



# THE CENTENARY MIDDLESEX MAGAZINE

[www.mcac.co.uk](http://www.mcac.co.uk)

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Volume: ?+4 Issue: 19

July/August 2005

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**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

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## ***FORTHCOMING EVENTS***

3 <sup>rd</sup> August	Partner's Club Night	20.30	<b>PARTNER'S EVENING – TREASURE HUNT.</b> A chance for a leisurely stroll around the area, answering some simple questions on the way. Andy Greenland is devising the route and questions for you.
10 <sup>th</sup> August	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
14 <sup>th</sup> August	Treasure Hunt and BBQ	12.00	<b>CENTENARY PHOTO GEN-IC FUN RUN AND BBQ.</b> Despite moving, Max has again agreed to organize the event, starting from the usual car park near Pinkneys Green (MR175/855816), and will make most of the questions suitable for children. Don't miss this fun day out for all the family, culminating with a BBQ and games at White Mark Farm.
17 <sup>th</sup> August	Club Night	20.30	<b>POOL COMPETITION.</b> How good are you? Can you fluke your way to the final? Find out tonight.
24 <sup>th</sup> August	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
31 <sup>st</sup> August	Club Night	20.30	<b>VIDEO NIGHT.</b> A chance to get up to date with the World Rally Championship and other events.
7 <sup>th</sup> September	Partner's Club Night	20.30	<b>PARTNER'S EVENING – BOULES.</b> Hopefully the weather will be kind to us for a game of boules on the green.
10 <sup>th</sup> September	Set-Up	10.00	<b>SET-UP FOR THE CENTENARY BOMB-ALONG STAGES.</b> As usual, your help in preparing for this event is needed to ensure that the event runs smoothly. If you can assist with the setting-up (even if you are competing) please contact Tom or Rob to offer your assistance.

11 <sup>th</sup> September	Rally	09.00	<b>CENTENARY BOMB-ALONG STAGES.</b> Regs will be available shortly at Club, or contact Tony Phillips. If you are not competing or servicing, your help is needed with the organization or marshalling. Please contact Rob Brook or Tom Ryan to volunteer your services. WE NEED EVERYONE'S HELP.
14 <sup>th</sup> September	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
17 <sup>th</sup> September	Classic Run	14.00	<b>DESTINATION WESTMINSTER 2005.</b> Drive to Westminster, display your classic vehicle in the car park, then go on to the Terrace of the House of Commons for tea followed by a tour of the building. Full details and entry form available from Tony Phillips.
21 <sup>st</sup> September	Club Night	20.30	<b>TABLE-TOP RALLY AND NAVIGATIONAL EXERCISE.</b> A chance to prepare for the 12-Car on Friday - or just sharpen up you map skills.
22 <sup>nd</sup> September	Invite	20.00	<b>MSA CLUB WORKSHOP.</b> Stuart Turner and Allan Dean-Lewis (MSA Head of External Affairs) are running a series of workshops to help clubs promote themselves. All members are welcome and the nearest venue for us is at the Holiday Inn, Grove Road, Basingstoke RG21 3EE.
23 <sup>rd</sup> September	12-Car Rally	20.00	<b>CENTENARY CHILTERN 12-CAR RALLY.</b> Andy Greenland and Rob Brook are arranging the autumn event. Details will be available on the website or contact Rob for further information.
28 <sup>th</sup> September	Club Night	20.30	<b>VIDEO NIGHT.</b> Current happenings on the World Rally scene
5 <sup>th</sup> October	Partner's Club Night	20.30	<b>PARTNER'S EVENING – DETAILS TO BE CONFIRMED</b>

## V I C E - S q u a d

First of all, a special 'thank you' to all those that purchased tickets for the recent Grand Draw in aid of the Lynda Jackson Macmillan Centre. Unfortunately, we did not keep up the tradition from previous draws, as our members did not win the main prizes. However, although I do not know how much MCAC contributed, the draw was very successful and raised well in excess of £2,000 for the centre.

Stuart Turner and Allan Dean-Lewis are arranging a series of workshops to help clubs promote themselves to the public. The meetings are open to every Club member and the nearest venue for us is at the Holiday Inn, Grove Road, Basingstoke RG21 3EE on Thursday

22<sup>nd</sup> September. Meetings will start sharp at 8.00 p.m.

Colin Hilton (MSA Chief executive) will attend the next LCAMC meeting at Watford Town and Country Club on Monday 17<sup>th</sup> October. All are welcome – further details from Kathleen.

AEMC have arranged an Open Meeting for 8.30 p.m. on Thursday 20<sup>th</sup> October at The Alec Hunter School, Stubbs Lane, Braintree, Essex entitled 'Motorsport, Farming and the Countryside'. There is an open invitation to attend and the guest speaker will be John O'Gorman (Department for the Environment, Farming & Rural Activities).

Tony Phillips

# W H A T ' S O N

## AUGUST

5/7th		Rally Finland	(I)	WRC/JWRC
6th	BARC Midlands	John Clarke Sprint, Curborough	(B)	ACSMC
6/7th		Harry Flatters Stages	(B)	WAMC(CT)
7th		Snetterton	(I)	BTCC
13th		Rallyday 2005 - Castle Coombe Circuit	(E)	
<b>14TH</b>	<b>MIDDX COUNTY AC</b>	<b>CENTENARY PHOTO-GENIC FUN RUN &amp; BBQ</b>	<b>(E)</b>	<b>MIDDX</b>
14/20th	Classic Rally Association	1st Heritage Rally	(B)	
20th	Southern CC	The Wugging Stages, Colerne	(B)	R2005/HRCR
20/21st	Amman & DMC	Welsh Endurance Rally	(B)	Enduro event
21st		Turkish GP, Istanbul	(I)	WC
25/28th		Rallye Deutschland	(I)	WRC/JWRC
28th		Knockhill	(I)	BTCC
28th		Mewla National rally	(A)	WAMC(NT)/Subaru

## SEPTEMBER

2/3rd		Answercall Direct Ulster International Rally	(I)	BRC
3rd		Woodpecker Stages Rally	(B)	BTRDA/WAMC
3rd	Oxford University MC	Targa Rusticana	(B)	HRCR
3rd	Tunbridge Wells MC	Lydden Hill Sprint	(B)	ACSMC
4th	Wickford AC	Mash Tour	(B)	R2005
4th	Plymouth MC	Wiscombe Park Hill Climb	(B)	ACSMC
4th		Italian GP, Monza	(I)	WC
4th	Sevenoaks & DMC	Spotted Dick & Custard, Longcross	(B)	R2005
5/8th		Tour Britannia	(I)	
10th		Park Systems Furniture Stages Rally	(A/B)	ANCRO
10/11th	Oxford MC	Bullnose Road Rally	(B)	ACSMC
10/11th		Wexford Rally	(A)	WAMC(NT)
10/16th	Classic Rally Association	17th Classic Marathon	(B)	
11th		Belgium GP, Spa-Francorchamps	(I)	WC
<b>11TH</b>	<b>MIDDX COUNTY AC</b>	<b>CENTENARY BOMB-ALONG STAGES</b>	<b>(B)</b>	<b>R2005/AE/LC/Oak</b>
16/18th	IMS Ltd	Wales Rally GB	(I)	WRC/PROD
17th	Borough 19 MC	Lydden Hill Sprint	(B)	ACSMC
17/18th	AC Midden Vlaanderen	Omloop van Vlaanderen 'Historic' Rally	(A)	BHC/Belg
17/18th	Goodwood RRC	Goodwood Revival Meeting	(I)	
18th		Silverstone	(I)	BTCC
24th		Plains Rally	(B)	BTRDA/WAMCb
25th	Harrow CC	Turner Trophy Sprint, North Weald	(B)	ACSMC
25th	Woolbridge MC	Longleat Hill Climb	(B)	ACSMC
25th	Forresters CC	Patriot Stages, Caerwent	(B)	HRCR
25th	Torbay MC	Devonian Rally	(B)	HRCR
25th		Brazilian GP, Interlagos	(I)	WC
30/2nd		Rally Japan	(I)	WRC/PROD

## Ed's Bit...

Oh dear. I tried, but I'm afraid I still got it rather wrong. I owe Daphne Davies another apology – I couldn't even get my apology facts right in the last mag! Adrian L'Estrange has very rightly pointed out the errors of my ways, and I've included his full explanation after the Chairman's Corner (I don't think a mag cover has generated so many column inches before!). Adrian has become a walking encyclopaedia on the history of MCAC and if he's got his facts wrong there's no hope for any of us....

Anyhow, back to more recent events. Due to the rather late publication of the mag again (a combination of work and the Autoshow Autotest organisation), said mentioned Autotests have been and gone to, errr, reasonable success. A revised format of National 'B' (or the specials) in the morning and the PCA (or the rest of us!) in the afternoon worked well, but due to a combination of a new field and three weeks of solid sunshine meant only one thing – DUST.

Halfway through the day, the organisers came and had a word. The cars were generating 30 foot high clouds of dust - when the wind blew in the 'wrong' direction we swamped the fairground rides over the hedge (and more worryingly the big, hairy bikers next to them!). We needed to stop generating dust or dampen the dust down. Immediately we stopped the Nat 'B' event and called in the water bowser to dampen the field. Unfortunately the 'bowser' turned out to be a crop sprayer that generated such a fine mist of water it evaporated before it hit the ground!

In an attempt to give the PCA runners a go, we re-organised the layout to 'fresh' dried grass, and ran the simplest tests we had planned. It worked for a while, but after four tests we called it a day before the organisers did – we want to go back next year! All I can do is apologise to the competitors who only had half a days motorsport, but I'll try to organise a bit of rain for next year.....

As I've already mentioned, the mag is late this month again due to a lack of time on my part. Please, please, please help me by sending your articles to me as soon as possible – read the mag and get writing! Thank you.

Don't forget that we have our regular BBQ Fun Run on Sunday 14<sup>th</sup> August. It really is a great family day out, and the more helpers you can find the better! As ever Pete Farmer has been persuaded to run the day, so contact him for further details or see the website (details of both in the back of the mag).

Finally, congratulations to Dave Taylor on getting married last weekend. I couldn't make the reception as I was thumping round a rain soaked Rockingham in Mazda RX-8's (another story for next time!), but I hear it was a great day. Good luck to both you and Diane for the future.

### **Important – PLEASE TAKE NOTE**

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

E-mail me at: [chris-keys@fsmail.net](mailto:chris-keys@fsmail.net)

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## **MCAC Online Shop**

Don't forget the MCAC on online shop - [www.buy.at/MCAC](http://www.buy.at/MCAC). This is a gateway shop, where members clicking on to this address will find a page of online vendors who will donate a commission for all subsequent sales made through the website. This commission will then be passed to the club's nominated charity, the Linda Jackson Centre at Mount Vernon Hospital. The list of participating leading retailers is growing rapidly.

## CHAIRMAN'S CORNER

July 2005

By Kathleen Dawson

In my last piece in this magazine, I asked for feedback from members on what they wanted us as a Council to do or provide. So far, I have had no response at all. This means that we will continue to provide the mixture as before. If you want to see any changes, please get in touch with any of the council members - I promise that the initial response will not be "well do it yourself".

We will try to meet any reasonable request, although if you are prepared to volunteer to help so much the better. It may be that you want to see us put on something new, or go back to doing something that we used to do, but have stopped, if so, please do let us know.

The council have taken a few decisions in the last couple of meetings. We have agreed a simple policy statement that makes it clear that we wish to encourage young people to take part in suitable events and that we will not tolerate any form of abuse. Any suggestion of abuse will be dealt with by passing to the appropriate authorities. It is a sad reflection of our society that we have had to even consider such a policy. The MSA have been working on a general policy for some time, but we felt we could not wait for them as we have a duty of care and need to protect young people and also our own volunteers from the danger of actions being misunderstood. Once the MSA come out with a policy, we may want to revisit ours.

We have also decided to introduce a junior membership at £5 a year. Anyone under 17 who has joined in the last year, and who lives at the same address as a member who gets a magazine should get in touch with Brian Catt so that their current membership can be extended. We are looking in to the possibility of family membership as well, but the decision on that will be governed by the possible effect on our income. We will put any proposals for change to the next AGM.

As many of you will know, much of our income in recent years has resulted from

our being able to run successful rallies. The main problem in running a rally is always the availability of land. It looks as if we will have the use of the venue at Oakington for the next year, but its future after that is uncertain. If anyone knows of other land that might be suitable and available, please let us know.

Many club members were out marshalling on the Essex Charity stages at the beginning of July. More than we had expected as Guy Anderson and Dave Taylor were competing, but unfortunately, their Turbo "broke" 20 metres in to the first stage. Instead of going home in a huff, they, and their service crew went to join the other MCAC members who were marshalling on 3 stages of a really enjoyable event. Thanks to them, and to everyone who turned out. I will leave it to the championship co-ordinator to decide if they get competitor, servicing and marshalling points! I was acting as Club Steward and it was heartening to see so many members out. It is essential that we do help other clubs so that they will help us on our events.

Peter Nathan, our social secretary, is thinking hard about the awards presentation for January 2006. It will be an important one as all the awards for our Centenary events will be given out. It will not be on the scale of the Royal Automobile Club (I do not want to give our Treasurer, Mike Cawthra palpitations by suggesting another event so heavily subsidised). We will have to try to make it self-financing. If anyone has suggestions, please put them to Peter.

For those of you who will be away on holiday over the next few months, I hope it is all that you wish. For those taking part in events, please let Chris Keys have a short article or photo. Do not forget, to be eligible for an award in the MCAC Championship, you need to have put something in the magazine.

Finally, congratulations to Dave Taylor, who gets married later in July. As several club members will be at the event, if he puts a report in the magazine, we will count it

towards the championship (*which one? Night Trial or Service!?! – Ed*).

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## Oh Dear, I Got It Wrong .....

Chris,

May I be permitted to let you have some corrections to the footnote regarding the origin of the cartoon on last month's cover.

1. Daphne Davies is the grand-daughter of Alfred Alexander who was a founder member of the club and father of our 4th president. (Daphne's late husband Geoffrey was the Ford works co-driver for Brian Melia in his spare time, so a strong rallying connection has existed throughout the Alexander family.)
2. The 1st Alexander Cup was presented to the club by Alfred in 1925 and was won outright by Mary M. Webb in 1936. It was replaced in 1936/37 by the Committee of the MCAC with the 2nd Alfred Alexander Cup. (Interestingly, the first winner of this cup, in 1937, was Alfred Mason Alexander, Alfred's eldest son.)
3. This cup was not won by Tony Phillips. It was awarded to Tom Ryan for Best MCAC in the Brakefast Autotests on 28th March.
4. There has been confusion with the Alexander Trophy. This is a solid silver cigarette box, awarded to the club by Alfred Alexander in 1931, won, as you say, by Tony Phillips as Leading Road Rally Driver. (Again, the first winner of this in 1931 was Neale Alexander, Alfred's 2nd son and our 4th president).

I can sympathise with you regarding the frequent confusion in the Alexander awards. However, I can assure you that extensive research over many months has sorted out the exact origins of all our awards, many of which having been won outright over the years are no longer in our possession.

Maybe, for the accuracy of historical records (which are consuming a lot of my time at the moment) you might like to print this correction in the next mag (*with pleasure!!! – Ed*)

Best wishes,

Adrian

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Hi Chris,

Following many weeks of trouble from 'wonderful' AOL, I have decided to call it a day, I have had severe troubles with it in the last few week's, and finally switched to a similar address, but with yahoo instead - [a32flathead@yahoo.com](mailto:a32flathead@yahoo.com)

Thanks!

*Dave Molloy*

## Pete's Patch - The Final Frontier

### The (Slightly Late) Championship Report

I know that you will all be saddened to hear that this will be my last report as your Championship Secretary. Yes, I have finally managed to shrug of the mantle of Champ Sec and will, from hence forth, be known as Mr Equipment! Your new Championship Secretary is Kevin Dawson. This is quite apt really as it was he who gave me many sleepless nights sitting at my computer as yet another claims form arrived in my inbox.

However, Kevin has been called up for jury service (if I am allowed to tell you that) and will not have the time to begin his duties until mid June. Claims forms should still be sent to me until that time. When Kevin takes over, I will get web man to put an announcement on the front page. Claims have begun to arrive on a regular basis now and all tables are showing a healthy number of entries. As usual, the marshals table is the most populous with a total of thirty seven people claiming for seventeen events (and the year is not half over yet!)

Leading players to date are:-

Road Rally Driver	John Roseblade	with 13 points from 2 events
Road Rally Co-driver	Tom Ryan	with 8 points from 1 event
Stage Rally Driver	Steve Simpson	with 28 points from 2 events
Stage Rally Co-driver	Mark Booth	with 28 points from 2 events
Organiser	Rob Brook	with 30 points from 5 events
Marshal	Kathleen Dawson	with 22 points from 9 events
Off Road Driver	Rob Brook	with 14 points from 1 event
Night Trial Driver	Tony Phillips	with 10 points from 1 event
Night Trial Navigator	Gordon Phillips	with 10 points from 1 event
Service	Pip Carrotte	with 4 points from 1 event

We also have 8 'Best MCAC awards reserved from 5 events.

Special mention should also be given to new Council member Peter Nathan who has marshalled on no less than 11 events so far this year. The full tables can be found on our website [www.mcac.co.uk](http://www.mcac.co.uk) if you do not have web access, drop me a letter and I will post you your very own copy of the current tables. If, on looking at the tables, you feel that there is some kind of error (surely not), please let either me or Kevin know as soon as possible.

This change of responsibilities now means that if you want to hire borrow any of the club's equipment, I'm your man. I am intending to fetch Donna back from Oakington in the near future and one of my aims is to list (and possible number) all of the club equipment. Once that has been done, the MCAC Hire Shop will be open for business. I have already transferred the Porta Power to my garage and, when time permits, I shall be checking / cleaning it ready for when all you competitors get it wrong.

Obviously, as Equipment officer, my mutterings in this tome will not be as frequent as they have been in the past, but I shall still be submitting the occasional article to let you know of any new equipment that we have purchased or otherwise acquired and too send out begging letters for anything that we need. Of course, the occasional joke will still be forthcoming if I can find any that I think that Chris will deem fit to publish.

Be seein yaal now

*Pete F.*

## **Barbados Rally Carnival - 21-29 May 2005 (Part 1)**

*By Gordon & Maria Phillips*

This year marked the fifth anniversary of the Carnival and the third year running that the club has been represented. This time there just one entry, being Rob Brook with his father, John, doing the co-driving, in their Cadbury Adams sponsored Peugeot 205 Gti. Rob is a relatively new member of MCAC and whilst much of his rallying has been in the Yorkshire forests he did last year co-drive for Tom Ryan on Rally Barbados in Tom's Proton Satria backed then by Halls/ Dentyne Fire & Ice gum. This time he fancied doing the easy bit, the driving!

By way of preparation the car came down to Kevin (Fowler) for him to look over, whilst he was also having to get his own recently acquired 205 running properly for the Four Nations Tour (separate story), but one thing led to another and there was a much longer list of things to be done to Rob's car including changing a bent cross-member and replacing the driveshafts before going to Trigger for bodywork repairs and a respray prior to having the Cadbury's Dairy Milk/ Trident/ Halls/ Crunchie artwork applied. Then off to the docks to await the Geest banana boat.

We ( Rob, John, Kevin, myself and Maria along with a couple of Rob's chums Craig and Simon) all flew out a month later. On the flight we had Dave Smythe, Chief Marshal of Oxford MC, sitting with us and he was going over for the first time with the intention of offering to help with the marshalling. The following evening there was the usual get together for all crews at the Ship Inn. Next was the scrutineering on Friday afternoon but this time there was none of the hassle in getting the cars released from the docks. The only problem for Rob was that the scrutineer required both seatbelt harnesses to be the wider 3inch size. As ever, the helpful people at McEneaney Quality Inc. came to the rescue. Did you let them have it back Rob? McEneaney are a huge dealership and

apart from providing a home and facilities for a number of the European entries they were also running Focus WRC's as Cars 1 and 2 for Roger Skeete and Roger Mayers. Skeete had won 10 of the previous 15 years events although he now had a new co-driver following a dreadful roll late last year on a smaller event which resulted in Dave Crawford, their workshop manager, suffering a fractured skull. Now recovered, he has retired from active competition but his wife, Jan, still helps out as she seems to know everyone that needs to be known to run a rally.

The first weekend was the two day, two cars at a time RallySprint at Vaucluse Raceway and this year there were fewer European entries but visiting again were Kevin Procter who had changed his Escort Cosworth for a Puma, Ray Brammer (Impreza), Martin Stockdale (BMW M3 GTR - now 4.9lts), Paul McMullan (Satria Kit Car) and Ernst Harrach (Historic 911). The weather was hotter this year than last, high 80's the whole time, which some of the locals also commented on, and very humid even though there was almost no rain. When preparing the car Kevin had taken the precaution of fitting a second fan and although drivers had a lot of starts over the weekend Rob had no dramas but others weren't so lucky. The usual post event downing of Bank's went on for several hours.

Over the next couple of days Rob and John made/checked their pacenotes and worked out service points with Kevin although John said he hadn't made notes for a good few years. The rally had seven actual stages, four used on Saturday either as repeats or reverse direction to make a total of fourteen and the other three on Sunday making another twelve. The shortest was only 3.1kms and the longest, 8.1kms. Some of the stages were quite rough as they are only the plantation roads and have had years of patching.

Part 2 later in the mag.....



# Centenary Nurburgring Trip 13/14/15/16th May

*By Andrew Stacey*

Ever fancied a visit?

Something I'd always promised myself and I finally forced my Dads hand by booking accommodation in Nurburg itself and I then got a 50 quid cross channel ferry booking and suddenly there was no going back.

Me being of the computer game generation then risked the marriage on behalf of the cause and spent the next two months pounding the Nordshleife via the wonders of Playstation.

Four and a half hours from Calais found us in the village of Nurburg in a very pleasant B&B. We dropped of our gear and could here the echo of tuned flat six Porsche from our room. Opened the window to find you could see the track about three hundred meters away. Brilliant. We hot footed out of the B&B and got down to the track. Despite significant reservations (damp track) we proceeded to buy 2 tickets and without any vehicle, insurance or licence checks, there you are suddenly thrown on the track amid a gaggle of 911s, M3s and highly modified Golfs plus anything you brung (we brung a Seat Lean TDI 110 hp).

Despite the massive investment in time on the PS2 nothing could prepare us for reality. The topography was amazing with so many big hills it feels like a roller coaster at times. Aided by a damp track made ridiculously greasy by the previous weekends 24hour race we proceeded to frighten ourselves to death, my Dad using up his weekends 'get out of jail free' card on the second run with decent downhill 100+ slide. Fortunately he saved it with calm amounts of lock and a feather of the throttle and we then proceeded to scare ourselves a little more before the end of the lap and retired to the local bar.

We woke the next day to the sound of rain lashing on window. Not put off we made our way to the holding area to find parts of the track were also foggy. Mmm. This didn't seem to bother most locals but after last

nights entertainment we decided it was probably best to head to the modern GP circuit and check out the museum whilst the weather was bad. What we found was a Porsche/Alfa/Caterham race meeting going on and no one asking for an entrance fee.

We proceeded to sit undercover in the grandstand to watch some great racing. The afternoon was spent hunting out all the best viewing areas for the big circuit and driving on the some great German roads in the process.

The next day dawned bright and sunny and by the time we had taken breakfast we could here the local hot shots pounding the track. With the prospect of a dry surface breakfast was dispatched in next to no time and we made very swift progress to the holding area of the circuit. We spent the morning lapping the track and chatting in the paddock area to other like minded Brits including some journos from CAR magazine in a Nissan 350Z and Impreza Sti.

We also caught up with Kevin and Gordon from MCAC and couple of other people I knew from the Peugeot Sport Club who were doing a tour of Europe.

The afternoon was spent with some more lappery and driving to the various viewing areas we checked out Saturday to see some great track action. The sound of the new Porsche Carrera Gt V10 supercar and the new BMW M5 V10 'Ring Taxi' were very special, these cars mixing it with anything from old Volvo 240 estates (lost his way to Antique's shop?) to Aston Martin DB7's and my favourite the old boxy style BMW M3's.

With some more laps under our belts we started to push alot harder. On one high speed compression we managed to scuff the engine undertray at over 100MPH. Oops. We managed to pass a new M3, about four 911's and a Nissan Skyline. They looked about as scared as we were on Friday afternoon.

Every half hour or so you would be reminded of how dangerous the place is if not given enough respect. Too many incidents to relate but we were slowed down by marshals on 6 or 7 occasions when bikers had dropped the bike at high speeds but miraculously they all seemed to walk away. Numerous other stoppages took place when cars were also being retrieved from the scenery. I almost caused one myself by nearly running into the back of a biker bottling it into a fast 3rd gear downhill bend. It is difficult to give some idea

of the speeds involved but talking to a biker in the evening he stated that at the top of the longest hill while travelling at 175 MPH he was passed by a highly modified Dodge Viper.

We were attacking a blind crest at about 100mph and were passed by a brand new 911 doing over 140 MPH who then had a small moment as he cleared the slightly damp crest, utterly surreal and very slightly scary.

Monday dawned with the weather just as nice as Sunday and we were on track by 8.15. It was a National holiday in Germany and the usual suspects were out again. Definitely not for the faint hearted nor apparently for the 4 German guys who were staying at our B&B in their various modified 911s (see pics) and lovely gold "Porche Forever" and "Nordschleife" T shirts. They turned up at the track but never turned a wheel! Probably didn't fancy being overtaken by someone in a fifteen year old Scirocco.

If you fancy the trip I have the address of a very acceptable B&B in Nurburg, the village in the middle of the circuit. Every bar seems to be full of like minded car types.

The roads littered with German and British registered 911's and Lotus Exiges and other various exotica. If your going to go its the place to stay. If you have any interest in anything on wheels then this is a must do trip. I for one will be going back as soon as the Wife allows.....

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## Membership Matters

*By Brian Catt*

Welcome to numerous members enrolled (or re-joined) since the last magazine. We hope they have a long lasting membership of the club and, of course, association with Motorsport:

Welcome to Helen Palmer  
Jerry O`Flynn  
Becki Johnson  
Michael Benning

With regard to the last two names in the list, Council has decided to create a new Membership grade for under 17 year-olds. The basic scale of fee will be £5 p.a. in order to attract the younger members of the motorsporting fraternity. Any existing member who qualifies for this grade should contact me at [brianc@mCAC.co.uk](mailto:brianc@mCAC.co.uk) so I can sort out a multi-year deal for their existing payment.

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.

## Barbados Rally Carnival - 21-29 May 2005 (Part 2)

*By Gordon & Maria Phillips*

In the week before the rally we spent time talking with Dave Lucas who is the co-ordinator of the HRCR (Historic Rally Car Register) in the UK and had gone out to the rally with his wife. Dave Smythe had attended the marshals meetings and found himself appointed International Rally Marshal along with having a 4x4 and driver at his disposal.

Maria and I hired a small jeep for the weekend to try and see some of the stages because Rob's chum Craig was to be going around with Kevin in the service van. Our first attempt to gain access to a Saturday morning stage, Canefield North, was unsuccessful as a marshal was manning a road closed barrier and our only option was to walk in over a mile uphill in the heat. Pass on that! We found another closed road sign but no marshal and drove up to the barrier at a fast crossroads where most competitors were airborne, including Rob/John. The speed of the front runners was crazy but then these roads are their own backyard and they know every nasty brow and change of surface. In Barbados they apparently make up the road material to include broken seashell which is very slippery when wet.

Depending on how closely the cars are running on the road it is not unusual for there to be a break for a local bus or residents to go through the stage creating delays which can accumulate through the day. We briefly saw Dave who was travelling through ahead of the course cars and was having to control his driver who only seemed interested in setting stage times!

We headed for the main service stop at Simpson Motors for late morning. Roger Skeete was out with a broken front diff in his new car. Ernst Harrach broke the gearbox in the Porsche as he had the previous weekend. Rob was complaining that he had lost his brakes early on having boiled the fluid. He insisted on Dot 5 fluid, the guys at McEneaney had only Dot 4

saying you won't find any and garages had only Dot 3 but plenty of Banks beer! Saturday continued without major mishap, easier on the brakes and fortunately John had Kevin fit one pair of spotlights at the late lunch halt (it always gets dark quickly and early) because the next time we saw them through Canefield South it was dark and we were hiding from the driving wind and rain behind an umbrella kindly let to us by a marshal. In Barbados you feel one drop of rain and then you get wet!

Saturday finished about nine thirty and back to McEneaney to check the car over. Nothing could be done about the brakes other than Kevin, having melted about a stone off during the day, adjusting all he could on the back and handbrake. A check at the front showed up a failed front wheel bearing and the garage just happened to find one at eleven o'clock (on a Saturday night) and had their mechanic press this into a spare hub and fit it. Back to the hotel just short of one a.m. and up again at six. Not Maria and I though, I should add.

Restart on Sunday was at a site being an old vehicle park at Carrington Factory beside Kendal Sporting, the venue for the signing on the previous Wednesday night where Craig and Simon managed to build a five or six high tier of empty Banks bottles with a Cadbury's cap on top. MCAC always seem to leave their mark! By Sunday though a third of the cars were already out.

Sundays stages ran more in the east of the island but PR problems are affecting even Barbados. We saw Rob/John through Stewarts Hill (good photo corner) as well as the super fast and long (8.1km) Kendal. They were struggling in their P3 class being up against a new Mini Cooper S (1600 and supercharged) because of the way the rules are written. The other car still running in P3 was a crew in a 1600 Astra from Cambridge who normally use an old mini at Oakington. I baked in a field for half an hour waiting for Kendal to start but it was well worth it. On the straight past me the top cars were on

their rev limiters. Rob/John came past flat out being caught by a Gp4 Escort but the Mini just changed up another gear!

Rob was fretting about things being spanner checked at service even though Kevin assured him everything was fine and nothing would drop off! Nothing did and the last stage was successfully completed about four p.m. before heading to Vaucluse Raceway again for more beers n'burgers and the Total Sport Super Special as a finale with Rob actually taking a class win now being on the dirt instead of tarmac. Didier Auriol had come over to watch the Rally and drove John Powell's newly acquired ex-Sainz works Corolla on the Super Special including numerous doughnuts to the delight of the locals.

Results were posted the next day at the Boatyard which showed that less than half

the cars made the finish even though the total stage mileage was just 130kms (81miles).Prize-giving followed with 1st o/a going to Roger Mayers and 2nd to John Powell, no doubt helped by his private masterclass from Didier the previous week! Rob/John had taken 3rd in class on the rally to add to Rob's class win at the Vaucluse finale.

Rally over, the Casuarina Hotel where we have stayed the last few years was waiting for us to leave on the Wednesday to then close for refurbishment by its new owners. Seemingly everyone from Team Procter, Brammer, McMullan and Stockdale all ended up in the pool, willing or otherwise, with or without their chair but Rob can probably best explain how his mobile phone was at the bottom of the pool along with the van keys!

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## A Plea to Nikolai!

*By Paul Hopkinson*

The following article was written by Jeremy Smith and has been taken from the October 2004 issue of the TVR Car Club's Sprint Magazine, it made us chuckle!

I was awakened to my regular morning news bulletin on the radio, delivered by Claudine with her familiar suggestive style. "Studies out today claim that the male population will be infertile by 2035 if the worrying trend of falling sperm counts continues. Research has shown that 18% of British males now have difficulty conceiving with their partners and this figure is claimed to have doubled since a similar study was last conducted back in 1992." She went on to say that research into the causes of this trend were inconclusive, but the food additives and hormone leakage into the human food chain were suspected to be partly responsible for this terrifying phenomenon.

Was I the only one that heard that news story, or did I imagine it in my semi-lucid state? No I couldn't have. My ten year old son heard it too because he quizzed me over breakfast about the practice of

counting sperm! So, never mind spending millions, no billions, on predicting when the next meteorite might hit our planet, wiping us all out or wasting truckloads of our taxes deploying speed cameras across the landscape, except in the vicinity of schools, where they might actually be of some use. In thirty years time there won't be any more babies. Well, not by conventional means anyway.

Back in my school days I concluded that evolution was stupid. I must have been going through puberty at the time of playing a particular game of rugby. It was when my gonads were trampled into the mud that I remember thinking why are those bloody things hanging outside our bodies? I cursed, desperately fighting back the tears as the dull pain built to a crescendo. After all, our other essential organs have had the sense to seek refuge inside our rib cage over the last few thousand years. During a lesson some weeks later, I put this point to Miss Burden, our voluptuous biology teacher. She explained that mammal's sperm requires a temperature about 1.5°C lower than normal body temperature in

order for them to do their trick properly, hence the need for the blighters to dwell in their own little outhouse. However, she could not explain to my satisfaction why evolution had not simply adjusted the temperature gene in the sperm a tad, to enable them to tolerate a smidgeon more heat. Maybe evolution was a masochist or maybe he or she deemed that the certain pleasures of this design outweighed the painful drawback.

I started driving in 1979, when petrol stations sold only petrol, fags and a few sweeties. I drove about a thousand miles a week back then, criss-crossing the country in my Ford Capri, desperately trying to make my weekly call rate. Nowadays, when I stop for fuel, it seems that most of the punters queued up in front of me are doing their weekly shop and there is an array of delicious pastries and doughnuts shovelled onto the counter every ten minutes. Plus of course, a tempting selection of coffees, that are freshly brewed and served piping hot. I must admit that in the last few years, a large cappuccino accompanies most of petrol purchases and now I even stop for one when my tank is still full.

Well that's all fine and dandy until I get back into my car and proceed to grapple once more with our grid locked motorway network. Except now another problem arises? Where do I put this pot of scalding hot refreshment? My Alfa doesn't have any cup holders, nor did my previous Beamer and nor does my TVR Cerbera. So where do you put it?

Down the side of the seat, wedged between the transmission tunnel, if you are lucky. My

choice of cars however has not afforded me this option, so guess where it sites? Yep, you've got it, right between my legs. But even with the cleverly designed cup lids perforated with a small drinking hole, Mr. Wild Bean's finest still ends up in my pants every time I hit the gas pedal. I wish I had a pound for every time I have had to stop to wash down my stained trousers before venturing in to see my next client. But it seems there is a solution, it's called a cup holder and they appear to only be fitted to the boring cars that are currently infesting our roads. So is it simply uncool to fit them into nice cars?

Well, I have developed my own theory and it goes like this. Red-blooded males like to drive something nice and fast but they also like to enjoy a nice cup of coffee while on the move. So we must all be exposing our genitalia to exactly what they apparently don't like – heat! No wonder then that the red-blooded male population is becoming bloody sterile. It's OK for the older folk to drive around with cup holders popping out of every orifice of their Micra and Polos, their need for full functionality down below isn't important. The need however, for full-on red-blooded males to propagate the population, is damn well essential, not least for TVR.

So Nikolai, with that though in mind please do us a favour. Stick a cup holder in your next TVR and help save us and our fabulous marque from extinction. Set a new trend. Having a stylish cup holder built-in to a fast car really can be cool. You could even design a gimbaled one, to minimise spillage when pulling a few G, as we have been known to do on occasions."

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## **Peugeot Four Nations Tour - 13/16th May**

*Gordon Phillips & Kevin Fowler*

This year marks the 20th year of the formation of the official factory supported Peugeot owners club (as opposed to the various other Pug groups) and to mark the occasion PSOOC, to give them their full title, planned an event to be something different from the usual annual show 'n shine meet.

Kevin had first mentioned the event at club night many months ago; it sounded good, so we put the entry in without at the time having a 205 to use on the trip. We didn't want to take his Gti rally car (too noisy and a long journey) and he didn't want to take my 205 (a 1360cc is too slow - agreed) so he needed to source another 1.6 Gti. One

was eventually found which had been unused in a garage for 7 years, the body work was superb but the brakes and radiator needed replacing.

It was only fairly close to the date of departure did we find out the full itinerary and after an overnight at Dover nearly 20 Peugeots gathered for the early ferry to Calais. We were handed our packs on the docks which included a tulip road-book to take us through the next four days and approximately 1050 miles! I said to Kevin I see now why you wanted me to come along but all I heard in reply was 'have you seen the size of these gulls'.

The route from Calais soon went off down B roads and what superb roads they were; smooth, well surfaced and stretched for miles over gently rolling landscape with no-one else about. Keeping up a speed of 65/70 was no problem at all as we headed for St.Gobain, northwest of Reims, in time for 5pm as we were due to have our track session at Folembay. En route we took a break to visit the trenches at the first world war battlefield of Vimy Ridge which is maintained as a memorial by the Canadians. The trenches available to walk through have long since had the original sandbags replaced with concrete look-alikes and wooden decking has been laid but it was quite astonishing to see where the opposing front line snipers had been barely 30 yards from each protected only by a small metal plate with a rifle slot and the surrounding ground pot-holed by craters as much as 15 feet deep.

We finally arrived at Folembay, the circuit being 100 yards up a side-road in a town! The track is quite simple, no armco barriers (just a twenty foot run off into trees), no pit buildings other a control tower/w.c., no marshals posts or spectator stands, no corporate hospitality boxes and that is why it doesn't cost the earth to hire for a couple of hours! It is roughly a narrow triangle in shape with a climb to the top (and can apparently be viewed on the internet). A drivers briefing reminded everyone this was the start of a four day run so no need to go silly but within ten minutes a 205 had gone through a gravel trap and punctured its

sump and another was smoking badly! We went round for two laps then I left Kevin to carry on the rest of the session on his own. Off to our hotel and day one over.

The next day was miserable with non stop rain and we chose to leave first (not having been drinking half the night) as we had a long run of well over 200 miles round the lanes taking us out of France, through Belgium and Luxemburg to our overnight halt at the Nurburgring circuit in Germany but along the way we had to answer various clues located in towns where we were making stops. The lunch halt was in Bouillon where we met up with a couple in a 206 Gti180 who had been following us round as a road-book was new to them but we didn't see any of the others. The only problem with a tulip road-book is that if it is wrong, you don't know where you are and there was a number of gremlins in it i.e. straight on at a roundabout when we are sitting at a T junction. We had ordinary maps and a GPS but still made wrong slots. By the time we reached our hotel in the early evening we had four other cars in our group behind us quite happy to just follow but it was still raining and we had actually gone up through the low cloud in the Eifel region with the hotel being at an altitude of 1600 feet.

The bar at the Dorint Hotel, which overlooks the circuit, has to be seen for all the autographs and memorabilia collected over the years. Talk was obviously about going round the circuit the next day and the early birds were waiting to go when it opened at 8am as it gets very busy on public days from 11am onwards when the public start arriving in large numbers. We arrived at 10am and busy is an understatement; it was crazy! The circuit had already been closed because a biker had collided with the barrier and the ambulance was called in. There was well over a hundred cars queuing to come off the track, many to go round again as well as hordes waiting to go on. We paid 15 Euros for our ticket and were fortunate enough to be one of the first on when it re-opened. The 14 mile circuit is technically not a race circuit now but a toll road and so there is no inspecting of bikes or vehicles nor a requirement for crash

helmets. We had bought a map of the circuit and a good job too because, as someone said, no matter how many times you may have been round on Gran Turismo 4 it cannot prepare you for what is really just a huge roller-coaster of unreal proportions.

The circuit rises 600 feet and one stretch of 3kms. was such a climb that the car would barely hold a steady speed in 4th gear. On the straights the bikes swarm past only for us to catch them up as they have to back right off round the tight corners and blind brows. It is an uncomfortable feeling overtaking bikes on the outside round a corner just in case one should happen to lose grip.

We came off after our lap and then met Andrew Stacey and his father who had been out on the Friday but not the previous day in view of the atrocious weather. They were really enjoying themselves and who had the biggest moment; father! There was then an hour and a half's delay because of another accident and, just as we went back on, a coach was allowed in to go round but we were able to pass him on a straight without a hold up and then we passed an old Honda Civic with the family in, mum driving and the shopping in the back! What made Kevin's day though was being overtaken at a colossal speed by Sabine Schmitz in the monstrously fast M5 Ring

Taxi. (On Top Gear she said to Jeremy Clarkson 'I could beat your time in a van' !

Kevin was satisfied with a couple of runs round as we still had to head off to Spa for our hotel for dinner and the night. It seems we came out top on points for the answers collected on Saturdays cross-country run. Next morning, Monday, off to Spa circuit where they were clearing up after the DTM Championship race weekend. No track session planned, just a look, but a circuit official very kindly allowed us to drive round to line up for a group photo on Eau Rouge before leaving. At last we had the luxury of an Autoroute for an easy run back to Calais but it still took three and a half hours plus a delay whilst talking to Customs who pulled us over on the outskirts of Calais for a quick look in the boot as well inside the car before letting us proceed.

We had a great trip, the car ran faultlessly and my thanks to Kevin for asking me along. We would have barely 24 hours at home before heading off to the airport for Rally Barbados but that is another story. A surprising aspect of the journey was that although we covered a sizeable mileage we only ever saw two speed cameras, which were close together in a town in Belgium and two police cars, one of which was parked up whilst he had his lunch! That was in France.

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## **MCAC CHALLENGE 2005**

*By Brian Catt*

With the Autoshow Autotests being divided into 2 separate events timewise, it was possible to compete in both parts, so creating an extra round of the Challenge. Only 1 person, Rob Brook took advantage of this situation, and scored maximums in both events. He therefore has a healthy lead in the 2005 Challenge. Next round is the Fun Run (see calendar for details).

Rob Brook	488.80 points
John Roseblade	376.00
Peter Cox	316.60
Peter Farmer	248.34
Dave Johnson	200.00
Paul Benning	197.71
Martin Lush	191.35
Chris Keys	191.12
Jez Kemp	188.50
Jon Senior	175.71