



THE CENTENARY MIDDLESEX MAGAZINE

www.mcac.co.uk

Volume: ?+4 Issue: 17

March/April 2005

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

6 th April	Partner's Club Night	20.30	PARTNER'S EVENING – TOM'S SOUND / AUDIO QUIZ. Can you recognize a tune or commercial from the intro? Your chance to find out in this light-hearted attempt to test your memory skills.
9 th April	Event and Show	09.00	BRC LIVE, BRAMCOTE BARROCKS, NUNEATON. The South of England Tempest Rally will be one of the few events represented at this BRC opener to the season. If you can assist, Paul Hopkinson would like to hear from you.
13 th April	Club Night	20.30	NATTER AND NOGGIN. Last chance to enter the autocross to ensure it runs! Also nominations for volunteers to serve on the Council should be forwarded to Andy Greenland by the 16 th April.
17 th April	Autocross	09.00	CENTENARY MIDDLESEX AUTOCROSS, OAKINGTON. Regs available at Club, from Tony Phillips or on the web – www.mcac.co.uk Paul Hopkinson is the Clerk of the Course. Get your entries in quick, as the event will be cancelled if there is not enough interest. If not entering, what about marshalling – help is always needed at these events.
20 th April	Club Night & AGM	20.30	ANNUAL GENERAL MEETING (at 21.00). Your chance to have a say in the running of your Club and, perhaps, to volunteer to serve on the Council. The AGM will also include an update on the Centenary events and report of the Dinner.
27 th April	Club Night	20.30	NATTER AND NOGGIN.

4 th May	Partner's Club Night	20.30	PARTNER'S EVENING - BOULE ON THE GREEN. Hopefully the weather will be kind to us tonight, as we move outdoors for a 'friendly' game of Boule.
6 th May	12-Car Rally		CENTENARY MAY BE 12-CAR RALLY. (Note change of date). Despite the low entry on the March event, Rob has agreed to organize another 12-Car. Regs will be available AT club shortly or on the net – www.mcac.co.uk If these events are to continue, your support is needed, so contact Rob for details and to place your entry.
11 th May	Club Night	20.30	NATTER AND NOGGIN.
13/16 th May	Trip		CENTENARY TRIP TO NURBURGRING. Andrew Stacey has arranged a trip to the legendary circuit in Germany. See the separate article and contact him if you are interested in making the journey.
18 th May	Club Night	20.30	VIDEO NIGHT. Recent rounds from the World Rally Championship and general motorsport mayhem for your enjoyment.
25 th May	Club Night	20.30	NATTER AND NOGGIN.
1 st June	Partner's Club Night	20.30	PARTNER'S EVENING – SOFTBALL / ROUNDERS. Weather permitting, we will venture outside again for some gentle exercise under the guidance of Pete Farmer.

SOCIAL SCENE

After all the planning and organization, the Centenary Celebration Dinner is now just an unforgettable memory. An excellent evening in sumptuous surroundings, perfectly suited to the occasion, was thoroughly enjoyed by everyone that attended and hearty thanks are due to the organizing team that made it all possible.

The last issue of the Magazine listed all the award winners for last year but, as you know, some are kept secret until the presentation and this year was no exception.

The (un)lucky recipient of the **Bengt Armco Award** was a very surprised **John Gibson**, who thought we had forgotten about his attempts to leave home for the Red Kite Rally at the start of the year. His exclamation when the penny dropped could be heard all around the room!

The **Riddell Cup**, for the Best Newcomer, went to **Jon Senior** for his exploits with his endurance-rally specification Peugeot 205, while the **Middlesex Cup (The Poxon Award)** was presented to a very deserving

Rob Brook, in recognition of the vast amount of time and effort he has put in to promote the Club and obtain charity donations from his employer – Cadburys.

As is well documented elsewhere, Adrian L'Estrange presented the **President's Award**, for outstanding service to the Club, to a very surprised **Christine Poxon**, in recognition of her service and devotion to the Club over the last 50 years.

The tombola was in aid of two nominated charities - the **Lynda Jackson Macmillan Centre** and the **Motorsport Safety Fund** – and £840 was raised on the night. The Club rounded this amount up to £1,000 and, with a further £100 for each charity from Cadburys, the two charities will benefit by £600.00 each.

Many thanks to all who bought tickets, which were in the form of key rings so you still had something even if you didn't win one of the many prizes.

Tony Phillips

W H A T ' S O N ?

APRIL

2nd		North Humberside Stages Rally	(B) BTRDA
2nd	Tunbridge Wells MC	Brands Hatch Sprint	(B) ACSMC
3rd		Bahrain GP, Sakhir	(I) WC
3rd	Sutton & Cheam MC	Mini Tempest, Longcross	(B) R2005
8/10th		Rally of New Zealand	(I) WRC/PROD
9th	Vauxhall Motoring Group	Astra Historic Stages	(B) BHC/WAMC/Subaru
9th	Tunbridge Wells MC	Lydden Hill Sprint	(B) ACSMC
9th		BRC Live, Bramcote Barrocks, Nuneaton	(E) BRC
10th	Farnborough DMC	Rushmoor Arena Sprint	(B) ACSMC
10th		Donington Park	(I) BTCC
10th	SCCON	Spring Stages, Skulthorpe	(B)
16th	7Oaks /Maidstone MKMC	Lydden Hill Sprint	(B) ACSMC
17th	Sutton & Cheam MC	Longcross Sprint	(B) ACSMC
17TH	MIDDLESEX COUNTY AC	CENTENARY AUTOCROSS, OAKINGTON	(C) MIDDX
17th		French GP	(I) WC
17th	Sutton & Cheam MC	Scorpion Sprint, Longcross	(B) ACSMC
22/24th		International Rally of Wales	(I) BRC/WAMC(NF)
23rd	Burnham/Minehead MCs	Somerset Stages Rally	(B) BTRDA/R2005
23/24th	Wessex CC	Funky Elephant Road Rally	(B) ACSMC
24th		Bisley Mount Stages	(B) WAMC(CT)
24th	Woolbridge MC	Wiscombe Park Hill Climb	(B) ACSMC
24th		San Marino GP, Imola	(I) WC
29/1st		Rally Italia Sardinia	(I) WRC/JWRC
29/1st	SWAC/Epynt/Forresters MCs	Matador Welsh International Rally	(B) BHC/WAMC(H/NT)
30th	Cannock & DCC	Hixon Stages	(B) HRRCR

MAY

1st	Plymouth MC	Werrington Park Hill Climb	(B) ACSMC
1st		Thrupton	(I) BTCC
6TH	MIDDLESEX COUNTY AC	CENTENARY MAY-BE-12-CAR RALLY	(E) MIDDX
6/7th	Manx Autosport Ltd	Rouse Manx National Rally	(A) ANCRO
7th	BARC Midlands	The May Sprint, Curborough	(B) ACSMC
7th	North Devon MC	Dunkeswell Sprint	(B) ACSMC
7/8th	Chelmsford MC	East Anglian Classic Road Rally	(B) HRRCR
8th		Spanish GP, Barcelona	(I) WC
13/15th		Cyprus Rally	(I) WRC/PROD
15th	Craven MC	Brook Motorsport Stages, Longcross	(B) R2005/HRRCR
15th	BARC Midlands	Hethel Sprint	(B) ACSMC
15th	Sevenoaks & DMC	North Weald Sprint	(B) ACSMC
15th	Burnham on Sea MC	Wiscombe Park Hill Climb	(B) ACSMC
20/21st		Pirelli International Rally	(I) BRC
21st		Red Dragon Rally	(B) BTRDA/WAMC(CF)
21st	Southsea MC	Goodwood Sprint	(B) ACSMC
22nd	Harrow CC	North Wheeled Slalom Sprint	(B) ACSMC
22nd	AC de Monaco	Monaco GP, Monte Carlo	(I) WC
28th		Proflex Stages	(B) Subaru
29th		European GP, Nurburgring	(I) WC
29th	Blackpalfrey MC of Kent	Hughes Rally	(B) HRRCR
29th		Indianapolis 500, Indiana	
30th	West Essex CC	Millbrook National Rally	(A) R2005

Ed's Bit...

Firstly, it gives me immense pleasure to welcome to the Centenary edition of the club magazine.

After our historic Centenary Dinner held at the RAC Club in Pall Mall at the end of January, this magazine has rather a bias to it. For those of you who were unable to attend (and of course for those who did!), I've included both of Adrian L'Estrange's speeches – one of which covers the rather remarkable history of our club, the other (more importantly) cover the recipient of this years President's Award. If you don't know who it was, read on – I can think of no better person to receive it this year of years.

On personal note, I wish we had stayed at the RAC Club – as a venue it's quite superb, and I wish I'd had more chance to soak up some of the atmosphere that Tom so accurately describes. Note to self – book a room for the next Centenary Dinner in 2105!

Hopefully (subject to me getting it all prepared!) there should be a full colour selection of photos from the Centenary Dinner in this issue – if they're missing, they'll be there next month! Kathleen Dawson has an album full of photos from the evening, and it makes regular appearances on club nights.

Additionally, thanks to a smart bit of forward thinking, we own the copyright of all the photos, and have electronic copies available. If you are interested in a set, just let Kathleen or myself know, and we'll let you know the costs etc.

One very important reminder while I remember – on Wednesday, 20th April is the

club's annual AGM – see later in the mag for full details.

As ever, it's your – the members – chance to come and have your say on any matters affecting the club, how it is run and who you wish to run it. In this issue we also have a full copy of the annual report of the directors and a full set of annual accounts, for the first time prepared by Mike Cawthra. Well done Mike!

As promised at the beginning of the year, we have a very full program of events to celebrate our centenary. We've already had the Centenary Oakington Stages, Centenary Valentine, Centenary March 12-Car (or rather 4 car...) and the Centenary Breakfast Autotest – and it's not even April yet!

The next two main events are the Centenary Autocross at Oakington on 17th April (see Paul Hopkinson for details) and the Centenary Mayhem 12-Car on 13th May (not sure who to contact, but Rob Brook will point you in the right direction!).

Finally, a quick apology. Sorry the mag is a bit late this month, but time to pull everything together has been rather lacking recently (it's that work thing getting in the way again..) – hopefully everything has been worth the wait!

Important – PLEASE TAKE NOTE

The editorial deadline for the next issue is the first Wednesday in May.

E-mail me at: **chris-keys@fsmail.net**

MCAC Online Shop

Don't forget the MCAC on online shop - 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 Macmillan Centre at Mount Vernon Hospital. The list of participating leading retailers is growing rapidly.

CHAIRMANS CORNER

March 2005

By Tom Ryan

It was an epic production – a worthy commemoration of 100 years of motor-sport and an event which will be remembered by the participants for many years. I am referring, of course, to the MCAC Centenary Dinner held at the RAC Club in Pall Mall at the end of January. The venue was absolutely perfect for the occasion. I was able to spend much of the afternoon at the Club, wandering around the magnificent rooms with all the memorabilia on display; browse the excellent library and generally soak up the history of the sport to get into the right mood for the evening. For those who did not attend, the interior of the RAC Club is a memento of a past, more sumptuous and ostentatious age which shows how the early years of motoring and motor sport were the demesne of the rich and famous. There is a huge atrium rotunda in the center of the building and all floors and rooms lead off from it. The walls are decorated with splendid murals depicting famous motoring moments and personalities. In the various rooms which were open to us, the walls were hung with photographs, paintings and posters of different themes reflecting some special aspect of the sport.

This, then, was the setting for our own unique motoring event and it was an event absolutely in keeping with the splendour of the RAC Club. Over 130 members and guests attended – all correctly attired for such an occasion – and we were made most welcome by our personal ‘host’ for the evening, Richard Ashmead. The Chairman of the RAC, Tim Keown, was our guest for the evening and he made a short but gracious address at which he welcomed the ‘Midland Motor Club’ to the RAC. The polite barracking from his audience soon told him that something was not right and once we had sorted out our identity he was equally welcoming to MCAC! Poor chap spent the rest of the evening apologising for his gaffe.

The organizing team had drawn up a detailed and ambitious time-table for the

occasion so that all the necessary stages would fit into the time available. The whole thing ran like clock-work and we were about two minutes ahead of schedule by the end of the evening. First on his feet was Colin Hilton, the chief executive of the MSA, who gave a short address on how MCAC represented the very best in grass-roots motor-sport and that the MSA were there to help us. I’ll try to remember that the next time we receive 10 pages of finely detailed rule changes about some trivial matter or other. I then made a short speech which culminated in the toast to all ‘members and guests’ and handed over to Adrian L’Estrange, our President. He made an interesting and erudite contribution in which he reviewed the long history of MCAC and pointed out some of the many links between MCAC and the RAC. He is in the process of writing a booklet on the results of his research into the history of the Club and he shared with us some of the surprising anecdotes and episodes he has uncovered. I think the published version will be worth waiting for.

Then our guest-of-honour, Stuart Turner, lately of the MSA and previously of many roles and victories in motor-sport, treated us to an excellent after-dinner speech, full of appropriate stories, excellent jokes and personal reminiscences. He was perfect for the occasion and received an appreciative applause when he finally sat down. The awards presentation then followed and we were pleased that Susie Keown, the Chairman’s wife, consented to present the awards and she did so with enthusiasm and panache. The full display of the Club’s trophies almost equaled that of the RAC Club itself, the difference being that they never let theirs out of the premises whereas we get to take ours home and show them off for a year!

Personally I was delighted to achieve a 28-year old ambition to win the Club’s Leading Driver award and it was certainly a good year in which to win it. I had a few others to collect also but that trophy has eluded

me for the last quarter-century and it was with great satisfaction that I collected it at the Centenary Dinner. Soon it was time to bring proceedings to a close and it was rather sad to consider that this great occasion which had been at least 5 years in the planning was now over. I think we need to repeat it about every ten years at least.

The rest of the Centenary Year's events are also well under way. The Oakington Stages took place as planned in early February with a small but select field of 43 cars, of which a higher proportion than usual took the finish. The event ran smoothly and without mishap and we were all heading for home by about 6.00 pm. We even made a little profit for the Club, which was a bit of a surprise from such a small field. The Centenary Valentine Scatter was the next on the calendar and Andy Greenland was rewarded with a decent entry for all his hard work. I was not there but I heard that it went well and was enjoyed by all – especially the chocolate!

In mid-April there will be the Centenary Autocross at Oakington – if there are enough entries – so if you enjoy blasting around a loose surface track with no chance of hitting anything and having a cheap day's motor-sport, get your entry in early so that Paul Hopkinson will know that he has an event to run!

Finally I want to make a plea for all to attend the AGM on Wednesday 20th April at the Club House in Gerrards Cross. This is your chance to find out about the management of the Club and put in your ideas and suggestions. Don't be surprised if you get nominated for Council if you have too many ideas – we need some new input and fresh thoughts. In fact, it would be great if you actually volunteered to stand but that's probably asking too much these days. At least if you are approached to stand please give it due consideration. There will be a report on the finances of the Centenary Dinner at the AGM so come along and see what the festivities actually cost. See you there.

Huddersfield
West Yorkshire

31st Jan 2005

Dear Chris

I hope that you will allow us, through the magazine, to express our thanks to the committee and everyone else who, through their hard work, contributed to the Centenary Dinner and Awards.

It was clear that much thought and effort had been put into making the event a successful one and a fitting celebration of the clubs (first!) Centenary. The choice of venue fitted the occasion perfectly and we would like to give particular thanks to Kathleen Dawson for arranging the accommodation.

Our congratulations go to all the award winners but we were particularly pleased to see Christine win the Presidents Award. Along with many others we owe her a debt of gratitude; in our case for the friendly welcome when we first came to the club, the help in marshalling our events and not least for the hundreds of late night coffees.

The whole weekend was very enjoyable and it was particularly nice to see so many old friends again after a few years away from the club.

Finally may we wish the club continued success in the rest of its Centenary Year.

Simon and Jayne Gudgeon

Pete's Patch - The Championship Report

Well here we are again, time for the March/April edition of the mag. Where is the year going?

Points are coming in on a regular basis now and most charts have some entries in them. The only exceptions being the two road rally tables and the off road championship. I am sure that that will change when Peters Noad and Cox get their act together. The off road table will soon change with the running of the Centenary Middlesex Autocross in April (See Paul Hop for details). The Centenary Awards night has come and gone and a good night was had by all, See the website for pictures.

Leading positions in the tables are as follows (current on 2/3/05):-

Stage Rally Driver	1 st Steve Simpson	28 points from 2 events
	2 nd Rob Brook	14 points from 2 events
	3 rd Ian Gatt	13 points from 1 event
Stage Rally Co-Driver	1 st Mark Booth	28 points from 2 events
	2 nd John Brook	14 points from 2 events
	3 rd Ian Harden	13 points from 1 event
Organiser	1 st Tony Phillips	24 points from 4 events
	2 nd Mike Hurst	20 points from 2 events
	3 rd Pete Farmer	16 points from 2 events
Marshal	1 st Peter Nathan	24 points from 8 events
	2 nd Kathleen Dawson	20 points from 6 events
	3 rd Kevin Dawson	12 points from 4 events
Night Trial Driver	1 st Tony Phillips	10 points from 1 event
	=2 nd Andrew Stacey	7 points from 1 event
	=2 nd Simon Cox	7 points from 1 event
Night Trial Navigator	1 st Gordon Phillips	10 points from 1 event
	=2 nd Rob Brook	7 points from 1 event
	=2 nd Peter Cox	7 points from 1 event
Service	Kevin Fowler	2 points from 1 event

Best MCAC:

Rockingham Stages	Steve Simpson / Mark Booth
Centenary Oakington Stages	Steve Simpson / Mark Booth
Centenary Valentine Scatter	Tony Phillips / Gordon Phillips

If anyone would like to see a copy of the complete table, it is (usually) on display during club nights or if you ask nicely, I will give you your own personal copy (signed by the champ sec if required!). I would also like to remind you of the requirement to marshal and write a mag article if you wish to win a pot at the end of the year. Please do not leave it until the last moment and give editor Chris Keys a headache with all of the articles that he has to fit into the last mag of the year (I don't know though...).

One final request before I let you go off and read the rest of this historic tome: last year at my daughter's school, they held an auction of promises. I offered the chance to sit in the hot seat during a night trial (would make a nice change from Max's moaning all night!) The chap that won bid £60 but I did not have a car for the Hunter's and he was not available for the Valentine. If you hear of any other Night trial / scatter that MCAC have an invite to through any of the associations that we belong to, could you let me know as soon as possible so that I can give this chap his ride.

See you next time

Pete F

THE PRESIDENT'S AWARD FOR 2004

I have been presenting the President's Award more or less every year since 1987 and each time I try to keep the identity of the recipient a closely guarded secret until the name is announced.

However, in view of the uniqueness of this year's award this is completely impossible to do as there is only one person in the Club who would fit into what I have to say – any everyone knows who that is although being rather deaf she is probably the only person here who doesn't know of whom I'm speaking!

This member has been in our organisation far longer than I, and I can lay claim to just on 40 years.

When I was a bachelor in the middle 60s and just making my way in motor sport, I spent many happy hours with her and her late husband Harry, our much loved and remembered Committee Chairman and Secretary for so many years, discussing cars, motor sport and club affairs in general – and she was always there with a bacon sandwich and a mug of coffee.

And to this day she continues to keep open house for her motorsport friends whenever the occasion demands, having provided the location for dozens of monthly committee meetings.

Her lifelong dedication to the MCAC was rewarded in 1987 when she was made a Vice-president, the same year that I was invited to be President.

So by now everyone knows of whom I am speaking and I can do no better than read the citation for this award.

"In recognition of the exceptional service rendered to the Middlesex County Automobile Club by

CHRISTINE POXON

over more years than she will care to remember.

In rain and snow, sun and fog, she has always been ready to help, marshal, make tea and sandwiches or otherwise encourage and support the members, always with the best interests of the Club and her many friends at heart.

Her services to the Club cover a period equal to 50% of its existence and it is particularly appropriate that this Award should be presented to her by the President at the Centenary Dinner held at the Royal Automobile Club, Pall Mall, London on 29th January 2005."

Adrian L'Estrange
President - MCAC

(Just to prove that I don't just throw the magazine together, we now have Christine's explanation of exactly what did happen 50 years ago.... Ed)

Half A Century With The M.C.A.C

By Christine Poxon

It's 1955, long before most of you were born!

Harry and I had our own bad accidents, he lost a leg while marshalling at Snetterton and I fractured my spine in three places in a motorcycle crash. We both ended up in Norwich Hospital, in neighbouring wings of the orthopaedic ward. He was on a veranda

(it was a wonderful summer that year) and I was on a plaster bed with a suspended mirror to see the world with, and I could swivel it to watch him shave every morning, and try to walk on one leg and crutches, falling over constantly!

I bribed a nurse to take him a letter of encouragement, anything to fill the hours

while my bones mended. Of course, he replied! The letters flew, all my family visited him, as he was miles from home and had few visitors, the orderlies sometimes wheeled him over for a chat, and one day he said he was off to Stanmore for rehabilitation and when we were both on our feet again he'd come and take me out to dinner.

Well he did, and we continued to write and meet, while he introduced me to the car club that he was on the committee of - the Middlesex County Automobile Club! So began my involvement.

Easter 1956 - he was going to Llandrindod Wells to check out a rally route, would I like to go too? The club ran an annual weekend rally in those days. Harry proposed somewhere in Wales that weekend! I remember it so well, a picnic in a place called Cox Head Bank Common, location forgotten. Thanks M.C.A.C.!

We were married that September and moved into a caravan in an old orchard in a quaint place called Heronsgate, where we lived while we built our bungalow — St. Joseph's. That year we won quite a few cups etc but they had to go straight back as the insurers would not cover them in a caravan. Shame.

We went from strength to strength with the club and when Joe came along three years later, he came out with us, in his carrycot and later in a special car seat Harry fitted with a large tray for him to play with his cars on.

Until shortly before he died, Harry was secretary, newsletter writer/producer, responsible for membership and awards and often organiser of events. The council then decided to split the jobs and they asked me to be awards secretary, a job I did for about 21 years in total. My time on the council ended when a younger group of members staged a "take over" and all of us

"oldies" were ousted. I must comment that none of the "coup" members are anywhere to be seen these days!

The council has met at St. Joseph's for many years, on and off, until recently, when they outgrew my facilities. I have had open house for coffee after the weekly meetings for many years. Not so many come back nowadays, as the Sports Club does not throw them out as early as pubs used to. We housed a lot of the Club's equipment in our garden shed 'till it got too much, when they put their own shed in a corner of my garden, where it has been for many years.

So you can see that the M.C.A.C. has been a very large part of my life, entering, organising, marshalling, catering and generally being involved.

In recalling the above history I am trying to justify to myself how I came to be so honoured, in our Centenary year, as to receive the Presidents Award at our recent Dinner at the R.A.C. I was simply astonished and delighted - after all, who expects to still be getting awards at my age! Harry would have been thrilled - he was born the same year as the Club, so would have been 100 this year.

The award this year was a beautifully illustrated book called 'The Motoring Century', the story of the Royal Automobile Club, who celebrated their centenary in 1997.

I must give sincere thanks to the Council and Adrian L'Estrange for choosing me, and a huge "thank you" to the whole Club for putting up with the "old codger" for so long, and for giving me such a moving standing ovation when I received my Presidents Award. For me, it was an unforgettable occasion.

Good luck for the next 100 years!

Christine



Christine 'Flat out' on her plaster bed in 1955!

Hi Chris,

Just a quick note to ask you to pass on my best wishes to the club members on the occasion of the 100th Anniversary.

Myself & Dave Taylor spent an enjoyable day at the RAC Club researching articles etc for the 90th Anniversary.

I hear from Kevin & Kathleen Dawson & Paul & Hazel Hopkinson on a regular basis. So manage to kinda keep up with the clubs activities from here in California, where I live now with my wife, Ginger.

Making a crust photographing Hot Rods - [Pro Photo Photography](http://www.freewebs.com/pro_photo/) (http://www.freewebs.com/pro_photo/) & playing with my old car [Project Valiant](http://www.freewebs.com/pro_photo/projectvaliant.htm) - (http://www.freewebs.com/pro_photo/projectvaliant.htm)

Take care, and please pass on my best to everyone at the dinner if you get the chance.

Dave Molloy

MCAC CHALLENGE 2005

With 3 of the qualifying events having been run so far, Rob Brook has taken a good lead on 198.9 points, from John Roseblade on 161.87 and Andrew Stacey on 157.24. As these 3 are the only competitors with 2 scores so far, things will undoubtedly change within the next month or two.

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 20th April 2005 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 21st April 2004;
 - b) the Annual Report of the Council of Management of the Club;
 - c) the Financial Accounts for the year ending 31st December 2004;
- 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.
7th March 2005

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

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

I think the fabled full length Nurburgring circuit in Germany needs little introduction. They may not race GP cars on it anymore, due to the lack of run-off area and the fact that it's over 13 miles long (!), however you can drive your own car on the track for the princely sum of €15 per lap (which is just under £11).

It would be great if we could get a group of members out to the 'Ring' in our Centenary year. I've already booked to stay at a local guest house close to the ring with my Dad on the Fri/Sat/Sun/Mon nights. Its only 3.5 - 5 hours drive once in Calais, so it is possible to go for a short or long weekend, depending on how long you want to stay. A ferry for a weekend trip will cost around £60-80 and the guest house I'm staying in is €53 (about £39) per night for a twin/double room.

The track is in the beautiful Eifel mountains and there is loads to do as well as drive around the track. There are plenty of walking and mountain biking routes: me and my Dad will be doing at least one walk during the weekend, probably to one of the view points on the track to watch some of the locals attack the circuit!

I could try and tell you everything about what's there but reckon it's best you check out the website

<http://213.239.207.198/nuerburgring.de/186.htm!?!&L=1>.

There's also a more user-friendly site at

<http://www.nurburgring.org.uk/index.html>

that has been put together by a British fan who seems to have devoted his life to the place!

I'm not collecting deposits as people will want to go at different times and by different means. I'm staying at a small local guest house but others are free to make their own arrangements. I just did a search on the web of the local tourist information centre (Adenau is the nearest decent sized town). It would, though, be great if all who go get together for dinner on the Saturday night to swap stories (I can feel a Bengt Armco award coming on!). If you fancy going please let know ASAP. I apologise for late issue of this trip info but the dates of the opening times of the circuit have only recently been put on the website. If you don't have web access please give me a call and I can post some info to you.

Lastly, please read all the information on both the official website and the more user friendly un-official site as they give valuable information on the dangers of going round the circuit. (The club cannot accept any responsibility for people getting halfway round corners then running out of talent). Also worth checking out if you can play video clips on your PC is this link sent to me recently of a qualifying lap of the circuit for the 24H saloon car race. It takes a while to buffer up but well worth the wait (broadband recommended!).

http://www.godoftheinternet.com/m3_gtr_nurburgring.wmv

Look forward to hearing from you.

Andrew Stacey

01923 241698 and 07968135365 (between 19:00 – 22:00)

andrews@mcac.co.uk (any time you like)

Nurburgring is obviously the flavour of the month – UNICEF are organising “Destination Nurburgring”, a 6 day event that trails through Europe, ending up with 6 laps round the ‘ring and finishing in Antwerp, from Wednesday June 8 to Monday June 13 2005. Obviously it's to raise funds for UNICEF, so if you want more info go to:-

www.destinationnurburgring.com

The President's Speech At The Centenary Dinner The RAC Club, 29th January 2005

Chairman of the RAC Club
Chief Executive of the Motor Sports Association
Vice Presidents of the MCAC
Chairman of the MCAC Council of Management
MCAC Members and very welcome guests

It is my very pleasant task to welcome you tonight and in doing so I would first like to establish the provenance of the MCAC and its right to be here at this home of British motoring.

Some of you will know that one of the founder members of the Automobile Club, as the RAC was called at its inception in 1897, was the Hon. Rupert Lee Guinness who became the 2nd Earl of Iveagh and chairman of the Guinness brewing business on his father's death. It is not so well known that Rupert Guinness was also a founding Vice-president of the North London Automobile Club as the MCAC was called at that time. Not only that, but in 1909 the then chairman of the RAC General Council, HSH Prince Francis of Teck, the brother of Queen Mary, also became a Patron of the NLAC until his untimely death in 1910. Further strong connection with the RAC was to be found in the listing in 1922 of Sir Julian Orde, the influential and powerful 2nd Secretary of the RAC (known to his colleagues as 'Orde God Almighty'), as a Vice-president.

So there has been from the very start an extremely close relationship with the RAC and we in the MCAC feel it only right and proper that we should celebrate our centenary in the very same surroundings where our illustrious forbears met and conducted their motoring business.

There is one word which comes immediately to mind at this most important time in the history of the MCAC and that is Pioneers.

One cannot know for certain whether Carl Benz and Gottfried Daimler had extreme perception when they placed their first automobiles on the market or whether the

Hon. Charles Rolls (also a founder-member of the AC) and Mr. Henry Royce could foresee the future development of their wonderful inventions. However, it cannot be denied that it was the early privateers who founded the RAC in 1897 and many other motoring organisations thereafter who were the pioneers who enabled those early industrialists and engineers to realise their vision, whatever it was.

Fortunately for us, history records that the 6 founder members of the North London Automobile Club soon began to organise and promote motoring competitions, and clearly their pioneering enthusiasm was rewarded because in May 1908 the club was the first such organisation in England to obtain written permission from the Commissioner of Police to hold a motoring competition on a closed public highway, a hill climb at Cat Hill, in the London Borough of Southgate.

By 1908 the club had increased its membership to about 100 and felt the need to change its name to the North Middlesex Automobile Club, reflecting its increasing influence in Middlesex County motoring affairs. It should be appreciated that at this time it was local motor clubs who were the driving force (in more ways than one) in bringing about the introduction of and changes to motoring legislation and road safety issues in general. A little known feature of our club's activities at the time was the provision of safety signs at particularly dangerous places in the club's area. Local councils were lobbied by the club and the signs were provided at the club's expense.

The major problem of the day was speeding and this was an extremely thorny problem for the motoring JP such as our first

President, Col. Bowles, as it was for the RAC who were very concerned at the antisocial behaviour of some of its more colourful members. And believe it or not, motor car drivers and motor cyclists were expressing serious concern (with an astonishingly patronising attitude) at the dangers to themselves caused by cyclists, riders, horses and carts and grand carriages, not to mention the large numbers of livestock being moved to market in provincial towns. In view of the fact that the speed limit was widely ignored and flouted by 'motoring toffs', local magistrates who were themselves motorists, were caught on the horns of a dilemma when they were forced to fine recalcitrant motorists brought before the courts by the police for 'furious driving' as speeding was called at the time.

An interesting case was reported in the Enfield Gazette of 5th June 1908: "Arthur Winter was summoned for driving a motor lorry at an excessive speed at Enfield Highway. PC102N said that on 22nd May he timed a motor van and trailed it over a measured mile in Hertford Road, its rate of travel being 10mph. The defendant who did not appear was fined 40/- (*£2.00 in today's money*) and costs or 1 month in jail!"

The presiding magistrate on that day was our very own President, Col. Henry Bowles. Maybe a £50 fine and 3 points are not so harsh a punishment today after all!

Not surprisingly, the NMAC took swift protective action to enrol as many JP's, motoring peers and other influential people as it could to its membership and in due course every one of the MP's representing constituencies in Middlesex became members or vice-presidents..

Having decided in 1908 to join the RAC Associates scheme (which it did on 01.01.09), and in the light of its considerable influence in Middlesex County affairs, in 1910 the Chairman of the Middlesex County Council invited the club to change its name to the MCAC and provided the Council Chamber at the Middlesex Guildhall for the AGM at which the resolution, supported by Sir Julian Orde, was passed.

Yet another pioneering project was the introduction in 1910 of the club's own free legal representation scheme. The RAC Journal of 2nd June 1910 gave considerable prominence to this scheme by reporting that 'no other organisation has attempted to give free legal defence so unreservedly'.

Before very long the value of this scheme was put to the test when a member was summoned for 'driving to the public danger and refusing his name and address'. It seems that our Club member "was driving from Sandwich to Broadstairs when he overtook two horse-drawn char-a-bancs which moved slightly to their near side to allow his passage after he had sounded his horn, but when he drew out to pass he observed some cyclists riding rapidly towards him. The foremost cyclist moved on to the grass strip, proceeded a few yards and fell off his machine, but picked himself up and demanded the motorist's name and address which, in the circumstances, was declined", resulting in the summons.

Our club's Hon. Solicitor, who had devised the scheme, instructed a local solicitor to appear on behalf of the Club at Ramsgate Court at which the police officer explained that, having received the cyclist's complaint, he had no alternative but to take proceedings. However, it is interesting to note that in the Club's quarterly report to the RAC General Council, it was stated that a member was successfully defended by the Club on a summons brought by some cyclists "who had unwisely attempted to pass him on a narrow part of a road in Kent." Quite how approaching cyclists, presumably on their own side of the road, had been 'unwise in attempting to pass' an approaching motorist is surely open to question. The grounds upon which the motorist managed to 'get off' are not explained. Undoubtedly the magistrate in charge that day was a keen automobilist himself.

However, the success of our own club's scheme very quickly influenced the RAC to extend its own legal defence scheme, previously restricted to its own individual members, to all the members of the

associated clubs in December 1910 and the MCAC's scheme then lapsed.

Unfortunately and tragically, the club lost very many members during the two World wars, in particular falling from 850 in 1939 to 350 in 1947: but our records show with certainty that unlike many other motoring organisations created prior to 1914, the MCAC continued to hold committee meetings throughout both major hostilities and can lay claim to have been one of the very few such organisations which has been active continuously for 100 years.

During and after the inter-war years the MCAC firmly established its position as an entry-level club offering a wide range of motor sport activities, including hosting race meetings at Brooklands in the 20's at which Vice-president Earl Howe and club members Sir Malcolm Campbell and Dr.J.D.Benjafield (who was one of the 12 famous 'Bentley Boys' and founder of the British Racing Drivers Club) were prominent and regular competitors. We stuck closely to what we did well, as we still do today. Even during the two foot and mouth outbreaks of the 70's and the 90's and ever increasing anti-motoring and motor sport legislation we have been able to survive on our varied diet whilst so many other clubs have faded away.

Undoubtedly pioneering has been the by-word throughout those years and this has been brought into sharp relief since 1970 when our organisation realised the vision and pioneering spirit of a few members, some of whom we are very pleased to see here tonight, in entering the first of what was to become for more than 30 years our annual club participation in the RAC International Rally.

That event was the catalyst which has led to so many other firsts in 'on' and 'off' road motor sport:

To mention a few:

- In 1970, the first club to provide mobile catering support for competitors and service crews on long-distance events, especially on the RAC Rally as well as European events.
- In 1982, the first UK club to enter a club team in the East African Safari Rally.
- In 2000, 10 club members and 3 teams entered the London – Sydney Marathon, by far the biggest individual club participation on any such long-distance event before or since.
- In last December, the first club to hold a single-venue stage rally at the new Rockingham Motor Speedway.

And finally,

- In 2005, almost 100 years to the day of the Club's foundation, the first motor club to hold a centenary function in this very location since the RAC's own centenary in 1997.

During the past 100 years the club has undoubtedly demonstrated a pioneering spirit in very many motor sport activities, furthering the same spirit to which Lord Brabazon, our second President, devoted his life, not only in motoring as a successful racing driver and in winter sports where he was a star of his time, but also in aviation where he was the first holder of a flying licence in the United Kingdom.

We are extremely proud to have had a close and active association with a true sporting pioneer from 1946 to his death in 1964 and our centenary celebration today is a tribute, not only to him, as well as to Col. Sir Henry Bowles our founding President, and to our founding Committee, but much more importantly to those MCAC members past and present who have made the Club the very successful pioneering organisation that it is today.

Centenary Dinner News

The tombola raised a total so far of £830, to be divided equally between the Lynda Jackson Macmillan Centre for Cancer Relief and the Motorsport Safety Fund. All the prizes were donated, and we are very grateful for our sponsors. The following spreadsheet shows who won each prizes (where we know!) We'd like to complete the list, so if anyone who picked up a prize on the night, or knows someone who did, could they let either Kathleen or the Ed know so we can fill in the gaps.

As I'm always short of copy, it would be great if those that won visits to events could write something for a future mag. We believe Pete Cook is going to the Le Mans Series, and that Maria intends to take up the trip round the British off Road course with the current champion, Richard Kershaw. Keith Chamberlain who won the two tickets to the Wales Rally of GB, has already said that he cannot use them, so would like them to be auctioned, and the money given to the two charities. At the moment we intend to do this at the AGM, so come down if you fancy putting in a bid!

Kathleen Dawson / Ed

Ticket Number	Prize	Donated By	Winner
5	Off Road Tuition	HR Owen South Kensington	Sue Sullivan
10	Le Mans	BRSCC	Adrian L'Estrange
15	Touring Car	BRSCC	Jerry James
20	F3	BRSCC	Dave Taylor
25	F3	BRSCC	Guy Anderson's guest
30	Le Mans	BRSCC	Pete Cook
35	Touring Car	BRSCC	?
40	Rally GB	IMS	Keith Chamberlain
45	Thrupton	BRDC	Pete Farmer
50	?	Phil Morgan	Jan Farmer
55	Oil	Pete Cook	Maria Phillips
60	£10 Voucher	MCAC	Anne Emblem
65	£20 Voucher	MCAC	?
70	Off Road trip	Richard Kershaw	Maria Phillips
75	£50 Karting Voucher	Buckmoor Park	Tom Ryan
80	Land Rover	HR Owen South Kensington	?
85	Oil	Pete Cook	Peter Stokely
90	Clock	Kathleen Dawson	?
95	Book	Prodrive	Sav Johal
100	Book	Martin Holmes Rallying	Keith Chamberlain
105	Book	Martin Holmes Rallying	Pat Anderson
110	Book	Martin Holmes Rallying	Declan Casbon
115	Book	Martin Holmes Rallying	Pat Anderson
120	Book	Martin Holmes Rallying	Mike Trim
125	Book	Martin Holmes Rallying	Graham Samuel's guest
130	Book	Martin Holmes Rallying	Andy Blair
135/140/145	Book	Martin Holmes Rallying	?
150	Cuddly Toy	Hazel Hopkinson	Andy Greenland
155	Hands Free	Dave Johnson	Jen Farmer
160	Oil Filter	Dave Johnson	Gordon Phillips
165	Kettle	Dave Taylor	Pam Samuel
170	Wine	Kevin Dawson	Mrs A L'E'strange
175	Wine	Kevin Dawson	Tony Phillips
180	Wash Bag	Kathleen Dawson	John Roseblade
185	Radio Cassette	Dave Johnson	Martin Sherlock
190	Chocolates- flake	Cadbury	?
195	Chocolates- flake	Cadbury	Andy Inskip
200	Tee Shirt	MCAC	Andy Inskip

A Personal Centenary

By Tom Ryan

The Centenary celebrations of MCAC have given us all a reason to look backwards into the archives and to try to put together a history of the Club together with a chronology of the major events in its development. While doing that, I took the opportunity to look back over my own association with MCAC since this Club has occupied so much of my free time and provided me with so many of the great sporting moments of the last quarter-century. Apart from making a living, rallying and motor-sport have been one of the most important factors in my life over the years - whether it was competing or organizing, it was the motor-sport events which went into my calendar first and around which I tried to plan my numerous business trips and occasional holidays. As I unearthed the various papers and photographs of past events I also realized that it has been an adventurous journey and I started to list some of the highlights. I share them here with fellow-members and enthusiasts, some of whom made the same stops along the way and this may prompt them to relive again those memorable occasions.

I joined MCAC in the autumn of 1977 as a result of buying an old Escort Twin-Cam from a then Club member by the name of Richard Flowerday and quickly got into the road-rally scene of those days. My first event was the Autumn Effect Rally of 5th Nov 1977 – an initiation into the bizarre world of cryptic clue navigation and plot-and-bash which left me and my then wife and navigator, Anne, totally bewildered. We finished somewhere down the field with a determination to learn how its done and do better next time. If I think about the rules and regulations which apply these days to even the smallest event, it continues to astound me what we got away with in those days. On some events it was no less than full-blown road racing on the public highway, open to the public in the dark. How there were no epic disasters is beyond me – perhaps a tribute to the driving skills this sort of rallying

engendered. We went on to do 18 events during 1978 and won the TVMC Novices Championship and several of the MCAC trophies for that year.

My first stage event was the SU Butec Rally run on Salisbury Plain in the August of 1978 – an event won by the grandly-named Sir Peter Graham-Moon in a Porsche Carrera in which company a 23rd O/A did not seem too shabby. Our next stage event was to turn out to be one of the early highlights in my rallying and achieved a result not equaled since. The 1978 Happy Eater Rally was a precursor to the current Sun Seeker Rally since it was Rick Smith's first major production. The event boasted 120 entries of which we were seeded at a lowly 111. There were 38 special stages starting at 10.00 pm (yes – p.m.) on a Saturday night and ran through until 6.00 p.m. on the Sunday with a three hour breakfast halt at 07.30 on Sunday morning. The stages were a mixture of farm tracks, forests, stubble fields and a bit of tarmac and seemed to find the weak spots in any poorly prepared car. There were only 34 finishers from the 110 plus starters and MCAC's Les Lilley/John Moss came in 3rd overall. We finished in 13th O/A and collected a pot for 3rd in Class, Best Novice and Best Mixed Crew. If this was the result from only my second stage rally, I thought that this was an easy game but, as I said, it was a height I never again achieved in UK rallying.

The next highlight was my first foreign rally – the Circuit des Ardennes in March of 1979 – in a newly acquired Mk 2 Escort which let us down in the very early stages of the event by blowing a head-gasket. But the bug was implanted and I was to make three further attempts at the Ardennes event which included two finishes and another engine disaster. My first RAC Rally was as co-driver for Graham Samuel in one of the 'Safari' Toyotas in 1981 – supposedly as a shake-down for the 1982 attempt at the famous east African event. Well, Graham did not so much 'shake it down' as

'b_lls it up' – he missed a bridge in the middle of Grizedale in the dark and we finished up upside-down in a river. End of rally – but the car was rescued, fixed and went on to do the Safari as planned.

The 1982 Safari Rally was certainly one of the highest highlights of my rallying career and also proved to be a turning-point in my life in general. Briefly, three MCAC crews bought new Toyota Corolla DX's (1300 cc jobs) and entered a Club team in the famous WRC event in answer to a challenge from David Morgan of Kenya who had visited the Club in the autumn of 1980 and dared us to be the first foreign team of privateers to do this great rally. In support of the team 26 members altogether went on the trip and had a great time. The welcome was very warm; we received enormous amounts of help and advice from the locals but we still did not get one of the three cars to the finish. It was basically a 4,000 mile special stage in those days, on open roads over four days with minimal rest periods and fettling time. It exposed all of us to rallying at the very top level (we were in the next door garage to Bjorn Waldegaard and the Toyota Team who eventually won the event) and gave us a taste for exotic rallies. I made two more attempts on this Rally in 1984 and 1986 but still nevr got to the finish. In 1986 I got to within about 400 miles and a few hours of the end when the diff let go and we had no spare and were out of time. I guess that is one piece of unfinished business which will remain unfinished now, unless my Lottery ticket gets pulled.

In the years which followed I did a number of other foreign rallies including the Barum Rally in Czechoslovakia in 1983, several runs on the Braine-le-Comte and Circuit des Ardennes in Belgium and in 1996 the Yu-Rally in Yugoslavia – as it was still called then. This was probably the best actual result in all rallying to date. I had what was effectively a professional drive in a fully prepared Gp N Escort Cosworth belonging to a Yugoslav Rally Team called Interspeed. This car had the full treatment and showed about 250+ bhp with full support and team management. The drive was a reward for bringing a number of UK

drivers over for the event and the Interspeed bosses expected Declan and I to tour around somewhere down the field. However, we gave it everything and were lying in 9th place after about the first 40% of the event. The Yu Rally is a European Championship rally with a coefficient of 5 and there was quite a decent field of locals, Bulgarians, Turks and 7 Brit teams including us. At the overnight halt we were in 11th place much to the surprise of the team boss. On the second day we were holding 12th for most of the day when suddenly it all went wrong. We had made our pace notes in an old Nissan and the notes said 'flat over crest – 50 – right 1'. However, at battle-speed in the Cossie we were still airborne over the crest when we should have been 'right one-ing' and we rolled down the inevitable bank, landing on our side. I had some pain in my left side but we scrambled out, righted the car and pressed on. The 4WD of the Escort enabled us to exit the field where we had landed and we were back ion route with the loss of exactly 10 minutes. I had broken two ribs in the shunt – a fact which I only found out later – but I struggled through the last couple of stages with one effective arm and then we had the dash back to Belgrade using one arm to steer, change gear and wave to the ever-increasing crowds. We made the finish in 19th place overall, 3rd in class and part of the winning team – and brought home a nice pair of pots!

In 2002 I took part in one of the most challenging and tough events I had ever done – the Midnight Sun to Red Sea Rally. This was a marathon special stage event which started in northern Sweden and finished in Jordan on the shores of the Red Sea 22 days later. The total distance was over 8,000 km with about 500 km in 45 special stages along the way. It was like 22 British national rallies back-to-back. Every day we saw new countries, new stages and new people; the organization was excellent and we stayed in some beautiful hotels en route. The camaraderie among the teams was a real highlight or the trip and when we finally came 7th overall and a member of the winning team the rather large entry fee all seemed worthwhile. Certainly these long-distance

rallies seem expensive but in sheer rallying value for money, they are unbeatable.

Latterly, I have been doing my foreign rallying in warmer places with a couple of trips to the Barbados Rally carnival. These were great experiences with a number of Club members coming along to compete as well and to help or just spectate. The sponsored package for these events was a deal not to be missed. Two weeks on a Caribbean island, in a first class hotel next to the beach and the chance to tear around the island's roads among cheering crowds and all for under two grand per team – rallying doesn't get much better. Regrettably the deal was obviously too good to be true because this year the price has gone up to a more realistic level – but it's still the most fun you can have in a rally car!

Well, what I have tried to show is that rallying is more than tearing around a wet English (or Welsh) forest at great expense using up tyres and fuel a trailing in somewhere in the mid-50's. I have always tried to combine my rallying with nice places to go; to look for opportunities to enjoy rallying without paying the earth but to keep in mind always that its FUN. I knew from an early age that I was not going to be world champion so I settled for rallying as a hobby, keeping it in financial and time perspective and in return it has given me over 30 years of enjoyment, momentous occasions, exotic locations and not a few pots. I would do it all again just the same way.

Tom Ryan

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 Neil Mulholland, Donna Neely, Maria Steel, Donald Smith, Derek Robinson, Holly Robinson, David Wallbank, Mick Walker, Andrew Mallinson, Michael Rushton, Stephen Davison, Henry Richardson, Kevin Watts, Vinny Davis, Daniel Levy, Eddie Young, Peter Finnigan, Paul Webb, Mark Davies, Richard Wise and Barry Willoughby.

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.

London Marathon

We have a couple of relatives/close friends of club members running in this year's London Marathon. Due to the wonders of modern day technology, they no longer have to walk round hassling people – you just need to visit their website!

Hazel Hopkinson's cousin Mike Clatworthy is running – see his site for more details

<http://www.justgiving.com/mikeclatworthy>

Rob Brook's colleague at Cadbury's (our ever generous sponsor) is also running – see her site for more details

<http://www.justgiving.com/nadiafundraising>

Over 30? - How Did You Ever Survive?!?

By Holly Bailey

According to today's regulators and bureaucrats, those of us who were kids in the 40's, 50's, 60's or even maybe the early 70's probably shouldn't have survived.

Our baby cots were covered with bright coloured lead-based paint.

We had no childproof lids on medicine bottles, doors or cabinets, and when we rode our bikes, we had no helmets. (Not to mention the risks we took hitchhiking).

As children, we would ride in cars with no seatbelts or air bags.

Riding in the back of a pickup truck on a warm day was always a special treat.

We drank water from the garden hose and not from a bottle. HORRORS!!!!

We ate cakes, bread and butter, and drank cold drinks with sugar in it, but we were never overweight because we were always outside playing.

We shared one soft drink with four friends, from one bottle, and no one actually died from this.

We would spend hours building our go-carts out of scraps and then rode down the hill, only to find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem.

We would leave home in the morning and play all day, as long as we were back when the street lights came on. No one was able to reach us all day!!

NO MOBILE PHONES!!!!!! Unthinkable!

We did not have Play stations, Nintendo 64, X-Boxes, no video games at all, no 99 channels on DSTV, video tape movies, surround sound, personal mobile phones, personal computers, or Internet chat rooms.

WE HAD FRIENDS!! We went outside and found them.

We played British Bulldog, and sometimes, the tackles would really hurt.

We fell out of trees, got cut and broke bones and teeth, and there were no lawsuits from these accidents. They were accidents. No one was to blame but us. Remember accidents.???

We had fights and punched each other and got black and blue and learned to get over it.

We made up games with sticks and tennis balls and ate worms, and although we were told it would happen, we did not poke out very many eyes, nor did the worms live inside us forever.

We rode bikes or walked to a friend's home and knocked on the door, or rang the bell or just walked in and talked to them.

Rugby, football and cricket had trials and not everyone made the team. Those who didn't had to learn to deal with disappointment!!

So, how did we ever survive.....

For Sale

Garry Elswood has been rummaging through his garage and has found the following items

Zero 2000 electric 2.25ltr system and 1.75ltr hand held , £125 the pair.
Omex rev limiter £20.

Contact Garry at - Garry.Elswood@edmund-nuttall.co.uk.

Oh What a Strange Weekend...

By Rob Brook

The 18th to the 20th of March 2005 will take some beating for me. Not unusually, it was a busy one - but this one was a little different...

Event 1 - Gnatbite 12 car

People face many problems with running 12 cars, but my 3 greatest are: Not competing myself, Running short of ideas for clues, & Not knowing how difficult to make them. To solve these I arranged for MCAC to be an invited club on the Natwest MC Gnatbite. I asked a reliable driver if she'd accompany me, and we went out for a play.

So 6.30pm, Mrs Poxon roll's up to my door in her VW Corrado Storm, and off to the start. We were the first car at the pub, just the other side of Henley. There was some confusion before the start about who was partnering who, but it was nice to see a few familiar faces turning up, including Paul Brown. (Paul was to drive if there was an excess of navigators, Navigate if there was an excess of Drivers, and get excessively drunk if there was neither!!)

First section - About 25 Herringbones with no dots or arrows, including a number of white roads... I plotted what I thought to be the route and set off - into the woods!!! The whites in this section were perfect, and then we realised we had no idea what a control board looked like... We soon found one, so problem solved. Arrived TC2 9 minutes late - but we later discovered we had wrong routed, missing a control board and taking a longer route. Oops..

Section 2 - A bit easy. As we had all the TC's marked, and the timings, the route to take was fairly obvious without the clue. Plotted on the go (The first time I had done this) and we were close to time. (1 minute dropped)

Section 3 - This section was quite good, various map symbols being used. Didn't like the clue "Near to a church", but we got the route. Didn't like the long white used on this section, it was a little rough for the car, but no damage done.

Section 4 - This section was clues like 3Y 3G W2R, etc. which described the junctions (3 Yellows), a cycle path (Pass over 3 green dots), and even go into the layby at the side of the road. All successfully plotted, although one of the whites really was not nice. (We ground out) We had no need to cut (Christine was getting quicker all night, so losing little time) so it was a nice end to the event.

Returned to the pub, with Christine upset it wasn't a longer event - and found out we'd missed the board and come 4th overall. This made us 1st Novice, with Paul coming 5th, 2nd in novices as they had a newer map with more green dots on.... It also showed me some other ideas for clues. (You have been warned!)

Event 2 to follow in the next issue.....