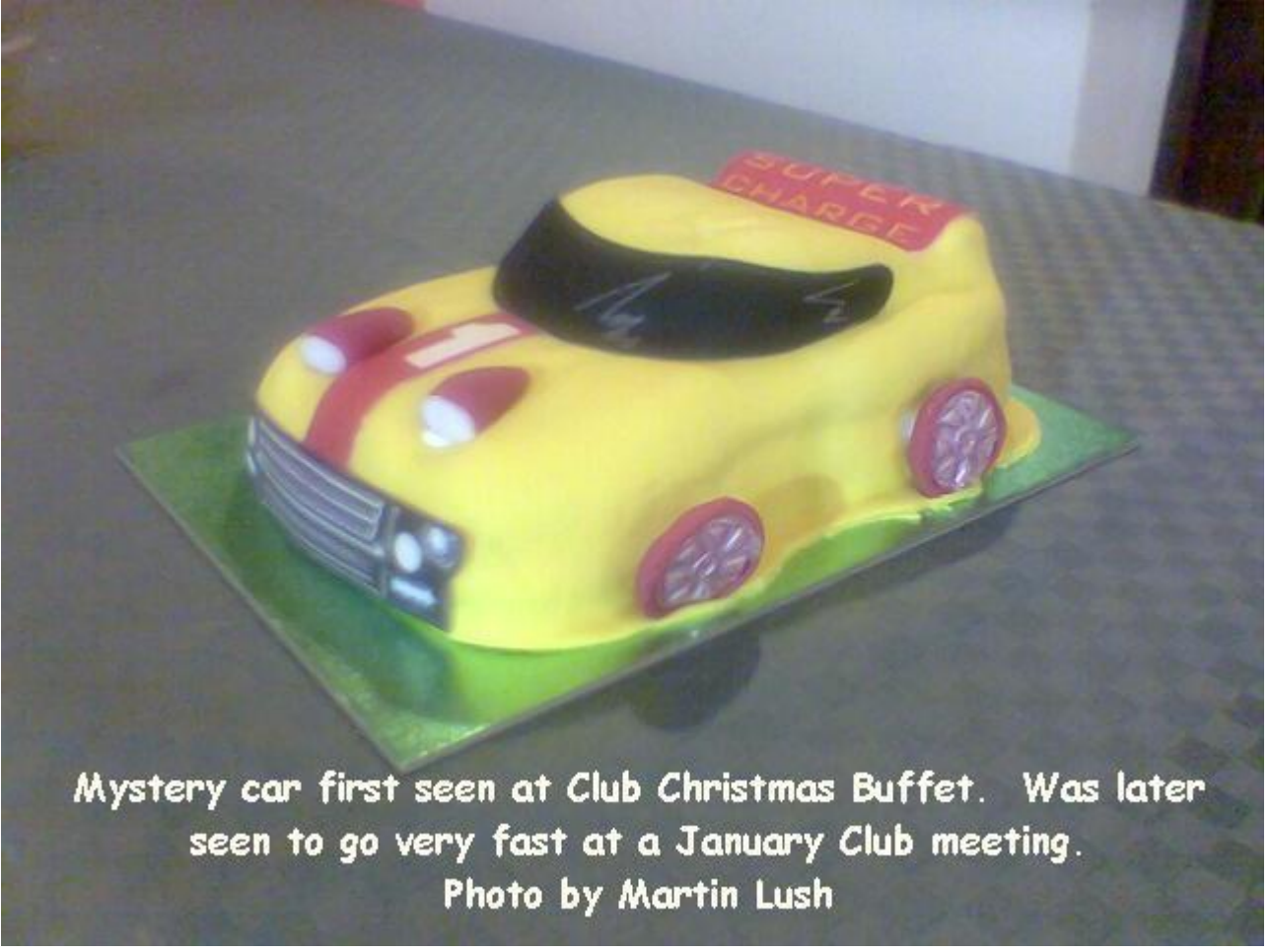


THE MIDDLESEX MAGAZINE



Mystery car first seen at Club Christmas Buffet. Was later seen to go very fast at a January Club meeting.
Photo by Martin Lush

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



THE MIDDLESEX MAGAZINE

www.mcac.co.uk

Volume: ?+5 Issue: 5

January / February 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

| | | | |
|---------------------------|----------------------|-------|---|
| 24 th January | Club Night | 20.30 | NATTER AND NOGGIN. |
| 27 th January | Dinner | 19.00 | ANNUAL DINNER-DANCE AND PRESENTATION OF THE AWARDS. Time to sort out your finery as we return to Stockley Park Golf Club for our premier social event of the year. Full details are elsewhere in the magazine but get your order in to Peter Nathan quickly so that numbers can be confirmed to the venue. |
| 31 st January | Club Night | 20.30 | NATTER AND NOGGIN. |
| 7 th February | Partner's Club Night | 20.30 | PARTNER'S EVENING - PETER NATHAN'S POSTPONED EASY QUIZ. A chance to exercise your brains after all the recent festivities. Nothing too serious - just a bit of fun (and perhaps some chocolate!) |
| 14 th February | 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. |
| 17 th February | Night Trial | 19.00 | VALENTINE SCATTER. Our annual hunt for the code boards so skilfully hidden by Andy Greenland starts from the usual car park near Pinkneys Green. Regulations are now available at Club, on the web or contact Andy, who would appreciate your entries in early to save the normal rush on the night. |
| 21 st February | Club Night | 20.30 | NATTER AND NOGGIN. |

| | | | |
|---------------------------|---------------------|-------|--|
| 24 th February | Rally | 07.30 | RALLYE SUNSEEKER. As usual, MCAC have been asked to assist on this event, centred around Bournemouth, which is again the first round of the MSA Championship. All offers of help to Peter Nathan or Kevin Dawson. |
| 28 th February | Club Night | 20.30 | NATTER AND NOGGIN. |
| 7 th March | Club Night | 20.30 | TABLE TOP RALLY. A nice easy exercise to test your map skills – or a way to learn for the future. Either way, just a bit of fun for the evening – and you may even learn something! |
| 14 th March | Club Night | 20.30 | NATTER AND NOGGIN. |
| 21 st March | Club Night | 20.30 | VIDEO / DVD NIGHT. More exploits from the World Rally Championship and other recent mishaps. |
| 24 th March | Partner's Night Out | 19.30 | PARTNER'S EVENING – SKITTLES. Pete Farmer is arranging a skittles evening at The Greyhound PH in Eton Wick. Cost for the skittle alley is £5.00 per head and food and drink is available. Full details elsewhere in the magazine – book your place with Pete now. |
| 25 th March | Autotest | 09.30 | BRAKEFAST AUTOTESTS, BOVINGDON. We return to Bovingdon for our annual visit for the sealed-surface autotests, co-promoted with Harrow Car Club. Regulations will shortly be available at Club and Peter Cox looks forward to receiving your entries. |
| 28 th March | Club Night | 20.30 | NATTER AND NOGGIN. |

V I C E - S q u a d

I trust that you all had an enjoyable Christmas and New Year celebrations.

After all the pre-event worry, I am pleased to say that Rockingham was a resounding success, fully justifying our commitment and providing a welcome surplus to our coffers after the loss of Oakington.

Although over 114 entries were received, we actually ran 99 starters on the day, including 3 armed forces Land Rovers – one of which entertained the crowds by rolling in front of the grandstand on the first stage. Thankfully there were no injuries and they continued to finish the event, albeit with the loss of 2 or 3 minutes,

We have received lots of favourable comments following the event and it has even been labelled the 'best single venue event of the year'. Let's hope we can do even better this year – note the date in your diaries now - 8/9th December 2007.

Numbers at the Christmas Buffet were down slightly on previous years but those that did

attend enjoyed the excellent buffet provided by John. We finished off the cake to start the New Year.

Tom's 'Croatian Travelogue' was very entertaining and informative – so much so that there was talk of reservations being taken!

Next up we have the Annual Dinner-Dance and Awards Presentation on 27th January at Stockley Park Golf Club. If last year is anything to go by, this promises to be an excellent evening so, if you haven't already done so, get in touch with Peter and reserve your tickets.

No Oakington Stages this year, so the Valentine Scatter is our only competitive event in February. Scatters are a very good way to develop navigational skills so why not have a go - Andy would appreciate entries in advance to ensure the event takes place and to save the hassle of late entries on the night.

All the best for 2007.

Tony Phillips

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WHAT'S ON ?

JAN

19/21st AC de Monaco Monte Carlo Rally (I) WRC

21st Amman DMC Red Kite Stages (B)

27TH MIDDX COUNTY AC ANNUAL DINNER DANCE & AWARDS PRESENTATION

27/28th Weston-Super-Mare MC Regency Stages (B)

FEB

2/4th Galway MC Galway International Rally (I)

9/11th Swedish Rally (I) WRC

10th Forest of Dean MC Wyedean Forest Stages (B) BTRDA English

10/11th Boucles de Spa (I) Legend

16/18th Rally Norway (I) WRC

17TH MIDDX COUNTY AC VALENTINE SCATTER (E) MIDDX

18th London Irish MC Emerald Stages Rally, Longcross (B)

24th Southern CC Rallye Sunseeker (A) MSA

25th Epynt MC Wye Valley Charity Stages (B)

MARCH

3rd Malcolm Wilson Rally (B) Fiesta/BTRDA English

4th Port Talbot MC John Price Tour of Epynt (A) BTRDA/MSA/BMWM3

4th West Essex CC Rock the Oval Stages, Rockingham (B) AEMC

9/11th Rallye Mexico (I) WRC

9/11th Safari Rally (I) IRC

10/11th Lindholme MSC Robin Hood Historic Forest Rally (B) BHRC/AEMC

11th Trackrod MC Lookout Stages (B)

17th Motorsport (NthWest) Ltd Legend Fires North West Stages Rally (B)

18th Australian Grand Prix (I) WC

18th Borough 19 MC North Weald Sprint (B) AEMC

18th Bexley/7oaks/MMK MCs Barrett's Rally of Kent (B) AEMC

23/25th IHMS Ltd International Historic Motorsport Show (E) -

23/24th Camel Vale MC Tour of Cornwall (B) BTRDA Asphalt

24th North Humberside MC Wold Construction N H Forest Stages (B) BTRDA English

25TH MIDDX COUNTY AC BRAKEFAST AUTOTESTS (B/C) MIDDX/ACSMC

25th Forrester's CC Tour of Caerwent (B)

30/1st Rally Portugal (I) WRC

APRIL

1st Sevenoaks & DMC North Weald Sprint (B) AEMC

1st Brands Hatch (I) BTCC

6/8th Ulster MC Circuit of Ireland (I)

7th Vauxhall Motoring Group Astra Stages (B) BHRC

8th Mid Derbyshire MC Twyford Wood Stages (B) AEMC

8th Ecurie Royal Oak MC Oak Leaf Wilbarston Stages (B)

8th VSCC Silverstone (B) -

8th Malaysian Grand Prix (I) WC

9th Sutton & Cheam MC Chieftan Sprint, Longcross (B) AEMC

15th Green Belt MC TAMS Packaging Sprint, North Weald (B) AEMC

15th Sporting CCofN Malcolm Wilson Sculthorpe Stages (B) AEMC

15th Bahrain Grand Prix (I) WC

20/21st Cumberland SCC Pirelli International Rally (B) BRC/BHRC/Fiesta

21st Chelmsford MC East Anglian Classic Rally (B) AEMC

21st Somerset Stages (B) BTRDA English

22nd Rockingham (I) BTCC

27TH MIDDX COUNTY AC MAY-BE 12-CAR RALLY (C) MIDDX

Kirstin's Patch
Ramblings from the Stand in Editor's Chair

Dad is far too busy, preparing for Christmas and mending Mum's car so that it can get an MOT certificate, to prepare the magazine this month so he has asked me to assemble the plethora of articles received this month.

I have not been able to get out on too many events this year but did manage to navigate Dad to a second place in the Fun Run, beating Uncle Malc and Auntie Rose into third place at the same time. Looks like we did to him what Chelsea are going to do to Manchester United by the end of the season (LOL).

I also managed to get out and marshal on one of the twelve cars and was entries secretary on the Hunter's Night Trial, although Mum said that it finished too late for me to go out on the night.

I passed my 12 plus earlier in the year and now go to Wycombe High School and spend most evenings hard at work doing my homework (that's what Mum and Dad think, but I am really playing games on the computer most of the time, don't tell them though!)

Dad said that the salvaged Rockingham Stages were a great success and there was a full entry list with some waiting in the reserves. He also said that it was B****y Freezing sitting out on the stage all day as he was a safety radio operator for the two days. He stayed out for the night, sleeping in the scout hut. He said that he did not sleep too well as Uncle Max shared a room with him and he snores more than Dad does, must have been pretty noisy in there. They also met up with a friend from their

times at Mid Thames Car Club (whatever that is) who left the West London area eleven years ago and moved to Kettering. It turned out that his road was about fifteen yards down the road from where the scout hut was so they were able to walk to the pub (and stagger home).

As this is the last magazine where members can qualify for an award in 2005 by writing an article, it seems that Dad has dropped me in it by leaving me in charge. I am waiting for a flood of articles and this will probably turn out to be the fattest magazine of the year.

I have been told to remind you of the awards night dinner which takes place on Saturday 27th January this year. Tickets are available from Peter Nathan (contact details at the back of the magazine). I went with Mum, Dad, Auntie Rose, Uncle Malc and Joanne last year, my first formal dinner. I was very pleased to be asked to present the awards as well. The evening finished off with Uncle Malc falling down the steps outside and landing in the bushes, which was funny. Dad says that this year he is going to have his camera ready in case he does it again. It would not make the website, but would be good for the front page of the next magazine.

I hope that you all had a good Christmas (although I am writing this in mid December) and hope to see you out on some of the MCAC events in 2007.

Kirstin Farmer - Stand in Editor
btw, sorry about the page numbers, don't know what happened and can't fix it

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

This is likely to be a piece full of thanks. First of all, thanks to Dave Taylor and Martin Mansell, who, at no notice at all, agreed to let off the fireworks for the club annual display on 3rd November. Because I was early getting my article in last time, I was not able to include them. It was fairly spectacular, especially the ground strike rocket. They made sure that the display was safe and did not annoy the neighbours by going over time.

My next thanks must go to all who worked so hard to make Rockingham Stages such a success. I have had nothing but praise for the event. I even had an email from a spectator who took the trouble to read one of the magazines we left lying about to get my address. The organising team put in a lot of effort before the event, especially Tony Phillips and Andy Greenland. We had a lot of help from Thame Motorsport Club, who among other jobs, provided the entry Secretary and ran the website.

There was a lot to do before the event. Brian Catt, Peter Nathan and Tony Phillips spent a lot of time sorting equipment, including cutting down over 400 stakes to fit the boxes we had. I did ask if it would not have been easier to build new boxes, but apparently not. They were fed and watered by the stalwart Christine Poxon, who is so generous in providing storage for the club. The Wednesday before the event saw a working Party at Gerrards Cross sorting equipment and packing Donner, the Club's caravan and the new trailer to make sure they were safely loaded for the trip to Rockingham on the Friday.

Friday morning was cold, but dry. Kevin and I left home before 6 to tow Donner from Gerrards Cross, and try to beat the traffic. We did not really succeed, and it was 10 before we got to Rockingham. We were met by Peter Nathan and Vic Sitch, and the news that the Speedway had managed to get a booking for the day that meant that it was nearly 3 pm before we could get on the whole of the venue. This altered the plans, but with help from Thame members and Kevin Fowler and Karen Stripe, we were finished just in time to get a meal at a Little Chef. I was glad that I had taken a cooker, a

big pot of homemade broth, and plenty of sandwiches and hot drinks.

Saturday morning saw Middlesex members at their best. Everyone pulled together and a successful event was up and running, on time. Considering that, six weeks before, the event had not been going to run, we had managed to put together an event with over 100 entries and nearly 100 starters. It would not be possible to list all the people who helped. They know who they are, and on behalf of the Council, I say "Thank you". Many people were at the venue from Friday morning to late Sunday night. I gather that the Scout accommodation was a big success, and is something we will try to repeat. Also worth repeating is the Rally Marshal training. With a bit of luck, an additional 14 rally Marshals have been registered with the MSA as a result of the event.

Unfortunately, Graham Samuel developed gear problems on stage 1 as the course opening car. Luckily we had two opening cars (the idea had been to save some time by each car doing different laps, but as it was, Chris Bowler and Malcolm Whitbread in a modified Land Rover had no problems except at one Point on the Sunday, when a chicane moved in the wind.

The Armed Forces Rally Team provided plenty of entertainment on the event, especially Paul Buckley in car 104, who managed to roll right in front of the grandstand. Being a Land Rover, the car was put back on its wheels and continued and completed the event.

The full results can be found on the club website, and I am sure that there will be reports elsewhere in the magazine. We have been told that the venue have pencilled us in for next year, so are hopeful that the event can be repeated next year. We do need to continue to look for other venues, so keep looking.

I am sorry I will miss the dinner and awards presentation. I will be in hospital getting a new knee. I am sure it will go well. Best wishes for 2007.

Kathleen Dawson

Another Year Part One

Well, its about time I put pen to paper. As some of you are aware Steven and Robert have started an active programme of competitive motorsport. Two karts were purchased May this year, a Swiss Hutless Rotax 125 for Steven, to compete in minimax and a TSW Honda Cadet for Robert.

We embarked on a schedule of testing approximate 1 to 2 days every 2 weeks and more during the holidays. They both took their ARKS test in the summer and passed, that now leaving time to race with one problem, the TSW chassis hasn't been homologated. We have since nagged John Ryan at the MSA to come and measure the TSW chassis, but alas, we are still waiting so Robert is unable to race his Honda.

As luck would have it, we have been loaned a Wright Chassis with a Comma S60 motor, a lot down on power to Robert's Honda, but it is homologated. So first weekend in October, out we went, and it was wet, and then dry, then wet, all day long, so I learnt how to change wheels and set up very quickly.

Roberts 1st heat, his engine cut out and with some help from Chris Faulke-Greville we tracked the problem down to a faulty H.T. connection. Stevens 1st heat was uneventful but it was obvious his kart had handling problems, great for left hand corners, but it didn't want to go round right hand corners, it turned out that there was a castor/camber problem with the right front wheel, however, he managed 12th. Roberts second heat, he managed a full

compliment of laps, finishing 15th on a drying track.

Steven second heat was very very wet, but still handling badly, and unable to find a solution trackside to the handling problem he managed an improvement of one place to 14th, only 1 second behind 13th place, but still having a quicker fastest lap.

Robert only managed to get 9 laps completed on heat 3, lack of power being the main problem, he still managed an improvement to 14th place, with a fastest lap time quicker than the 12th place runner, who also only completed 9 laps out of 10 and followed his final, with yet another placing improvement, upto 13th.

Stevens heat 3 was another very very wet affair, again as a novice starting from the back of a grid of 15 he managed to fight his way past 3 to finish 12th with a fastest lap time, quicker than both the 11th and 10th place runners and although the pit team were all delighted, Steven felt he could have done better.

Stevens final looked as if it was going to be a wet race, so we prepared with wet tyres then the sun came out to give us a drying track, worse was to come, we had made some adjustment to the chassis to compensate for the front end problem. After the 1st lap we could see that all the hard work had made the handling far worse, the front end was glued to the tarmac, however, the back now only wanted to go straight, that was straight to the front, the rear wheels may have been on marbles, it was probably a very interesting challenge to drive, but not

what you would want for your first final. Steve did very well to keep it on the tarmac, having a couple of spins during the race, but still crossing the chequered flag to complete his race in 14th out of 15, with a fastest lap time better than the 12th place man.

So our first race day over, both Steven and Robert finished in a very wet conditions. So now its time to prepare for race day in November.

Paul Jeeves Age ?? (very)

Another Year Part Two

Our second race meeting was at Rye House kart circuit, where my brother, Robert, was racing. I wasn't racing as I had broken my wrist and had a cast over my elbow and nearly up to my shoulder. I stood talking to Robert while dad unpacked the go-kart. It was a Comer Cadet borrowed from a friend because Roberts Honda wasn't homologated. I went with Robert to hand in his licence and he went through scrutineering. By the time everything was sorted it was time for practise. Practise went along with the three heats and each time Robert came back describing what was wrong and I would give him tips on where his racing could improve, while dad fixed the kart. The final was shortened along with one of the heats due to a red flag incident. Overall Robert came last of the finishers, but I was more excited for other reasons, Josh O'Malley offered to take me out in a two seater go-kart, finally I would be on

the track, but I was told it was cancelled, then it was back on and out came the duck tape, dad managed to put me in race gear then tape my arm to my chest (don't tell my mum) and I was ready, ready for a surprise my go-kart has 1 engine and 21bhp, this one had 2 engines, 56bhp and only weighs about 140 kgs. What a treat I was in for and it really made up for the last 2 weeks of discomfort after breaking my wrist and have 4 teeth extracted (awaiting braces). 0 – 60 in under 3 seconds and over 100 mph down the straight!!! (definitely don't tell mum)

One more thing I want to thank Paul Jeeves (my dad) and my uncle, Colin Bolton for all their help, time and effort they put in because if it wasn't for them I wouldn't be as active in motorsport as I am now. Thanks guys.

Steven Jeeves (aged 12)

Another Year Part Three

Go-karting is a great sport to do and a lot of fun. I only need 3 more signatures until I'm no longer a novice which then means I won't have to start at the back of the grid. My next race is at Rye House on the 2nd and 3rd of December 2006

and now I will be able to race my Honda cadet kart as it has finally been homologated.

Robert Jeeves (aged 9)

A THIRD YEAR OF YELLOW FEVER

Avid followers of this annual saga may recall that we finished last years report in a ditch on the 2005 Roger Albert Clark. Fortunately there was time during the Winter break to cut off the roof, straighten the roll cage and stick it all back together again.

And so to 2006.

The year started somewhat differently as daughter Clare was off somewhere on the weekend of the Wydean so with her regular partner Sarah we took the Polo for a canter round the forests of South Wales. Had a trouble free day and a class win (and a time that won Class A 5 as well-not bad for an N 1 car.)

The Yellow Peril's year started in earnest with the Astra Stages in North Wales. As usual we started too slowly and never got back to the leaders. Finished 7th O/A and 4th in class.

Next was the tarmac of Epynt on the Welsh. We were 5th O/A and 3rd in Class with one mile to go on the final stage when the diff gave up. At least we got further than last year (Stage 15) but what is it about Epynt tarmac and me?

Thence to the Severn Valley Stages (was the Mutiny) in the forests round Epynt and Brechfa. Started a bit quicker but still only 6th O/A and 4th in class. Everyone seems to have upped their game this year and the speeds and times being achieved are remarkable. Massive tyre wear even using hard compound. Rears bald after 22 stage miles!

Mid June found us at Hafren and Sweet Lamb for the Mid Wales Stages. Managed 4th O/A and 3rd in class and a puncture 2 miles from

end of penultimate stage didn't help. Pushing a bit harder now.

August found us on the Isle of Mann for the Manx. Pushed really hard from the start and clipped a wall on stage 1, rolled on driver's side, collapsed near side front and tca. Spent three days in service park watching paint dry!!!!

September took us to Belgium for the Tour of Flanders. With Tony unavailable Clare took over the hot seat with considerable trepidation. Started well (I like Flanders) but lost top gear on first stage, a broken synchro cone, and siezed the engine on a long straight on stage two in third gear despite a working rev limiter.

Missed the Trackrod for a family wedding – have to show willing sometimes.

And so to the climax of the season, the Roger Albert Clark. Started well when the Shogun chase car exploded on the way up the M 1 but thanks to Peter Cook a rapid exchange was made to the Audi and all was well. Started cautiously with three days in front of us and picked up as we went along. Lying 6th O/A as we went into the last forest stage, an 18 miler, but punctured half way through and had to stop. Dropped to 11th. Last stage at Croft punctured again and dropped to 13th and 4th in class. Better than last year, at least we finished and the car is straight and ready for the new season!!!

Lessons of the year! We are as quick as most on tight corners and straights but lack the total commitment to take 3s and 4s flat – it must be an age thing. Event winners are regularly using Holbay motors, as are we, so the usual excuse of lack of power is no longer valid. It ain't power, it's skill that's needed.

Yet again, Pip has provided an immaculate car on every start line and he and Roy keep us going through all but the most impossible situations. Six hours on his back in

a puddle changing the back axle on the RAC brought on mutterings of retirement but they seem to have faded with a big breakfast the following day.

And yet again thanks to Tony, who continues to have no idea of the risk he is taking.

And now for something completely different – the Plymouth-Banjul in a 1989 Nissan Sunny. More of that next time.

Graham Samuel



Graham and Tony performing in the Yellow Fever on the Severn Valley Stages 2006

Political Correctness – Trafalgar Updated for Modern Times.

Nelson: “Order the Signal, Hardy”

Hardy: “Aye, Aye sir”

Nelson: “Hold on, that’s not what I dictated to the signal officer. What’s the meaning of this?”

Hardy: Er, sorry sir?”

Nelson: (Reading signal aloud) “England expects every person to do his duty, regardless of race, gender, sexual orientation, religious persuasion or disability. What gobbledygook is this?”

Hardy: “Admiralty policy, I’m afraid sir. We’re an equal opportunities employer now. We had the devil’s own job getting the word ‘England’ past the censors, in case it to be considered racist.”

Nelson: “Gadzooks, Hardy. Hand me my pipe and tobacco.”

Hardy: “Sorry sir. All naval vessels have now been designated smoke-free working environments.”

Nelson: “In that case, break open the rum ration. Let’s splice the main brace to steel the men before battle.”

Hardy: “I’m afraid the rum ration has also been abolished, Admiral. It’s part of the government’s new policy on binge drinking.”

Nelson: “Good heavens, Hardy. I suppose we’d better get on with it. Full Speed Ahead.”

Hardy: “I think you’ll find there’s a four-knot speed limit in this stretch of water.”

Nelson: “Damn it all man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow’s nest please.”

Hardy: “That won’t be possible, sir.”

Nelson: “What?”

Hardy: “Health and Safety have closed the crow’s nest, sir. No harness. And they said that the rope ladder doesn’t meet regulations. They won’t let anyone up there unless proper scaffolding can be erected.”

Nelson: Then get me the ship’s carpenter without delay.”

Hardy: “He’s busy knocking up a wheelchair access for the fo’c’sle Admiral.”

Nelson: “Wheelchair access? I’ve never heard of anything so absurd.”

Hardy: “Health and Safety again, sir. We have to provide a barrier free environment for the differently-abled.”

Nelson: “Differently-abled? I’ve only one arm and one eye and I refuse even to hear mention of the word. I didn’t rise to the rank of admiral by playing the disability card.”

Hardy: “Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency.”

Nelson: “Whatever next? Give me full sail. The salt spray beckons.”

Hardy: “A couple of problems there too, sir. Health and Safety won’t let the crew up the rigging without hard hats. And they don’t want anyone breathing in too much salt – haven’t you seen the adverts?”

Nelson: “I’ve never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy.”

Hardy: “The men are a bit worried about shooting at anyone, Admiral.”

Nelson: “What? This is mutiny!”

Hardy: "It's not like that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There are a couple of legal aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir. We're not."

Nelson: "We're not."

Hardy: "No, sir, the Frenchies and the Spaniards are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity co-ordinator hear you say that, sir. You'll be up on disciplinary charges."

Nelson: "You must consider every man an enemy who speaks ill of your King."

Hardy: "Not any more. We must be inclusive in this multi-cultural age. Now put on your Kevlar vest; it's the rules."

Nelson: "Don't tell me – Health and Safety. Whatever happened to rum, sodomy and the lash?"

Hardy: "As I explained, sir, rum is off the menu. And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe it's to be encouraged, sir."

Nelson: "Then Kiss me Hardy!"

Submitted by anon

Note: The ideas suggested by this article are entirely in agreement with those of the editor.

AC/DC : ROCKINGHAM WE SALUTE YOU

by James Greenwood

It's been a while since I've sat inside a rally car, and Rockingham would be different as instead of Andy in the driving seat I was next to the DANmeister. Yes, this was to be Dan's first rally!

Any worries - my first was finding my license as I thought that I had stupidly put it in that ever so safe place that can never be found - 2 hours later Sharon found it safe and well in my rally bag.

After a frantic week at the Team Corner garage, Andy had his car complete and Dan's (actually Andy's recent purchase) car was stopping in a vaguely straight line without swapping ends - brake problems.

Rockingham was typically cold (but dry), with both cars sailing through scrutineering and noise, we settled in at service - 2 white and blue cars under matching eazi-ups, whilst sharing service crews - Ed, Tim and Nath would have their work cut out!!!

Dan proved confident from the off, attacking corners and chicanes with gusto - it was

obvious that in true Andy style there would be very little left of my wing mirror! Our car is a 1600 and its lack of power compared to the 2 litre was obvious - requiring Dan to keep its momentum through the corners. This wasn't to be a point and squirt rally.

Stages 1 and 2 proved uneventful, but we were losing too much time wallowing in the corners with the handbrake - slow in and fast out would definitely help - as would raising the ride height as the lowered look was eating into the new Dunlop's and filling our nostrils - nice.

Stage 3 saw us pass one car without incident, but SS4 was our first encounter with the devilish red mist - 2 great passes followed by a near spin and some poor gear changes - obviously cold tyres! We ended day one 61st overall and 3rd in class (after a start number of 85) - not bad at all.



Sunday dawned dry and bright - with rain on its way, but when? Stage 5 saw us straight back on the pace with Dan's corner prowess growing with every mile - we had a fantastic dice with an immaculate Escort Mk 1, sticking to his tail like glue before an awesome slingshot through a long left before the grandstand chicanes.

SS6 saw us 3 abreast coming into a hairpin left, with a red Nova appearing from nowhere, chopping across our nose and blocking our attempts to overtake - fortunately several officials had observed his driving - but we lost 20 seconds in the process. Positions? We had climbed to 46th overall and held 3rd in class; whilst Andy and Aide were a very respectable 16th overall and also 3rd in class.

SS7 saw us right on it again pulling out a 7 minute stage time, scraping every chicane and even rearranging one corner marker (sorry Duncan!), but 8 was very different. Five minutes into the stage the water temp rocketed and the throttle jammed wide open. Coasting through hairpins and chicanes and cutting the engine to change gear was a nightmare, and amid the odd blasphemy we muddled through. Last corner and all our warning lights were working overtime, steam was pouring out of the car - across the finish and the throttle started working - another 35 seconds lost!

Service showed that the throttle linkage had worn away the front hose, embedding itself in the resultant split! Andy had unfortunately stopped earlier on stage with a faulty fuel pump earth and picked up a stage max...

SS9 and 10 were 3 lapper stages in the dark - and at the end of 9 we blew the rear heater hose...indicating ominous head gasket problems. The rain also decided to arrive in force and everyone's driving seemed to go to pot - we pulled the best part of 2 minutes out of 2nd in class and eventually finished a mere 10 seconds behind the Escort Mexico.

Thanks to our service team (who coped admirably with double the workload), Sharon, Cheryl, Hannah and Sarah for their support and some great cooking.

Final positions: Dan and James, 35th overall (out of 99) and 3rd in class (out of 15). Andy and Aide, 43rd overall and 14th in class (out of 31).

The less observant of you may have noticed that on Dan's first rally he beat his dad - Dan noticed this and it took several goes for him to get his head through the doorway when we arrived home! Not really, but he was chuffed.

Our next outing is Loco on Saturday (30th December) when I will be sitting with Andy and Aide will be partnering Dan...Happy New Year.





You are cordially invited to the fabulous

Middlesex County Automobile Club

Annual Awards Night Dinner

To be held at

Stockley Park Golf Club

On

Saturday 27th January 2007
7.00pm until 12.30am

Disco – Raffle – Late bar

Tickets priced at £25.00

Are available by contacting

Peter Nathan

020 8906 0803 or 07979 817654

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

2006 CHAMPIONSHIP POSITIONS

Overall Driver:

| | | |
|-----------------|-----|-----|
| Richard Edwards | (9) | 135 |
| Rob Brook | (8) | 64½ |
| Pete Farmer | (5) | 56 |
| Andrew Stacey | (5) | 43 |
| John Roseblade | (4) | 30 |

Road Rally Driver:

| | | |
|-----------------|-----|----|
| Andrew Stacey | (2) | 19 |
| John Roseblade | (2) | 17 |
| Chris Keys | (1) | 15 |
| Richard Edwards | (1) | 6 |

Stage Rally Driver:

| | | |
|-----------------|-----|-------|
| Richard Edwards | (8) | 129 & |
| Graham Samuel | (8) | 53½ |
| Paul Oldfield | (2) | 16 ** |
| Garry Elswood | (2) | 15 ** |
| Marl Davies | (3) | 11 |

Night Trial Driver:

| | | |
|---------------|-----|-------|
| Pete Farmer | (4) | 55 |
| Rob Brook | (3) | 25 |
| Andrew Stacey | (3) | 24 |
| Mike Cawthra | (1) | 18 |
| Simon Cox | (1) | 14 ** |

Off-Road Driver:

| | | |
|-----------|-----|----|
| Rob Brook | (3) | 37 |
| Peter Cox | (5) | 20 |

Most Active Club Member:

| | |
|----------------|------|
| Rob Brook | 43 & |
| Peter Nathan | 23 |
| Andy Greenland | 21 |
| Peter Cox | 16 |

Most Frequent Competitor:

| | |
|-----------------|------|
| Rob Brook | 13 |
| Peter Cox | 10 |
| Tony Phillips | 9 |
| Paul Brown | 9 ** |
| Richard Edwards | 9 |

Ladies:

| | | |
|-----------------|-----|------|
| Kirstin Farmer | (1) | 13 @ |
| Valerie Gilmore | (3) | 10 |
| Clare Samuel | (1) | 1½ |

Juniors:

| | | |
|----------------|------|----|
| Robert Jeeves | (10) | 10 |
| Steven Jeeves | (7) | 7 |
| Kirstin Farmer | (4) | 4 |

Overall Navigator:

| | | |
|----------------|-----|--------|
| Paul Brown | (9) | 121 ** |
| Andy Greenland | (6) | 73 |
| Tony Phillips | (9) | 53 |
| Peter Cox | (5) | 50 |
| John Brook | (2) | 19½ |

Road Rally Navigator:

| | | |
|---------------|-----|-------|
| Peter Cox | (4) | 36 |
| Rob Brook | (3) | 21 |
| Graham Tuer | (1) | 15 ** |
| Matthew Bowes | (1) | 12 ** |

Stage Rally Co-Driver:

| | | |
|----------------|-----|--------|
| Paul Brown | (7) | 119 ** |
| Tony Phillips | (6) | 39 |
| David Axton | (2) | 16 ** |
| Andy Greenland | (2) | 15 |

Night Trial Navigator:

| | | |
|----------------|-----|------|
| Andy Greenland | (4) | 58 & |
| John Brook | (1) | 18 |
| Rob Brook | (2) | 17 |
| Peter Cox | (1) | 14 |

Clubman – Marshalling:

| | | |
|-----------------|------|----|
| Rob Brook | (23) | 60 |
| Peter Nathan | (17) | 48 |
| Paul Jeeves | (14) | 40 |
| Kevin Dawson | (12) | 38 |
| Kathleen Dawson | (12) | 38 |

Clubman – Organizing:

| | | |
|----------------|-----|----|
| Rob Brook | (9) | 30 |
| Tony Phillips | (5) | 24 |
| Peter Nathan | (8) | 22 |
| Andy Greenland | (5) | 22 |
| Rob Brook | (8) | 40 |

Clubman – Servicing:

| | | |
|-----------------|-----|-------|
| Pip Carrotte | (7) | 28 ** |
| Kevin Fowler | (6) | 16 |
| Andy Inskip | (2) | 10 ** |
| Gordon Phillips | (3) | 10 |
| John Roseblade | (1) | 8 |

@ not eligible: only 1 event competing

& not eligible: another award

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

Event Awards 2006

| | | |
|---|--|--|
| <p>10/11th December 2005 Best MCAC/Winners 2nd Class 3 3rd Class 4 1st Trophy Rally</p> | <p>CENTENARY ROCKINGHAM STAGES Clarke Trophy Two Awards Two Awards Two Awards</p> | <p>(18 MCAC) Steve Simpson / Mark Booth Richard Edwards / Paul Brown Richard Upton / Paul Bareham Nick Ebsworth / Lee Ebsworth</p> |
| <p>29th January 2006 Best MCAC</p> | <p>HANTS & BERKS PAIRS SCATTER Three Awards</p> | <p>(6 MCAC) Rob Brook/Mike Cawthra/John Brook</p> |
| <p>5th February Best MCAC/Winners 2nd Overall 1st Class 5 3rd Class 5 1st Class 4 3rd Class 4 3rd Class 2 1st Class 1</p> | <p>OAKINGTON STAGES 2006 Woodberry Cup Two Awards Two Awards Two Awards Two Awards Two Awards Two Awards Two Awards</p> | <p>(22 MCAC) John Reddington / Bernard Glackin Richard Edwards / Paul Brown John Rabot / Paul Harris Chris Bown / Craig Bell Richard Upton / Paul Bareham Ron Aiken / Brian Neale Paul McDevitt / Brian Rudden Peter Young / Christopher Young</p> |
| <p>18/19th February Best MCAC/Winners 1st Semi-Expert</p> | <p>VALENTINE SCATTER Sir Henry Bowles Cup Two awards</p> | <p>(4 MCAC) Simon Cox / Peter Cox Andrew Stacey / Rob Brook</p> |
| <p>26th March 1st Class A/B</p> | <p>BRAKEFAST AUTOTESTS (Nat B) An Award</p> | <p>(2 MCAC) Rob Rolston</p> |
| <p>26th March Best MCAC/FTD 1st Class B 1st Lady</p> | <p>BRAKEFAST AUTOTESTS (PCA) The Alfred Alexander Cup An Award An Award</p> | <p>(8 MCAC) Rob Brook Jon Senior Christine Wooster</p> |
| <p>28th April 1st Beginner/Winners</p> | <p>MAY MAYHEM 12 CAR RALLY Two Awards</p> | <p>(3 MCAC) Andrew Stacey / Matthew Bownes</p> |
| <p>13^h August Best MCAC</p> | <p>FOTO JEN I C FUN RUN & BBQ Two Award</p> | <p>(8 MCAC) Pete Farmer / Kirstin Farmer</p> |
| <p>22nd September Best MCAC</p> | <p>CHILTERN 12-CAR RALLY The Woodhead Trophy</p> | <p>(4 MCAC) Chris Keys / Graham Tuer</p> |
| <p>14/15th October Best MCAC/Winners 1st Semi-Exp</p> | <p>HUNTER'S NIGHT TRIAL Original Bell Cup Two Awards</p> | <p>(3 MCAC) Andrew Stacey / Rob Brook John Roseblade / Tony Phillips</p> |
| <p>11th November Best MCAC/2nd Overall</p> | <p>S OF ENGLAND TEMPEST RALLY Dr North Cup</p> | <p>(4 MCAC) Phil Morgan / Martin Douglas</p> |
| <p>18/20th November</p> | <p>ROGER ALBERT CLARK RALLY The Powysbrooke Trophy</p> | <p>(1 MCAC) Graham Samuel / Tony Phillips</p> |

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

2006 – Oakington Challenge

| | | |
|-------------------------------------|---|-----------------|
| Champion Driver | The Warwick Wright Chiswick Challenge Trophy (Driver) | Richard Upton |
| Champion Co-Driver | The Warwick Wright Chiswick Challenge Trophy (Co-Driver) | Paul Bareham |
| 1 st Class C - Driver | An Award | John Ward |
| 2 nd Class C - Driver | An Award | Richard Edwards |
| 2 nd Class C – Co-Driver | An Award | Paul Brown |
| 1 st Class E - Driver | An Award | John Rabot |
| 1 st Class E – Co-Driver | An Award | Paul Harris |

Club Championship - Award Winners 2006

| | | |
|-------------------------------|--|-------------------|
| Champion Driver | BELL TROPHY | Richard Edwards |
| Champion Navigator | NAPSPEED TROPHY | Andy Greenland |
| Middlesex Challenge Winner | MIDDLESEX CHALLENGE SHIELD | John Roseblade |
| | JOINT RUNNERS-UP | Andrew Stacey |
| | | Rob Brook |
| | LADY CHAMPION | Christine Wooster |
| Leading Off Road Driver | STEPHENS TROPHY | Rob Brook |
| Leading Road Rally Driver | ALEXANDER TROPHY | Andrew Stacey |
| Leading Stage Rally Driver | KENSINGTON CUP | Graham Samuel |
| Leading Night Trial Driver | OAKES CUP | Pete Farmer |
| Leading Road Rally Navigator | GAMAGE CUP | Peter Cox |
| Leading Stage Rally Co-Driver | SOUTHGATE CUP | Tony Phillips |
| Leading Night Trial Navigator | LAWSON CUP | John Brook |
| Leading Clubman - Organising | CENTENARY TROPHY | Rob Brook |
| Leading Clubman - Marshalling | JUBILEE CUP | Rob Brook |
| Leading Clubman - Servicing | FINCHLEY CUP | Kevin Fowler |
| Junior Champion | 75th ANNIVERSARY CUP | Robert Jeeves |
| Most Active Club Member | CORONATION CUP | Peter Nathan |
| Best Lady Competitor | LADIES CUP | Valerie Gilmore |
| Most Frequent Competitor | NORMAN TIPPING MEMORIAL CUP | Rob Brook |
| | ----- | |
| Best Newcomer | RIDDELL CUP | ? |
| Poxon Award | MIDDLESEX COUNTY CUP | ? |
| Silliest Accident | BENGT ARMCO AWARD | ? |
| Most Contribution to the Club | PRESIDENTS AWARD | ? |

Introducing Rallyinguk.com

A Web Site designed and run by “grass roots” enthusiasts who regularly participate in Rallying throughout the UK.

RallyingUK.com was launched in July 2006 and is already benefiting from **OVER 400 VISITS A DAY** from potential buyers, sellers and competitors.

The Team are actively promoting the site including direct links to Regional Associations and their Member Clubs together with personal interaction through leaflet distribution at Rallies & Motorsport Shows throughout the UK.

We are endeavouring to provide a service to the Competitor by way of an informative site content to compliment the classified advertising. The Trade Advertisers on our site are, and always will be, directly related to Motorsport.

Our Classified advertising is **FREE** and we believe that our Trade advertising rates are extremely competitive with each business being allocated their own “page” within the web-site. We also provide additional benefits to Businesses taking out an Advertising Contract with us.

Whilst you will be required to “Register” to place adverts, you do not need to register to view any information on our site, including the items for sale. However, Registration is free and will enable us to keep you informed of new developments on the site and other relevant information by way of Newsletters.

We hope you will find time to navigate the site and if you have any comments to make we would welcome your feedback. Alternatively if you would like any further information or assistance with your advertisements, please do not hesitate to contact **Simon Andrew** on **07841 167926**.

STOP PRESS: RallyingUK are pleased to announce our Sponsorship of the 2007 ASWMC Loose & Sealed Surface Rally Championships and – *New for 2007* - following discussions between ourselves and the **ASWMC** there will be an additional Class within both the Loose and Sealed Championships for Cars up to 1000 cc.



A Worrying Thought

Under plans uncovered by us yesterday, drivers in Britain could receive points for offences including speeding and even illegal parking committed in *FRANCE*...

These points would count towards the 12 points which bring a driving ban in this country.

The threat affects the 12 million Britons who travel across the Channel on business or for holidays every year.

The French aim to have a deal with the British Government in place within just a few months to catch out the summer tourists.

We feel that it will make British drivers an easy target for French police who are entitled under French law to march you to a cash machine and take your money before letting you go...

It is unclear at this stage if the revenue from the French fines will be shared with the British Government but I could take a guess, as I am sure you could!

British motorists in France are ALREADY treated more harshly than French drivers in this country

...we face £60 "on-the-spot" fines for minor offences while French drivers who commit similar 'offences' here go home without penalty.

Under the plan, Brits committing offences in France would be punished TWICE, with penalty points here added to fines paid in France.

French police would win the right to pass our details to the DVLA, who would then send penalty notices to us – presumably with ANOTHER fine.

Both the AA and the Association of British Drivers agreed with our view that this latest "scam" would make British drivers an easy target for French police.

'It is yet another example of bureaucrats hammering drivers for no good reason. It will accelerate the chances of UK drivers losing their licence under the totting up system.'

The Home Office told us: 'There is already a law that provides the basis for reciprocal arrangements for dealing with driving disqualifications'

...Make of that what you will.

All the best,

Adam Blair

P.S. If you would like to fight back against this latest attempt by the Government to steal our money and licences, the BTST Radar and Laser Detector will detect EVERY type of speed camera and mobile speed trap used in France and other European countries.

The 'bands' of Radar used to catch drivers in France are exactly the same as in the UK and there are absolutely no cameras used in France or other European countries that the BTST can not detect.

...So in other words it detects EVERYTHING -- every type of speed camera used, and every type of mobile speed trap.

See <http://beatthespeedtrap.co.uk/> but DONT order yours from there -- get it at <http://www.btstchristmas.com/> because there are still a few left at the Christmas promo rate.

P.P.S. The BTST comes with a 30 day trial so you can test it out to make sure you want it. Go to <http://www.btstchristmas.com/> for full details.