

THE MIDDLESEX MAGAZINE



MIDDLESEX
COUNTY
AUTOMOBILE
CLUB LTD



©www.digitalmotorsport.co.uk 2004

Kevin Fowler – Peugeot 205 - Oakington 2004

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

MIDDLESEX COUNTY AUTOMOBILE CLUB LTD



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

28 th March	Club Night	20.30	NATTER AND NOGGIN.
4 th April	Partner's Club Night	20.30	PARTNER'S EVENING - CURRENT AFFAIRS QUIZ. Come along and take on the brains of Mike Cawthra. But don't forget to read the papers first!
11 th April	Club Night	20.30	VIDEO / DVD NIGHT. Come and see the latest from the WRC, performing last in Portugal. Also national rallying and possibly some mayhem and crashes to entertain you.
18 TH April	Club Night	20.30	NATTER AND NOGGIN.
25 TH April	Club Night	20.30	VIDEO / DVD NIGHT. No WRC rounds recently so it will be clips from the TV or 'Run what you bring'
2 nd May	Club Night	20.30	BOULES ON THE GREEN. Another chance for the sporting giants of the club to come along and show what they can do. Peter Nathan will be keeping everyone in check (and probably banning 'Team The Bar' again!
9 th May	Club Night	20.30	NATTER AND NOGGIN. And hopefully a new mag to read, provided the editor, printer and packers are all on the ball.
16 th May	Club Night	20.30	VIDEO / DVD NIGHT More fun and games from the rallying scene.

23 rd May	Club Night	20.30	NATTER AND NOGGIN.
30 th May	Club Night	20.30	VIDEO / DVD Is there no end to the entertainment being provided for your enjoyment?
6 th June	Partner's Club Night	20.30	WALKABOUT TREASURE HUNT. Once again, Andy Greenland will be pitting his wits against the club members in this fun event. Don't forget to bring a torch!

V I C E - S q u a d

Well, this will be a short item this issue, Tony's laptop has gone tits up (a computer term meaning that it is not working very well) and he has not been able to furnish me with about a quarter of the magazine as he normally does. So I have got to fill in while he swans off to sunnier climes for a couple of weeks. I would have just left it but the magazine has to be published during Tony's absence as it has the notification of the Annual General Meeting as well as a copy of the latest accounts for your perusal. I have had to extend the 'Forthcoming Events table to fill

the first page (and then sod's law made it flip the last item onto this page!) We have lots of exciting things to keep you entertained during the remainder of the year, but you will have to contain yourselves until the later magazines are issued. If I used the items here, I would be struggling more than usual to fill subsequent issues. I am going to end here, I have left enough room to fill the page with a joke. Hopefully, normal service will be resumed as soon as possible and Tony will be filling the first two pages in his normal inimitable style.

Pete Farmer for Tony Phillips

A request from our President:

As you may (or may not) know, Adrian L'Estrange is currently writing a history of Middlesex County Automobile Club and needs some help. A lot of the magazine front pages are missing captions and Adrian is trying to identify the photos. If you are the star of the cover and the details are missing, could you send the four W's (Who, What, When, Where) to either Pete or Malc Farmer (address at the back) who will forward them to Adrian. The following is a short part of Adrian's request:

I don't have identities for 1999 Nov-Dec or 2002 Jan-Feb.

However, here are the ones that I have been able to finalise, up to 2002 Mar-Apr. The rest will follow if (and when!) I get the info.

We will all be forever in your debt.

WHAT'S ON ?

MARCH

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		
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	Chioftan 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
28 th		Granite City	(B)	Scottish
29 th		A1 GP Brands Hatch, England	(1)	A1
29 th		Midland Forestry Rally	(B)	Irish
30 th /4 th	HERO	Scottish Malts Reliability Trials	(E)	

MAY

4/6 th		Rally Argentina	(I)	WRC
4/6 th	Killarney MC	International Rally of the Lakes	(I)	Irish
5 th	Cannock MC	Wheelspin Rally, Hixon	(B)	HoE MSA Asphalt
<u>5/6th</u>	SWAC/Forresters CC	Welsh National Rally	(A)	BMWM3
5/6 th	AC Midden-Viaanderen	Monteberg Rallysprint	(I)	
6 th		Thruxton	(I)	BTCC MSA
11 th /12 th	Isle of Man Rally Ltd	RBS Manx National Rally	(A)	Asphalt/BMWM3
11 th /12 th		Turkish Rally	(I)	IRC
12 th /17 th	Classic Rally Assoc.	Emerald Isle Classic	(E)	
13 th	Herts County AAC	Debden Spring Sprint	(B)	AEMC
13 th	North Humberside MC	John Overend Memorial Stages	(B)	
13 th		Spanish GP	(I)	WC
13th	Craven MC	Stages Rally Longcross	(B)	
18 th /20 th		Rally Italia (Sardinia)	(I)	WRC
19 th	Port TalbotMC	Pro Art Red Dragon Stages	(B)	BTRDA
19 th /20 th	Lindholme MSC	Danum Trophy Road Rally	(B)	AEMC
20 th	Harrow CC	North Weald Sprint	(B)	AEMC
20 th	VSCC	Cadwell Park	(B)	

Pete's Patch

A big thank you to stand in editor Kirstin Farmer for taking charge of the magazine for the last issue, I shall have to watch my back now in case she enjoyed the experience so much that she wants to take over my job as editor (fat chance of that!).

There has been more bad news on the venues front since the last issue. The management at QinetiQ, the owners of Longcross have announced that the venue will not be available for motorsport in future. It's something to do with it being used more and more for filming and it is hard to arrange a three week booking for a film shoot (or whatever) if, in the middle of that period, the venue has been booked for a one day rally. It's hard to take, but, from a commercial point of view, I can see their point. As well as that, the Rally of Kent had to be cancelled through lack of entries.

You may consider that entry fees are getting very high and, to a point I agree with you but behind the scenes charges such as those from the Forestry Commission are also rising and so entry fees have to rise to compensate. The closing of venues and competitors having to travel further afield to follow their motorsport also imposes a hidden cost. We must therefore make sure that the rallies that we do organise are of the highest quality to ensure a full starting grid.

Pete Farmer
Once again, Editor in Charge

So, once again, we are asking you to keep looking for suitable venues for us (and possibly others) to hold our rallies. Sculthorpe is looking promising, but it is a loooooong way away. No more popping home overnight as we just used to be able to at Oakington.

Elsewhere in this issue, you will find an announcement of the forthcoming AGM and with it a set of the accounts for the past year, lovingly prepared by our treasurer, the Gordon Brown of MCAC, Mike Cawthra. I am sure that Mike would be delighted to answer any difficult questions that you have regarding the accounts.

We also have a page submitted by Peter Nathan, inviting you to two exciting rallies, the Rally of the Midlands, where MCAC's Darren Pike is chief marshal and the Essex Charity Stages where Peter himself is the stage commander for one of the stages, being organised by MCAC on behalf of the event organisers.

Finally, congratulations to Graham Samuel and Alan Williams, henceforth known as 'The Old Gits' for managing to take a 1989 Nissan Sunny from Plymouth (a journey I would not like to take) all the way to Banjul, somewhere in Africa. The rules are scant; the car must be left hand drive not cost more than £100 and that's about it. Unlike Clare from last year, I am sure a magazine article will soon be winging its way to me

Chairman's Chat

Thank you for the card and flowers you sent me while I was in Hospital. I gather that the dinner and dance went well, although there seems not to have been too much dancing, and no repeat of Malcolm Farmer's spectacular cabaret of 2006.

For various reasons, I have not been able to be involved in many events since the last magazine. My knee operation went well, but at times the recovery period seems endless. It is a real tribute to the hard work of the rest of the Council that the club has continued to promote events and also continue the high reputation that MCAC deservedly has in Motorsport in the South East.

The one event I did manage to get to was the Rally Sunseeker. Kevin, Brian Catt, Andy Greenland and I ran the finish control on two stages at Ringwood. Driving through the stage on the Friday afternoon we managed to get a puncture. With all the trouble we had with the last car (which Land Rover eventually replaced after 18 months of arguing), we never had a puncture. We have had two with this car. I am really glad we took out tyre insurance. The first stage we did was straightforward and, during the break we left Andy and Brian to re-locate and heat up the chillie while we went to get a new tyre. We got back with about an hour to spare. We took delivery of the timing beams and were nicely set up when a car arrived to say that the finish was being moved back to the previous junction. That should have been fairly simple, and it was a sensible decision as where the finish was supposed to be had been the start of the earlier stage and had been very cut up.

Like all good plans, something had to go wrong. The proposed communication system between the flying finish and the stop line could not be made to work. Luckily we had the club handheld radios

so were able to run the control properly. The set up crew had been in such a hurry to move the control boards that they put the flying finish board on one stake in a puddle. As a result, poor Andy spent a lot of time in the cold, replacing the board. We were only three minutes late starting the stage, but we could not have done it without the club hand held radios. It just shows how important it is to have back up equipment.

Elsewhere you will find the MSA Rallies Committee proposals that are out for consultation on revised wording for K37, the rules on eligibility for rally cars. It is important that everyone who is interested gives careful thought to these proposals. They are a lot better than earlier versions, but I do not think that they are quite right yet. If you do respond, could you let me have a copy so that I can make sure that the response from London Counties Association of Motor Clubs reflects as wide a view as possible. As well as chairing MCAC, I also chair LCAMC.

When I took on the role of chairman of MCAC, I made it clear that I did not see it as a long term role. The AGM is coming soon and it is up to the membership to vote on to the Council people who will work for the good of the club. It will then be for the new Council to elect its chairman. I hope that you will try to come to the AGM to make sure that the club continues to reflect the views and needs of its members.

Best wishes for safe and enjoyable motoring, assuming that the latest Budget has not put you off motoring.

Kathleen Dawson

Middlesex County Automobile Club Ltd.
(Company Limited by Guarantee)
Companies Act 1985 and the former Companies Acts

NOTICE OF ANNUAL GENERAL MEETING

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

Wednesday 25th April 2007 at 9pm

at

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

- 1 Consideration of:-
 - a) the minutes of the Annual General Meeting of the Club held on 20th April 2006;
 - b) the Annual Report of the Council of Management of the Club;
 - c) the Financial Accounts for the year ending 31st December 2006;
- 2 Election of the Officers of the Club;
- 3 Election of the Council of Management of the Club;
- 4 Consideration of any further business proposed by persons duly qualified to attend and vote at the AGM.

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

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

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

By Order of the Council of Management.
A. P. J. Greenland
Secretary.
13th March 2007

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

REVIEW OF MSA REGULATION K37

Many of you may know that the Rallies Committee of the Motor Sports Association have been tasked with reviewing the rally car construction regulations, known as K 37 Special Stage Rallies.

This review caused a lot of outrage when it was headline news in many Motor Sport Publications which carried headlines indications that the old Group B cars and others would be banned from 2007. The initial draft proposals were not accepted by Motor Sports Council and the Rallies Committee were told to go away and have another go.

Following a special meeting of the Rallies Committee at the beginning of this year a complete new set of rules were drafted and laid before Motor Sports Council at their meeting in the middle of February. Motor Sports Council made some minor amendments and then a press release was published on 21st February 2007 with the completed set of proposals for K 37, which are listed below. This press release was taken up by some Motor Sports Publications who failed to print the full version of the proposed regulations, in order to give them suitable headlines. The press notice indicated that comments were to be received by the Rallies Executive, Mr Ian Davis at Motor Sports House, by the end of April 2007. The Regional Committee has asked for an extension to this deadline to allow all member clubs adequate time for their members to study the full draft and for the draft to be published in the next edition of Motorsport Now, which is sent to all competition licence holders and marshals. This, I believe, will start the full consultation process and allow both the June and September Motor Sports Council meetings time to discuss the proposals prior to implementation.

This full draft of the proposed K 37 is printed on the following pages.

If anyone has any comments can they please forward them to **Ian Davis** and copy them to our Chairman, Kathleen Dawson and also to Martin Chinnery, the Regional Committee representative on the Rallies Committee. This is your opportunity to ensure your views are noted by the MSA.

idadavis@msauk.org

kathleend@mcac.co.uk

chin@btinternet.com)

Review of K37

Special Stage Rallies

37.1. Eligible Cars

All cars must comply with Section E12 of these regulations, and all statutory regulations concerning the construction and use of vehicles. In addition cars must;

- a) Be currently registered and taxed as a private car, unless specific event regulations relax the requirement for taxation, by virtue of the entire event taking place wholly on private property,
- b) Hold registration documents and, where a car is required by law to have a certificate, a valid MOT Certificate. These documents must be produced at scrutineering for all events, irrespective of whether or not part of the event takes place on the Public Highway,
- c) Hold a valid MSA Competition Car Log Book that must be produced at scrutineering, [E11.3.2], AND
- d) Display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.

37.1.1. Category 1. Those that have been homologated in Groups 'A' or 'N' of the FIA Appendix "J", or Groups 1, 2, 3 or 4 of the 1981 FIA Appendix 'J', Non-homologated Series Production Cars, or Specialist Production Cars.

Modifications are free within MSA Vehicle Regulations and as defined below in 37.2 to 37.10. The car must be in the configuration as supplied by the manufacturer, with the engine (any production car engine or Specialist Competition Engine) in the original location and with the original form of induction for the car, normally aspirated or forced induction.

The original means of forced induction is limited to the original fuel type.

Cars must retain the original number of, and location of, driven wheels, Front Wheel Drive (FWD), Rear Wheel Drive (RWD) or Four Wheel Drive (4WD), except where a 4WD car, other than a Specialist Production Car, is converted to Two Wheel Drive (2WD) without structural alteration.

37.1.2. Category 2. Any car not complying with 37.1.1 that may be authorised for use at the discretion of the MSA.

Such authorisation will only be granted for cars which retain the original manufacturer's chassis/bodywork/unitary construction, which must not have been substantially altered.

Modifications are free within MSA Vehicle Regulations and as defined below in 37.2 to 37.10.

The conversion of front wheel drive cars to rear wheel drive (or four wheel drive) is permitted subject to the body construction alterations being limited to those shown in FIA Appendix J Drawings 279-1 and 279-2.

Cars must be fitted with an engine in compliance with 37.3.

Full Guidelines for approval and to make application for a Category 2 Competition Car Log Book are available on request from the MSA.

37.2. Body

The term body shall include bodywork, bodyshell, unitary construction etc.

37.2.1. Have a bulkhead between any fuel tank and filler and driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of a bulkhead between passenger and luggage compartment, an additional bulkhead must be fitted. Additional fuel tank protection may be required.

37.2.2 All bodyshells, inclusive of removable panels and parts must be of the vehicle manufacturers specified materials, specifications and thickness with the exception of bonnet, front wings, bumpers and boot lids which may be of alternative materials. Hatchback and estate cars may not be fitted with alternative tailgates. Seam welding, and localised gussets/reinforcement where no dimension of the gusset/reinforcement exceeds 150mm in any direction, is permitted,

37.2.3 Front wings and rear wings/rear quarter panels, and inner wings, may be modified solely for the purpose of fitting wheel arch extensions.

37.2.4 With the exception of cars accepted under 37.1.2, and cars with modifications conforming to their homologation papers (37.1.1), floor pans, bulkheads and transmission tunnels may not be modified other than by localised alteration to accommodate the fitting of an alternative engine and/or gearbox and/or differential and/or axle. Provision of access holes purely to facilitate use of an alternative or modified gearbox control system is permitted, and the internal routing of pipes and wires, and safety equipment is permitted.

37.2.5 Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid material permanently fitted in place.

37.2.6. Windscreens to be of laminated type only. Side windows if of glass must be of laminated or safety glass and if of safety glass must be coated on the inside with a transparent safety film of between 50 and 100 microns thickness.

37.2.7 Where advertising is allowed on windscreens it must not obscure the driver's vision nor reduce the minimum unobstructed vertical height to less than 25cm.

37.2.8. The fitting of mud flaps behind all four wheels extending to a minimum of 4cm each side of the tyre tread and a maximum of 8cm above the ground is mandatory

37.2.9. Towing eyes of adequate strength and size must be fitted front and rear within the confines of the body. They must be painted a distinctive and contrasting colour.

37.3. Engine

37.3.1. Comply with the following specification and actual capacity limits:

i) Production engines with a maximum of six cylinders:

a) Forced induction petrol or LPG - 2,000cc

b) Forced induction or naturally aspirated diesel – 2,500cc

c) Naturally aspirated petrol or LPG with more than 2 valves per cylinder – 2,500cc

d) Naturally aspirated petrol or LPG with maximum of 2 valves per cylinder – 3,000cc

e) Metro 6R4 2800cc Single Plenum engine complying with MSA Specification, exclusive to 6R4s and may be used in MSA approved Championships only.

ii) Specialist Competition Engines

a) Naturally aspirated

b) No more than four cylinders.

c) No more than four valves per cylinder

d) Maximum capacity of 2,500cc

e) Petrol or LPG fuel only

37.3.2. Forced Induction engines must be fitted with a restrictor at a maximum of 50mm from the extremes of the compressor blades. The restrictor orifice to be to the dimensions currently in force in FIA Appendix 'J'. Where there are two forms of forced induction fitted, the restrictor must not exceed the appropriate FIA Appendix 'J' dimensions. Provision must be made for fitting seals to the unit(s).

37.3.3. If fitted with a different engine not have a capacity increase of more than 25% over the engine capacity of that of the vehicle model as supplied by the vehicle manufacturer as original equipment.

37.4 Transmission Systems

37.4.1. The transmission system is free. The use of active front and rear differentials, i.e. any system acting directly on the differential adjustments (initial stress, pressure...), is forbidden, only entirely mechanical systems are allowed. None of the parameters of the front and rear differentials can be modified except with the help of tools when the car is stopped. Passive viscous differentials are considered mechanical and are permitted.

37.4.2. The gear selection system may be modified or replaced by an alternative system.

37.5. Suspension, Wheels and Tyres

37.5.1 With the exception of cars accepted under 37.1.2, and cars with modifications conforming to their homologation papers (37.1.1), the suspension must retain the operating principle and utilise the mounting points as provided by the vehicle manufacturer. Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used is the same material as the chassis/bodywork and follows the original shape and is in contact with it. Springs, shock absorbers, anti-roll bars and control arms and links may be updated.

Only mechanically operated anti-roll bar systems are authorised. The anti-roll setting can only be adjusted directly by the driver, using an exclusively mechanical system without external power. Any connection between dampers is forbidden. Any connections between front and rear anti-roll bars are forbidden. The ride height must be adjustable only with the use of tools and when the car is immobile. Any servo control activating a power circuit acting directly or indirectly on the suspension parts is forbidden. Any electronic control system for the shock absorbers is forbidden.

37.5.2. Not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted in SRs.

37.5.3. Have all spare wheels securely fastened in position.

37.5.4. Have complete wheels free providing that they can be housed within the original bodywork (including wing extensions) and that they do not exceed the widths in the following capacity divisions:

up to 1000cc 5.5in

up to 1400cc 6.0in

up to 1600cc 7.5in

up to 2000cc 8.5in

over 2000cc 9.0in

Note. Wheel widths relate to the capacity of the vehicle, inclusive of the forced induction coefficient, not the class divisions of the event.

Homologated FIA Appendix 'J' rim diameters may be increased by up to a maximum of 2in. The complete wheel (flange + rim + tyre) shall be measured with the tyre at normal running pressure. The measurement of the width will be taken at the widest point of the complete wheel, above hub level.

37.5.5. Have tyres complying with Section R.

37.5.6. The use of any device for maintaining the performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

37.5.7. The use of tyre heating devices is prohibited.

37.6. Braking Systems

37.6.1. Braking systems may be modified including fitment of updated components, conversion of drum brakes to disc brakes and use of alternative friction materials. The use of non-metallic brake discs is not permitted.

37.6.2. All vehicles must be equipped with a parking brake meeting vehicle construction and use requirements which may be applied at any speed and is effective in restraining the vehicle on a 1:6 gradient.

37.7. Fuel Systems

37.7.1. If the filler cap is of the quick release type or where the vehicle has been fitted with a non-standard filler, be fitted with a recessed fuel filler cap.

37.7.2. Use Fuel as defined in Section P.

37.7.3. Fuel lines may be installed within the driver/passenger compartment on safety grounds. [E12.13.]

37.7.4. Cars must be fitted with a self seal connector of a type approved by the FIA, located within the engine bay to facilitate the drawing of fuel samples. The mating coupling, complete with a suitable length of hose to be connected, is to be carried onboard the car in order that fuel samples may be drawn at anytime as required by the organisers".

37.8. Electrical

37.8.1. Have all lights fitted in compliance with the current Motor Vehicle Lighting Regulations.

37.8.2. Not use any auxiliary lights in road sections except in conditions of fog or falling snow as permitted by law.

37.8.3. Have any forward facing lights, additional to the headlight system, sidelights and indicators, considered as auxiliary lights.

37.9. Vehicle Weight Limits

All homologated cars must conform to the minimum weights stated in their homologation documents. All non-homologated cars must conform to the minimum weights in the table below. The only exceptions are vehicles that have a specified minimum weight recorded in their MSA Competition Car Log Book.

The checking of vehicle weights will be as set out in FIA Appendix J.

Engine Capacity Minimum Weight

Up to 1000cc 720kg

Up to 1400cc 840kg

Up to 1600cc 920kg

Up to 2000cc 1000kg

Up to 2500cc 1080kg

Up to 3000cc 1150kg

Up to 3500cc 1230kg

Up to 4000cc 1310kg

Note. Minimum weights relate to the capacity of the vehicle, inclusive of the forced induction coefficient, not the class divisions of the event.

37.10. Safety

37.10.1. Have, as a minimum, safety roll-over bars complying with regulation Q1, drawing number Q5 or Q6, and longitudinal door bars complying with Q1.2.5(b) (side sections drawing number Q9).

37.10.2. Be equipped with an internal switch that is capable of isolating all electrical circuits and completely stopping the engine. The operating switch must be positioned so that it can be operated by the driver or the co-driver when normally seated with seat belts fastened. Must also be equipped with an external circuit breaker complying with Q8.

37.10.3. Have currently FIA Homologated seat belts complying with Q 2.1.2.

37.10.4. Be equipped with fire extinguishers complying with Q3.1.4 and also all the relevant parts of Q3. The driver and co-driver must each be able to activate the extinguishers when normally seated with seat belts fastened.

37.10.5. Be fitted with front seats that are currently FIA homologated.

37.10.6. Have substantial underbody protection covering any area of a fuel tank exposed to running damage.

37.10.7. Be equipped with high-intensity horns that can be operated by either the driver or the co-driver.

37.10.8. Competing cars must carry an Emergency Red Warning Triangle and an SOS/OK Board (15.5.)

37.10.9. If a camera is carried, the fitting must be specifically approved by a Scrutineer.

Date of Implementation: 1st January 2009

Reason: The complete review of stage rally technical regulations to address

Membership Matters

Welcome to a number of new members joined since last I wrote:

To John Clarke, Darren Toogood, Mark Selby, Michael Edwards, Alex Carslake, Jacqueline Harding, David Southwell, Ray and Karen Brooker, Justin Dale, Craig Parry, Barry Blackmore, Richard Claydon, Michael Harris, Brandon Parker, Chris Davis, Simon Selby, Rob Mill, Dave Shaw, Neil Furlong, Mark Higgott, David Williamson, Harry Bixby – Thompson, Anne Kolter, Andy Collett, Michael Duncan, Graham Hooper, Darryn DeBodene and Martin Rowe, YES the Martin Rowe, The ex British Rally Champion co-drove for Clare Samuel on the Tempest to help evaluate a new car.

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 “point’s 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.

MCAC CHALLENGE 2007.

With the first scoring round of this year’s Challenge being the Valentine Scatter, we have only a limited score sheet so far.

1 = Roger Jack and Andy Collett	100 points
2 = Rob Brook and Simon Phillips	86.15 points
3 = Martin Lush and Chris Keys	74.16 points
4 = Tony Phillips and John Roseblade	73.39 points
5 = Pete Farmer and Peter Cox	66.89 points

Changes of Address and E-mail addresses.

Please make sure I have your current addresses etc. I have been able to resurrect the MCAC Net News after losing the lists in a computer problem, so if you have not received the latest info reminding you of the Rockingham event, send me a mail to brianc@mcac.co.uk so I can include you in the mailing lists. If you wish me to send to a different address, also please let me know.

Brian Catt brianc@mcac.co.uk

Requests for Marshals/ Radio Crews

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

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

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

On the Friday evening (22nd), after scrutineering, there is a sprint test in Hinckley Town Centre.

On the Saturday (23rd) there are several visits to MIRA test circuit as well as stages at Higham and Mallory Park.

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

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

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

Essex Charity Stages 1st July 2007

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

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

Contacts:

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

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

No calls after 9pm please.

PLEASE BOOK EARLY SO YOU ARE NOT DISAPPOINTED

Points Summary – 20 March 2007

Enclosed are the current championship positions for this year. Please highlight any errors or omissions, and keep the claims coming in. (Rob has started with his ridiculous number of events again, can someone please beat him this year!!!)

Prefer claims by e-mail to RobB@mcac.co.uk, or submit them at most club nights. Copies of results and entry forms can be substituted by internet links if easier.

<u>Off-Road Driver</u> No eligible claims received	<u>Road Rally Driver</u> No claims received
<u>Stage Rally Driver</u> 1 st Mark Davies 12 points 2 nd Clare Samuel 7 points 3 rd Brett Griffin 6 points	<u>Night Trial Driver</u> 1 st Andy Greenland 20 points = Ann Kolter 20 points 3 rd Martin Lush 5 points
<u>Road Rally Navigator</u> 1 st Rob Brook 31 points 2 nd Peter Cox 5 points	<u>Stage Rally Co-Driver</u> 1 st David Axten 12 points 2 nd Sarah Jones 7 points
<u>Night Trial Navigator</u> 1 st Rob Brook 29 points 2 nd John Brook 20 points 3 rd Chris Keys 5 points	<u>Marshal</u> 1 st Peter Nathan 10 points 2 nd Christine Poxon 6 points = Pete Farmer / Peter Cox
<u>Servicing</u> 1 st Pete Cook 2 points = Martin Lush, Kevin Fowler, Alex Kerslake	<u>Organiser</u> 1 st Andy Greenland 12 points 2 nd Tony Phillips 10 points 3 rd Rob Brook 8 points
<u>Juniors</u> 1 st Kirstin Farmer 1 event	
<u>Most Active</u> 1 st Rob Brook 11 events 2 nd Andy Greenland 5 events = Peter Cox	<u>Most Competing</u> 1 st Rob Brook 8 events 2 nd Peter Cox 3 events 3 rd = Clare S, John B, Pete F, Sarah J (2 events)

These are before the Brakefast – so I expect to see some changes to the Off-Road championship. Why not come along and support the May-Bee 12 car in April, chance of starting the championship off well there!!

Rob Brook
Championship Secretary

Up-to date results available at www.mcac.co.uk

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If GM had kept up with technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon.'

In response to Bill's comments, General Motors issued a press release stating:

If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash..... Twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single '*This Car Has Performed an Illegal Operation*' warning light.
7. The airbag system would ask 'Are you sure?' before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the 'Start' button to turn the engine OFF.

Malcolm Watson Spring Rally Stages, Sculthorpe, Norfolk. Sunday 15th April.

I have sent details of this event to those on the e-mail list, but there is just a possibility that late entries will be most welcome! At the time of writing, the organisers have only received 41 entries. With the loss of our venue at Oakington, and other clubs losing their events at Longcross, one is tempted to assume that any decent event would be flooded with entries as soon as the Regs were published. Yes, I know that Sculthorpe is a long way away, but with virtually no events taking place in the South-East, everyone is going to have to travel to

events or give up, hoping that venues will appear from somewhere.

Sculthorpe is a big place, and the rally does not need to use all the available roads to make an 80 mile event over 6 (not 8 as previously published) stages. The surface is good, the Organisers are very friendly, and there will be an MCAC style Road Book.

See www.scon.org.uk/srs07 for details. If you need more info outside the web, contact Brian Marquis on 01493 857195.

An Apology or two.

As editor, I would like to apologise for a couple of things. Firstly I would like to say how sorry that I am that the magazine is a bit late this issue. It nearly did not get printed at all as my PC very nearly experimented with the aspect of flight. Yes, I got so frustrated with it that it very nearly went out of the window. If we did not have top hung vents only, it may well have taken the long drop. All (most) of the articles received this issue were beautifully presented. Formatting was correct and even Arial was the chosen text. However, my computer did not seem to like this. When cutting and pasting, it decided to make the paragraphs double spacing, change the font and put un-editable page flags in at random places. Reformatting and font changing were no problem but, when I tried to remove the page flags, all that it did was to bring the last paragraph of the previous page down to join the remnants of the article on the next page. About

three hours sitting at web master (and brother) Malc's computer with his wife Rose managed to straighten things out, although we still do not know what was causing the problems. Thanks a lot Rose.

The second apology concerns the layout of this mag. There are far too many gaps at the bottom of pages for my liking. However as this issue contains the AGM notice and a copy of the club accounts, its early issue is paramount. So it has to go out complete with the occasional gap. I dare not try anything clever like adding half page articles after the previous article in case something else goes wrong. I will try to get it fixed for the next issue (if I still have a computer and not a random collection of chips and processors!).

Nb: Financial Accounts removed from online version of the magazine.

*Pete Farmer
Editor.*

Well, what a fiasco! Despite the “consultative” decisions of the Fuels Working Group, the publication of “new” definitive regulations, and definitions in the Blue Book, most upper level competitors will admit that their fuel is outside the regulations. The whole area needs to be completely thought through again, and new, more realistic regulations need to be instituted.

Do we disregard the original “cost saving” ideals of banning 102 RON fuel as being a blind alley, on the basis that all other countries allow this fuel and it is almost the only fuel that a WRC car can run on? OK, you may say, BAN WRC cars on certain events, but what will that achieve, If you ban them from Nationals, but still allow them on International events, many events will either up their status, or die due to lack of entries.

And fuel testing will still have to take place to ensure the “banned” fuel will have not permeated down to the National events in those cars that are still allowed. Does anyone still believe the Regulations say that “pump fuel” must still be used, when everyone knows that it either comes out of tins delivered to a workshop, or from a specific truck on events? The MSA Blue Book carries adverts for this fuel, so they cannot be unaware of the real-world situation, so why have we still got the outdated Regs? I cannot think of a workable and inexpensive way out of this problem.

WRC cars, by definition have to have a “dry-break” connector to facilitate collection of fuel samples, so any attempts to impose testing should be by a similar method on ALL CARS competing in Stage Rallies. Failure to impose this collection method would expose all involved to greater risks, since the fuel has to be collected from a point as close to the (hot) engine as possible. It might also be advisable to get written permission for all aspects of the Scrutineering procedure before the land-owner turns up and throws all concerned off his property, as per the Epynt event.

Unless someone can come up with truly workable regulations, we will be forced to accept the fact that WRC cars using 102 RON fuel are here to stay (for the foreseeable future) and we may be unable to enforce a ban on any lesser cars using it on National events.

Let’s hear from some of those directly involved in this problem. Who did the Fuels Working Group talk to? Who is actually in charge of what aspects? The MSA say they are only enforcing the Regs set down by the FWG, who in turn report to the Motor Sports Council, the overall governing body.

I have probably succeeded in confusing you by now, but not as much confusion as there seems to be between the WRC owners and the MSA/FWG/MSC.