickford AC event. Contact Peter Nathan to offer your help.
4 th July	Partner's Club Night	20.30	PARTNER'S EVENING – BOULES ON THE GREEN. A chance for all the sportsmen/women to show what they can do, with Peter Nathan trying to keep them in order! (Postponed from May)
11 th July	Club Night	20.30	NATTER AND NOGGIN.
15 th July	Show	09.30	UXBRIDGE AUTOSHOW. We have booked space for 15 cars again this year so need your cars to display on the stand. Contact Brian Catt or Peter Nathan to offer your car or services on the day.
18 th July	Club Night	20.30	VIDEO / DVD NIGHT. With the summer break in the world rally calendar we will have some national events and/or rally mayhem for your enjoyment.
22/24 th July	Rally		RALLY OF THE MIDLANDS. MCAC are running one of the stagers on this event and Darren is the Chief Marshal. Peter Nathan is the man to contact if you would like to be involved.
22/24 th July	Festival		GOODWOOD FESTIVAL OF SPEED. MCAC are again helping with the spectator marshalling at this prestigious event. Any offers of help to Paul Hopkinson.

25 th July	Club Night	20.30	NATTER AND NOGGIN.
1 st August	Partner's Club Night	17.30	PARTNER'S EVENING – CLASSICS ON THE GREEN. Tonight, following last year's excellent display, we return to the annual event on Croxley Green where we will have a display of Club member's vehicles. Lots of interesting cars - over 1300 in the past - (and a couple of pubs) to keep you interested for the evening. Contact Peter Nathan for details.
	<u>Please note</u> <u>different venue</u>		
5 th August	Invite	10.00	THE PHOTO PHROLIC. MCAC members are invited to this treasure hunt, organised by Harrow CC, using map 166. Details/Regulations are available at Club or contact Dennis Chrome (01582 723132) or Tony Phillips.
8 th August	Club Night	20.30	NATTER AND NOGGIN.
12 th August	Treasure Hunt	12.00	PHOTO GEN-IC FUN RUN AND BARBEQUE. Our annual treasure hunt around Buckinghamshire, designed for all the family, followed by fun, games and the BBQ at White Mark Farm. Regulations available from at Club, on the website or contact Rob Brook.
19 th August	Club Night	20.30	VIDEO / DVD NIGHT. Some more rally action for your enjoyment.
26 th August	Club Night	20.30	NATTER AND NOGGIN.
3 rd September	Partner's Club Night	20.30	PARTNER'S EVENING – WRAYSBURY TO BANJUL. Graham Samuel has promised to recount his adventures on the charity drive to the Gambia last February in an old Nissan Sunny – the Yellow Peril. Worth considering for an adventure trip.

C h a i r m a n ' s C h a t

Many thanks to Pete for filling in my Vice report in the last issue following the melt-down of my computer. After all the computer problems prior to the last issue of the magazine, I have bought a new laptop and have now, I think, got all the relevant files onto the new computer – with thanks to Nigel Banks – so hopefully things will be better for the future, although this issue is again late due to various reasons!

One thing that was not mentioned by Pete last time was the winners of the 'secret' awards presented at the Dinner in January for last year. The **RIDDELL CUP** for the Best Newcomer went to Mark Davies, while the **BENGT ARMCO AWARD** found itself back at chez Samuel for another year – presented to Graham for his exploits in crashing the flying school plane while learning to fly.

The skittles evening in March proved fairly popular, as did the new format for the Brakefast autotests the following day. Running to the (relatively) new Auto Solo format, the

tests were more open and easier to follow allowing for some second, or even third, gear motoring!

The AGM in April was well attended this year but passed without any controversy – so you are obviously happy with how the Council run the Club. Rob Brook and Andrew Stacey have both moved back up north (not together!) and stepped down from the Council at the AGM in April. We wish them both well at their new abodes and thank them for their contributions to the Club over the last few years.

Rob has agreed to continue to maintain the championship tables for us and will probably attend a few Club nights and events when he is in the area, so we look forward to remaining in contact. Also, of course, we hope to see Andrew if he is ever down south.

I was unable to attend the first Council meeting following the AGM, as Val and I were flying to Italy very early the following morning but, as

you may have seen from the MCAC website, I was elected as Chairman of the Council in my absence. It certainly is a daunting task to follow in the footsteps of Kathleen and Tom but I hope I can do the position justice and thank the other members of the Council for their faith in me.

Due to pressures at work, Paul Brown has been unable to attend Club nights recently and has resigned from the Council. We thank him for looking after the Regalia sales – and also for finding us somewhere to store the trailer. Pending finding a replacement to look after the Regalia sales, the bag will be kept at Club and any orders should be directed to me.

On the recommendation of Rob, the Council have agreed to allow Championship points to be claimed when competing in any nationally recognised championship (e.g. BTRDA, 205 Challenge, RWD Challenge, BHRC etc.), even if MCAC is not an invited Club. Points may be claimed retrospectively for past events this year, within the next month, but for the future, if you are unable to enter with MCAC shown as your Club, then to claim points the Club should be shown under sponsor/entrant and you must not claim points for any other club's championship.

The quizzes at Club must be getting easier as Val and I have, somehow, managed to win the last couple – trust us to win when there are no prizes on offer! Still, may be worth giving the next one a try – you never know there could be some chocolates or wine in it for you!

Graham and I are contesting the Dunlop Gambia British Historic Championship again this year in the Yellow Fever - Graham's Mkl Escort RS2000 – and have had mixed results on the first 3 rounds. The best result so far being 6th overall, 2nd in Class, on the Severn

Valley Stages earlier this month (June). Next weekend Clare is off to Le Mans for the 24-hour race, so we are 'borrowing' her Clio to try our hand at the next BTRDA round, the Dukeries, in Sherwood Forest. We think we could be on a hiding to nothing as Clare won the Class last time out!

Over the last few weeks I have been trying to negotiate another event at Rockingham, in connection with the MotorFest festival weekend on September 15/16th. At the moment I am still waiting to hear from the festival organisers, but fear that our proposals will not be acceptable to them. For the income that they require from us, and based on about 70 competitors, we would be looking at an entry fee of about £185 to provide around 40/45 competitive miles over the 2 days.

Apparently, the festival organisers are considering an alternative offer to run the rally stages that promises 200 competitors with substantial income for them. It will be interesting to see what the full proposal involves, and whether they are offering a competitive event or just a 'demonstration' stage like Goodwood, Chatsworth etc. Either way, it could be good publicity for our December event.

As you may have noticed in a recent Motorsport News, the Norwich Union MSA Classic is being reinstated and will be held on Sunday October 14th. Following the established format of various starts and visits to motorsport venues, the event will finish at Silverstone with a parade of the grand prix circuit. Hopefully, MCAC will be asked to run one of the venues again, so keep the date free. Further information is available on the event website – www.msaclassic.co.uk

Tony Phillips

WHAT'S ON ?

JUNE

22/24th	Goodwood RRC	Goodwood Festival of Speed	(I)	
22/24th	Streetly MC	Rally of the Midlands	(B)	HoE/Asphalt/AWMMC
23/24th	Newtown DAC	Mid Wales Stages	(B)	BHRC
24th		Oulton Park	(I)	BTCC

JULY

1st		French Grand Prix	(I)	WC
1st	Wickford AC	Essex Charity Stages	(B)	AEMC
7th		Quinton Stages Rally	(B)	BTRDA/WAMC
8th		British Grand Prix, Silverstone	(I)	WC
8th	Green Belt MC	IPS Motors Summer Autocross	(B)	AEMC
14th	Bath MC	Azimghur Stages	(B)	AWMMC/HoE
15TH	MIDDX COUNTY AC	UXBRIDGE AUTOSHOW	(-)	
15th	Herts County AAC	Debden Summer Sprint	(B)	AEMC
15th		Donington Park	(I)	BTCC
19/21st	Isle of Man Rally Ltd	Rally Isle of Man	(I)	BRC/BHRC
21st		Swansea Bay Rally	(B)	MSA/205/ANCRO
21/22nd	Mid Derbyshire MC	The Drystone Road Rally	(B)	AEMC/AWMMC
22nd	Borough 19 MC	Sprint - Silverstone, Stowe	(B)	AEMC
22nd	CSMA (NW London)	Grasshopper Autotests	(B/C)	ACSMC
22nd		German Grand Prix, Nuremberg	(I)	WC
29th		Snetterton	(I0)	BTCC

AUGUST

3/5th		Rally Finland	(I)	WRC
4th		Fat Albert Stages	(B)	ACSMC
5th	Borough 19 MC	Hethel Sprint	(B)	AEMC
5th	Sheffield & SHMC	Twyford Stages	(B)	HoE/AWMMC
5th	Brecon MC	Harry Flatters Rally	(B)	BHRC/WAMC
5th		Hungarian Grand Prix	(I)	WC
5th	Harrow CC	Photo Phrolic Treasure Hunt	(E)	
11/19th		National Motorsport Week	(-)	-
12TH	MIDDX COUNTY AC	PHOTO GEN-IC FUN RUN & BBQ	(E)	MIDDX
12th	Sutton & Cheam MC	Tempest Rallysprint, Bramley	(B)	AEMC
12th	VSCC	Mallory Park	(B)	-
17/19th	Baja Wales Ltd	Baja GB	(I)	OffRoad
17/19th		Rally of Germany	(I)	WRC
19th	Sevenoaks & DMC	North Weald Sprint	(B)	AEMC
19th		Brands Hatch	(I)	BTCC
26th		Mewla Rally	(B)	BTRDA/Asphalt/ANCRO
26th		Turkish Grand Prix	(I)	WC
31/1st		Ulster International Rally	(I)	BRC/MSA/BMWM3
31/2nd		Rally New Zealand	(I)	WRC
31/2nd	Goodwood RRC	Goodwood Revival Meeting	(I)	

SEPTEMBER

1st		Woodpecker Rally	(B)	BTRDA/English
1/2nd	Ecurie Royal Oak MC	Oaks Trophy Road Rally	(B)	AWMMC
2nd		Knockhill	(I)	BTCC
2nd	Killarney MC	Killarney Forestry Rally	(B)	Irish/MSA
8th		Promenade Stages Rally	(B)	WAMC
8/9th	AC Midden Vlaanderen	Tour of Flanders	(A)	BHRC
8/9th	Wexford MC	Wexford Rally	(A)	
8/9th	Oxford MC	Bullnose Road Rally	(B)	AWMMC

Pete's Patch

Did you read about that prat in the paper, supposedly a rally driver, who was competing in a road race called the Gumball 2007 across Europe or something like that? He knocked someone over and abandoned his car and legged it. The newspaper headlines shouted 'Rally Driver Kills Innocent Pedestrian'. Those five words have potentially set motor sport back several decades. Joe Public will now be considering all Rally Drivers (Caps are intentional this time) as potential homicidal maniacs. I will not even give his name to avoid more publicity for him. He will not care that most rallying is nowadays carried out on closed tracks or forests, most of which are prohibited to the public, he is a rally driver, he must drive like a maniac. Look forward to many years of opposition to our sport in the future. All because of one idiot who could not control his car at the speed he was travelling. (I believe that, deservedly, he is now languishing in some foreign jail. Hopefully, they will forget where they put the key).

Rant over, now back to the good stuff.

First, I must apologise for the delay in issuing this copy of the magazine. We held our first Council meeting after the AGM, the one where Council members are allocated their jobs for the coming year. Kathleen Dawson decided that she did not want to overstep her welcome and decided to step down as Chairman of the Council after three years in the post. We thank her for her hard work during her term. After many years as the club bridesmaid (Vice Chairman), Tony Phillips was unanimously elected to succeed Kathleen. Actually, it was a case of musical chairs as Kathleen was elected to replace Tony as Vice Chairman.

Other officers of the club are:-

Membership Sec & WAMC - Brian Catt,
Publicity Officer - M Hurst, LCAMC Rep
K Dawson, Mag Ed P Farmer, Web Master M
Farmer, Equipment Off - Pete Cook, Champ
Sec - Rob Brook

Unfortunately, that was as far as we got. The meeting clashed with another meeting and a cricket match. We were the last to finish and the other people in the clubhouse did not seem to care that we could not hear a thing across the table. The meeting was abandoned with the resolution that the rest of the council would be allocated their positions at the next meeting thus freeing the magazine for publication.

We were very fortunate that Christine Poxon agreed that we could hold the next meeting in the peace and quiet of Chez Heronsgate. Final allocations can be found at the rear of the magazine.

It was decided that it would be a good time to tidy Donna up in preparation for the Uxbridge Autoshow (July 15th, be there or be square) so Andy Greenland and I were joined by John Wilson and spent a day pulling all of the equipment that had been 'thrown' back into Donna after the Rockingham Stages last December, lay it all out, list it and put it back tidily. Many thanks to Andy and especially John, who turns up to help every time we ask.

That's all I've room for this month, see you sooner than usual for the next issue.

Pete Farmer

All in favour of conserving petrol,

Please raise your right foot.

Ex-Chairman's Chat

Looking back at the dozen articles I have written for the magazine whilst chairman, I was struck by how often I had said things like "let us know what you think" or, "We want to reflect the views of you, the members". I never had one response. At the last meeting, the Council agreed that they would send a questionnaire to all members to see if we could get a better response. We really do want to reflect your interests and needs. Of course, if what we are doing is exactly what you want us to do, then we want to know that as well. If there is something that you do not like, then let us know, saying what would make it better. The people analysing the questionnaires will not know who has said what, so do not feel inhibited in saying what you feel. We have one of the best clubs around, but to keep us in that spot, we need to be aware of the wishes of the members and meet them where possible. Please take a few moments to fill in the questionnaire when you get it.

Last weekend saw the 11th Abingdon Car-ni-val. Over the years, the event has raised more than £130,000 for two local charities. It is organised by a consortium of local clubs. It is a good weekend, with all sorts of Motorsport events from sprints to off-roading, including a rally and an autosolo. MCAC have, over the past few years, provided the start crews for the event. Once again this year it was a hot weekend in Abingdon (although not that hot elsewhere). The sprint on the Saturday saw Paul Hopkinson and Andy Greenland at their best, starting nearly 800 cars (two practice and two timed runs). Only one MCAC entrant (John Roseblade) which is a pity as it is a good event, always oversubscribed. The majority of the cars were road cars, so it

does not need a specialist car. Talk to John if you are interested.

The Sunday saw the Rally. We did the start of the first four stages and the finish of the last four (which meant that we could stay in one spot. Just as well as Pete Farmer had brought the tent he got free from the internet. We all laughed at him (and took photos) trying to put it up, but once it was all up with the right bits in the right places, it looked quite tidy. Look out for it on future events.

We had many compliments from the organisers for turning out and doing what we said we would do. As well as marshals, the club provided radio crews and the MSA steward. There were four MCAC crews out (so there will be a best Middlesex trophy). Look out for the event next year, and try to get an entry (although it is difficult to get entries as the event is so popular it is able to have a definite "first come first served" policy, and fill all 200 sprint and 100 rally slots easily.

As I said last time, when I took on the role of chairman of MCAC, I made it clear that I did not see it as a long term role. As you will have seen elsewhere in the magazine, The Council unanimously elected Tony Philips as Chairman at the May meeting. I am delighted that Tony has agreed to take on this role, in addition to all the other valuable contributions he makes to the club. I know that he will do an excellent job, and take the club forward.

Best wishes and happy motoring.

Kathleen Dawson

Thoughts from “The Old Codger”

As May is my birth month and there is therefore a date looming when I shall be yet another year into my dotage, I

thought I would bring a smile to your lips with these few words that I found somewhere:-

Remember old folks are worth a fortune,

With Silver in their hair
and gold in their teeth
and stones in their kidneys
and gas in their stomachs!

I have become a little older since I last saw you and changes have come in my life,

I am quite a frivolous girl and see five gentlemen a day. As soon as I wake, I go to see **John**. Next it is time to see **Mr Quaker** who gives me my oats! They leave and **Arthur Ritus** shows up and stays for the rest of the day. He doesn't stay in one place for very long, so he takes me from joint to joint.

After such a busy day, I am ready for bed with **Johnny Walker** - what a life.

Oh yes! I am also flirting with **Al Zymer**.

The vicar came round the other day and said at my age, I should be thinking about the 'hereafter'. I told him 'Oh! I do – no matter where I am. If I am in the lounge or upstairs or in the kitchen – I ask myself... **“Now what am I here after?”**

So you see, ‘*The Old Codger*’ is still battling on and is not quite ready to give in yet – AND she can still read a map and navigate herself to wherever she is needed, and no, she has never ever turned the map upside down!

So cheers everybody,

Christine

Heaven and Hell

Heaven is where the police are British,
The cooks are French
The mechanics German
The lovers Italian
And everything is organised by the Swiss.

Hell is where The chefs are British
The mechanics French
The lovers Swiss
The police German
And everything is organised by the Italians.

*Editor's note. As Christine says, her birthday is in May. These articles were presented to me for publication last year and I am afraid that I mislaid them and they did not get added. This year they have been included but the magazine has been held up and was not published until June. **However, Happy Birthday Christine, our national treasure, from me, the members of Council and all of our members.***

June 07 Championship Secretary's Update

Well a number of things have changed since last magazine, with a number of new claims coming in. I also understand the council have accepted my proposal to allow National Championship Events to count in this (and future years) championships, subject to a maximum score per round of 25 points. (This limit will be imposed for local events too from

next year). Type of event that counts are: HRCR rallies, BTRDA, 205 / RWD Challenge, etc. If in doubt, claim and the council will decide.

As a result I will accept retrospective claims until July 31st for these events only.

Subject to the barrage of claims I hope I receive, these are the positions at present:

<p><u>Off-Road Driver</u></p> <p>1st Peter Cox 26 points 2nd Rob Brook 11 points</p>	<p><u>Road Rally Driver</u></p> <p>1st Tony Phillips 14 points 2nd Pete Farmer 9 points 3rd Phil Morgan 1 point</p>
<p><u>Stage Rally Driver</u></p> <p>1st Brett Griffin 23 points 2nd Mark Davies 12 points = Graham Samuel 12 points</p>	<p><u>Night Trial Driver</u></p> <p>1st Pete Farmer 41 points 2nd Andy Greenland 20 points =Ann Kolter 20 points</p>
<p><u>Road Rally Navigator</u></p> <p>1st Rob Brook 31 points 2nd Peter Cox 11 points 3rd Malc Farmer 9 points</p>	<p><u>Stage Rally Co-Driver</u></p> <p>1st Rob Brook 21 points 2nd Holly Bailey 14 points 3rd Dave Axten 12 points</p>
<p><u>Night Trial Navigator</u></p> <p>1st Andy Greenland 38 points 2nd Rob Brook 31 points 3rd John Brook 20 points</p>	<p><u>Marshal</u></p> <p>1st Rob Brook 16 points 2nd Peter Cox 14 points 3rd Darren Pike 12 points</p>
<p><u>Servicing</u></p> <p>1st Pete Cook 4 points Kevin Fowler 4 points 3rd = Lots! 2 points</p>	<p><u>Organiser</u></p> <p>1st Rob Brook 16 points 2nd Tony Phillips 12 points = Andy Greenland 12 points</p>
<p><u>Juniors</u></p> <p>1st Kirstin Farmer 1 event</p>	
<p><u>Most Active</u></p> <p>1st Rob Brook 20 events 2nd Peter Cox 17 events 3rd Andy Greenland 9 events</p>	<p><u>Most Competing</u></p> <p>1st Rob Brook 12 events 2nd Peter Cox 11 events 3rd Pete Farmer 4 events</p>

Keep those claims coming in!!!

(RobB@mcac.co.uk, or post – address in back of mag)

Marshal's Post

(Courtesy of Wheels magazine from the MSA)

by the BMMC

Most vehicle fires can be fought successfully with dry powder and foam extinguishers. But not fires involving metals like magnesium and titanium – used to provide lightweight strength in racing cars. Metal fires are recognisable from the clouds of dense white smoke they produce. The important thing to remember is putting water on a metal fire – even the small amount of moisture in carbon dioxide extinguishers – can make it far, far worse. The intense heat produced by metal fires can render ordinary dry powder extinguishers useless and experts warn certain metals can even react violently with some multi-purpose dry powder extinguishers. It's important to remember that, although some modern brake assemblies include components made from exotic metals, it is usually the brake fluid that is burning in a brake fire. Brake fluid has a flash point – the temperature at which it can be ignited – of around 120°C and an auto-ignition temperature when it will spontaneously ignite – of around 310°C. When brake

discs or drums get really hot, they can cause the brake fluid to ignite and the heat from the disc or drum will cause it to re-ignite. So, cooling the disc or drum using a foam extinguisher is usually the best method of fighting a brake fire, unless, of course, you detect signs of a metal fire.

The good news on circuits is that it is unlikely that a fire will have been raging for long enough to ignite components containing exotic metals.

On a rally, though, it only needs a driver with a puncture at the start of a stage to press on regardless on an alloy wheel rim to generate enough heat to set the wheel alight by the finish. The best course of action is to summon help immediately, warning Control that you have a metal fire; use dry powder extinguishers with extreme caution and try to shovel enough sand – or dry earth – over the burning metal to stop the fire spreading to other parts of the vehicle.

Another apology to Adrian

After months of research, Adrian L'Estrangesent me an email which solved a problem that we have been having with the magazine recently. He delved back into the dim and distant past researching the Cub magazine. He then sent me a list of all of the past issues with the editor's names and included a complete numbering record.

This magazine was to be the first for many years not to have a question mark in the issue number. Unfortunately, I have recently bought a laptop and am in the process of transferring all of my files from one computer to the other. Yes you have guessed it, the email with the magazine listings has gone missing. I am going to have to contact Adrian, cap in hand, and ask him if he will kindly send me another copy so that the next issue will be chronologically correct.

Pete Farmer, Editor and Idiot.

Subject: A. A. A. D. D.

Recently, I was diagnosed with A. A. A. D. D. - Age Activated Attention Deficit Disorder. This is how it manifests itself:

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing. As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier. I decide to bring the mail inside and go through it before I wash the car. I lay my car keys on the table, put the junk mail in the garbage can and notice that the can is full. So, I decide to put the bills back on the table and take out the garbage first.

But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first. I take my cheque book off the table and see that there is only 1 cheque left. My extra cheques are in my desk in the study, so I go to my desk where I find the can of Coke I'd been drinking. I'm going to look for my cheques, but first I need to push the Coke aside so that I don't accidentally knock it over.

The Coke is getting warm and I decide to put it in the refrigerator to keep it cold. As I head toward the kitchen with the Coke, a vase of flowers on the counter catches my eye -- they need water. I put the Coke on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table. I realise that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers.

I pour some water in the flowers, but quite a bit of it spills on the floor. So, I put the remote back on the table, get some towels and wipe up the spill. Then, I head down the hall trying to remember what I was planning to do.

At the end of the day:

- The car isn't washed
- The bills aren't paid
- The garbage hasn't been taken out
- There is a warm can of Coke sitting on the counter
- The flowers don't have enough water
 - There is still only 1 cheque in my cheque book
- I can't find the remote
- I can't find my glasses
- And I don't remember what I did with the car keys

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all damn day and I'm really tired. I realize this is a serious problem, and I'll try to get some help for it, but first I'll check my e-mails.

Don't laugh -- if this isn't you yet, your day is coming!

Editor's Note: *I can't remember if I've already used this joke or not.*

Requests for Marshals/ Radio Crews

MCAC are delighted to be running our own excellent stages on 2 great rallies.

Rally of the Midlands 22nd – 24th June 2007.

This event is part of the Silverstone Tyres Stars Rally Championship, the Heart of England Rally Championship, the Legend Fires BTRDA Asphalt Rally Series and the Subaru Cup.

On the Friday evening (22nd), after scrutineering, there is a sprint test in Hinckley Town Centre. On the Saturday (23rd) there are several visits to MIRA test circuit as well as stages at Higham and Mallory Park.

On the Sunday (24th) there are stages at Brancote Barracks, Merevale Hall and **Arbury Hall**, which is the stage we are running.

Arbury Hall, Nuneaton, is 2.5 miles long and will be run 4 times, twice in the morning and twice in the afternoon reverse direction.

Signing on is at 9am on Sunday morning. Cars will be at one minute intervals followed by 30 second intervals. Although the stage is short it is very exciting and very quick. Not to be missed. Free camping has been arranged at Mallory Park, as we are making a whole weekend of it, with the opportunity to either spectate or marshal on Saturday..

Essex Charity Stages 1st July 2007

We are again running one of the best stages on this rally, Middlewick, which is being run twice. At 5.3 miles, with lots of deep water dykes, tight corners and some very fast straights, it promises to be a very lively stage and not to be missed.

Whatever club you are from join us for a good time and you will be sure of a warm welcome.

Contacts:

Marshals: Peter Nathan, Stage Commander: Tel: 020 8906 0803, Mob: 07979 817654, email: petern@mcac.co.uk

Radio Crews: Brian Catt. Tel: 020 8952 9404 (daytime only), Mob: 07930 350808, email: brianc@mcac.co.uk

No calls after 9pm please.

PLEASE BOOK EARLY SO YOU ARE NOT DISAPPOINTED

WIFE FROM HELL

A police officer pulls over a speeding car. The officer says, "I clocked you at 80 miles per hour, sir." The driver says, "Gee, officer I had it on cruise control at 60, perhaps your radar gun needs calibrating." Not looking up from her knitting the wife says: "Now don't be silly dear, you know that this car doesn't have cruise control."

As the officer writes out the ticket, the driver looks over at his wife and growls, "Can't you please keep your mouth shut for once? The wife smiles demurely and says, "You should be thankful your radar detector went off when it did." As the officer makes out the second ticket for the illegal radar detector unit, the man glowers at his wife and says through clenched teeth, "Dammit, woman, can't you keep your mouth shut?" The officer frowns and says, "And I notice that you're not wearing your seat belt, sir. That's an automatic £50 fine." The driver says, "Yeah, well, you see officer, I had it on, but took it off when you pulled me over so that I could get my license out of my back pocket." The wife says, "Now, dear, you know very well that you didn't have your seat belt on You never wear your seat belt when you're driving." And as the police officer is writing out the third ticket the driver turns to his wife and barks, "WHY DON'T YOU PLEASE SHUT UP??" The officer looks over at the woman and asks, "Does your husband always talk to you this way, Ma'am?"

"Only when he's been drinking."

**Well, I must be doing something right!
Well I must be doing something right!**

In several of the past magazines, I have included the request that members let me know of any errors and/or omissions from the magazine. I have not heard anything so everything must be fine and no public humiliation for me. (Watch the notices come flooding in now.)

Are you logged on?

Are you connected to the World Wide Web? Have you visited the club website at www.mcac.co.uk ?

There is a myriad of information to be found on the web, including:

Current Championship Tables.

Archive copies of the Club Magazine

Information about forthcoming events, for both entrants and marshals.

What is happening at the club.

Articles for sale.

Club history.

And lots more.

Subject: Why men don't talk in toilets

I needed to pay a visit, so I found a public toilet that had two cubicles. One of the doors was locked.

So I went into the other one, closed the door, dropped my trousers and sat down.

A voice came from the cubicle next to me: "Hello mate, how are you going?"

Although I thought that it was a bit strange, I didn't want to be rude,

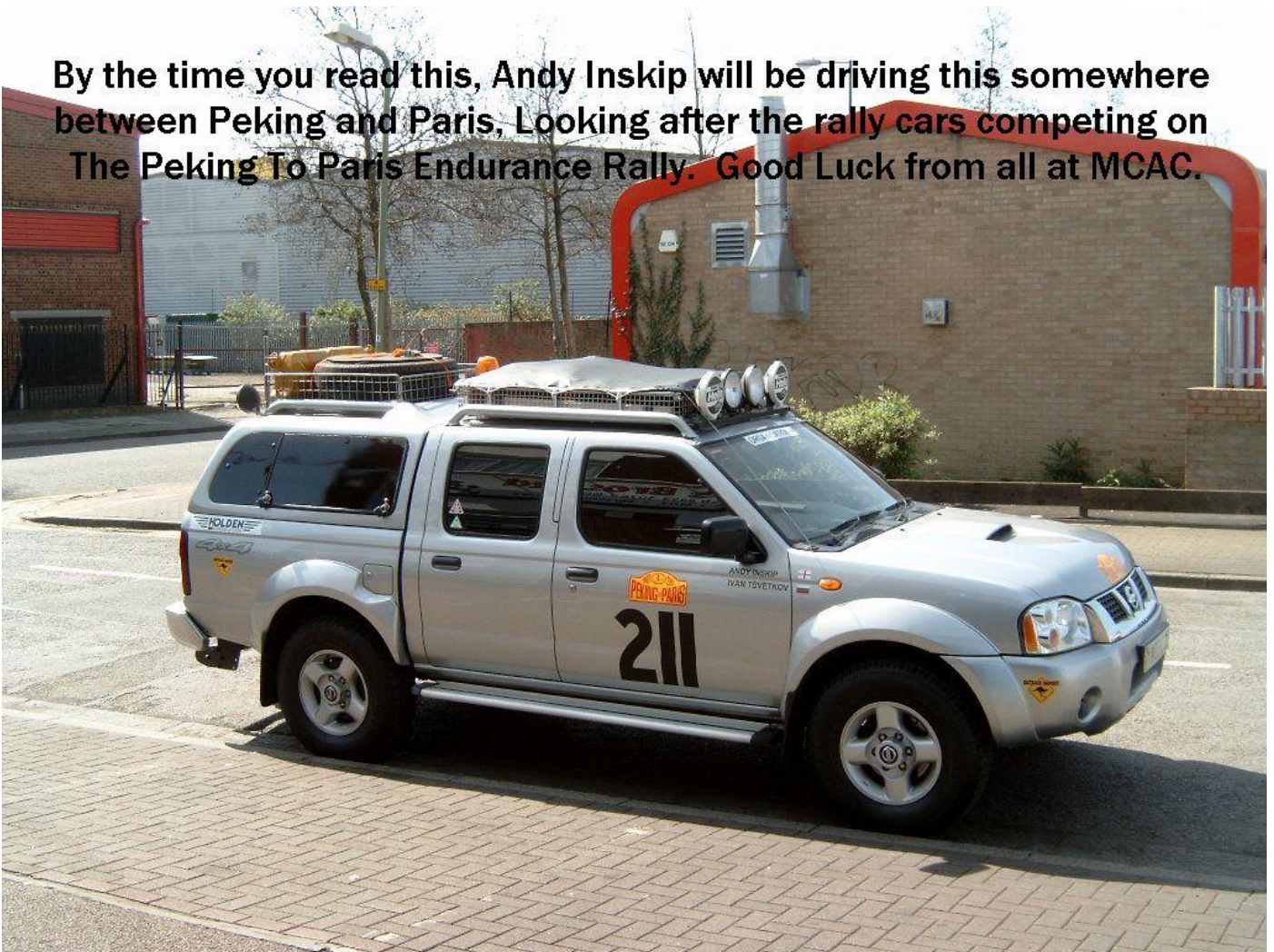
So I replied "Not too bad thanks."

After a short pause, I heard the voice again "So, what are you up to?"

Again I answered, somewhat reluctantly, "Just having a quick poo. How about yourself?"

The next thing I heard him say was ... "Sorry mate, I'll have to Call you back. I've got some dick head in the loo next to me answering everything I say."

By the time you read this, Andy Inskip will be driving this somewhere between Peking and Paris, Looking after the rally cars competing on The Peking To Paris Endurance Rally. Good Luck from all at MCAC.



This Space To Let

Got a service to offer?

Maybe something to sell?

Why not contact the Editor to see if you can use this space.

Advertisements for goods to sell are free to club members.

Very reasonable Rates for Services offered.

Contact Pete Farmer for Free-Ads

Or

Tony Phillips for services offered.

Addresses at the back of the magazine.

Advertisements will also be sent to the club webmaster for inclusion on the club website (subject to his approval)

The Two Horses

A man was driving through Gerrard's Cross one spring evening. The road was deserted and he had not seen a soul for what seemed like hours.

Suddenly his car started to cough and splutter and the engine slowly died, leaving him sitting on the side of the road in total isolation.

He opened the bonnet and looked to see if there was anything that he could do to get it going again. Unfortunately, he had a limited knowledge of cars, so all he could do was look at the engine and feel despondent.

As he stood looking at the gradually fading light of his torch, he cursed that he had not put in new batteries.

Suddenly, through the inky shadows, came a deep voice, "It's your fuel pump."

The man rose up quickly, striking his head on the underside of the bonnet.

"Who said that?" he called out.

There were two horses, a white one and a black one, standing in the fenced field alongside the road.

The man was amazed when the white horse repeated, "It's your fuel pump. Tap it with your torch and try it again."

Confused, the man tapped the fuel pump with his torch, turned the key and sure enough, the engine roared to life. He muttered a short thanks to the horse and screeched away.

When he reached the next town, he ran into the local bar. "Gimme a large whiskey, please!" he said.

A fellow drinker sitting at the bar looked at the man's ashen face and asked, "What's wrong, man? You look like you've seen a ghost."

"It's unbelievable"; the man said and recalled the whole tale to the man.

The man took a sip of his beer and looked thoughtful. "A horse, you say? Was it by any chance a white horse?"

The man replied to the affirmative. "Yes, it was! Am I crazy?"

"No, you aren't crazy. In fact, you're lucky," said the man, "because that black horse doesn't know anything about cars."