

THE MIDDLESEX MAGAZINE



MIDDLESEX
COUNTY
AUTOMOBILE
CLUB LTD

November / December 2008



Ho Ho Ho Christmas Edition

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



**Mr & Mrs Hurst
Saturday 14th September 2008
Congratulations from all at MCAC**



THE MIDDLESEX MAGAZINE

www.mcac.co.uk

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November / December 2008

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

10 th December	Club Night	20.30	NATTER AND NOGGIN.
13/14 th December	Rally	10.00	ROCKINGHAM STAGES, 2008. We return to Rockingham for this annual 2-day event, co-promoted with Thame MC. As usual, there are 4 stages on the Saturday afternoon, followed by a Rally Party / Get Together / Forum with Russell Brookes in the evening and then a further 6 stages on the Sunday. The entry is now full, with 7 reserves, so why not marshal? All offers of help, especially with the set-up on Friday afternoon and Saturday morning to Andy or Rob, please. B & B accommodation is available for both nights – book with Rob.
17 th December	Partner's Club Night	20.30	CHRISTMAS PARTY AND BUFFET. John will prepare another of his excellent buffets to satisfy our appetites while Josie will look after our thirst. Once again, the Club is subsidising this pre-Christmas get-together, so the cost is only £3.00 each – book your places with Tony now.
24 th December	Christmas Eve	-	No meeting. HAPPY CHRISTMAS TO ALL MEMBERS AND FRIENDS.
28 th December	Rally	09.00	LONGMOOR LOCO STAGES. SCMC's 2 Wheel Drive event. Entries now full but you could always marshal.
31 st December	New Year's Eve	-	No meeting. HAPPY NEW YEAR AND SAFE MOTORING.

7 th January 2009	Club Night	20.30	PARTNER'S EVENING – NEW YEAR QUIZ. A chance to test your memory of recent events, devised by Ray and Karen Brooker. As usual, nothing too serious but a chance to show off your general knowledge.
14 th January	Club Night	20.30	NATTER AND NOGGIN.
21 st January	Club Nigt	20.30	VIDEO / DVD NIGHT. With the WRC not yet underway for the new season, we look back at some of the highlights from the motorsport arena.
28 th January	Club Night	20.30	NATTER AND NOGGIN.
31 st January	Dinner	19.00	ANNUAL DINNER-DANCE AND PRESENTATION OF AWARDS. We return to Stockley Park for our main social event. Full details should be elsewhere in this issue, but Peter Nathan awaits your money quickly, to take advantage of the bar tokens!
3 rd February	Club Night	20.30	TABLE – TOP RALLY. A little bit of light hearted practice to get you ready for the Valentine Scatter in a few days time.
10 th February	Club Night	20.30	NATTER AND NOGGIN.
14 th February	Scatter	19.00	VALENTINE SCATTER. Our first competitive event of the year sees a return to Buckinghamshire to find those code boards hidden by Andy and Garry. Andy has promised a clear dry night, so dust off map 175 and head to Pinkneys Green. Regs at Club, on the website or from Andy G.
17 th February	Club Night	20.30	RALLY PREPARATION FOR MIDDLEWICK STAGES. General sort-out of plans for the weekend. What are you doing on Friday? We could do with some help setting-up! Andy G or Peter are looking forward to your offers of assistance!
21 st February	Rally	09.00	MIDDLEWICK STAGES 2009. A new event and a new venue for us to replace Oakington, in association with Wickford AC. Details on the event website soon – www.middlewickstages.co.uk All offers of help to set-up on the Friday (20 th) gratefully accepted – contact Andy G.

Trophy Returns

Please remember that now is the time of year when you need to start polishing up the trophies that you won last year and return them, so that they can be engraved for this year's recipients to collect at the Annual Dinner.

Please do not leave it until the last minute – it takes time to sort them out and take them to the engravers, who then take time to do the actual

engraving. They then have to be got ready for the evening.

If you can, please bring them to a Club Night before Christmas and pass them to either Mike Hurst or Tony Phillips.

If you cannot get to the Club, please contact Mike on 07774 672110, to arrange an alternative.

WHAT'S ON ?

DEC

5/7th	IMS Ltd	Wales Rally GB	(I)	WRC/BRC
6th	Furness DMC	Coppermines Grizedale Stages	(B)	
6/7th	Killarney MC	Killarney Historic Rally	(B)	
6/7th	Chelmsford MC	The Preston Road Rally	(B)	
6/7th		Hall Trophy Rally, Weeton	(B)	
6/9th	HERO	LeJog	(E)	
13/14th	MIDDX CAC / TMSC	ROCKINGHAM STAGES 2008	(B)	MIDDX/AEMC/2008
14th	Sutton & Cheam MC	Race of Champions, Wembley	(I)	
28th	Sutton & Cheam MC	Longmoor Logo Stages (2WD only)	(B)	2008
28th	Carmarthen MC	W Wales Rally Spares Christmas Stages	(B)	

JAN 2009

3/18th		"Dakar" Rally, South America	(I)	
8/11th		Racing Car Show	(-)	
18th	Amman DMC	Red Kite Stages	(B)	ACSMC
18th	Darlington DMC	Cartersport Jack Frost Stages, Croft	(B)	
29/1st		Rally Ireland	(I)	WRC

FEB

7th	Southsea MC	South Downs Stages, Goodwood	(B)	
8th	AEMC	AEMC Training Day, Cambridge	(-)	
12/15th		Rally Norway	(I)	WRC
14th ?	London Irish MC	Emerald Stages, Longcross	(B)	ACSMC
14/15th	MIDDX COUNTY AC	VALENTINE SCATTER	(E)	MIDDX
21st	MIDDX CAC / WAC	MIDDLEWICK STAGES, WOODBRIDGE	(B)	MIDDX/AEMC/2009
22nd		Epynt Stages	(A)	MSA Asphalt/BTRDA
27/28th	Southern CC	Rallye Sunseeker	(A)	ANCRO

MAR

1st	Borough 19 MC	Sprint (Practice), North Weald/Honington	(B)	
12/15th		Cyprus Rally	(I)	WRC
14/15th	Lindholme MSC	Robin Hood Forest Stages	(A/B)	BHRC
15th	Borough 19 MC	Sprint, North Weald	(B)	
15th ?	London Irish MC	Emerald Stages, Longcross	(B)	ACSMC
15th	Sutton & Cheam MC	Tempest Rally Sprint, Bramley	(B)	
21st		Border Counties Rally	(A)	ANCRO
22nd	MIDDX CAC / HCC	BRAKEFAST AUTOTESTS/AUTOSOLO	(B/C)	MIDDX/AEMC/ASCMC
27/28th		Tour of Cornwall	(B)	BTRDA
28th		Bulldog Rally	(A)	BRC/BHRC
28/29th	Chelmsford MC	EACS Endurance Road Rally	(B)	
29th		Australian Grand Prix, Melbourne	(I)	WC

APR

2/5th		Rally Portugal	(I)	WRC
4th	Tunbridge Wells MC	Sprint, Lydden	(B)	ACSMC
5th	Sporting CCoN	Malcolm Watson Memorial Stages	(B)	ACSMC
5th	Sevenoaks & DMC	Sprint, North Weald	(B)	
5th		Malaysian Grand Prix, Sepang	(I)	WC
5th	Sutton & Cheam MC	Mini Tempest Stages, Longcross	(B)	2009/AEMC/ACSMC
5th		Brands Hatch	(I)	BTCC
11/12th		Circuit of Ireland	(A)	MSA Asphalt
17/18th		Pirelli Rally	(I/A)	BRC/BHRC/ANCRO
19th		Bahrain Grand Prix, Sakhir	(I)	WC
23/26th		Rally Argentina	(I)	WRC
26th	Green Belt MC	TAMs Packaging Sprint, North Weald	(B)	

Chairman's Chat

Congratulations to Mike and Helen Hurst who finally tied the knot on 14th September. We wish them all the best for the future.

Special thanks to John and Chris Gibson for taking the car out to Italy for us, which meant that we could attend Mike and Helen's wedding before flying out to Pisa to collect the car and then catch the ferry to Elba. The event was a great improvement on previous outings, although the weather could have been better! We eventually finished 14th overall and 3rd in class (from 21) despite the battery failing on the run back to the finish, necessitating the use of the jump-start kit to power the pumps.

Val managed to fall over on the second day and smashed her face onto the roadway, resulting in an ambulance trip across the island with lights blazing and sirens on!! Despite the very sore nose and black eyes it has thankfully now healed and she is fully recovered – although her nose is still tender!

Once again, the weather was kind to us for this year's Norwich Union MSA Classic and we managed the whole weekend with the hood down again. This year's event didn't visit Millbrook, so there was no venue for MCAC to marshal. The 3 crews from MCAC, Paul and Hazel in 'Bertie', Val and myself in the Midget and Adrian in his Vitesse, with Leslie Bater, started from Cheltenham and all reached the finish at Silverstone for a blast around the Grand Prix circuit – or at least part of it as the queue to get back into the pits stretched back to Bridge!

Unfortunately, entries were rather sparse for the Hunters and that has been postponed until next year – look out for further advices from Pete Farmer, who would like to hear from all those interested in entering!

There was a good turnout at Club for the fireworks display and, after the 1 hour of pyrotechnics, everyone enjoyed some food prepared by John, while Josie looked after the liquid side.

The Tempest ran successfully with 87 competitors in the 2 events. Overall honours in the 4WD event went to Marcus Dodd, after Will Nicholls engine cried enough just after he had taken the lead! The 2WD event was won by David Harris in a Mk II Escort, while new

grandad, Graham Samuel finished 4th in the Mk I with Brian Hull on the notes.

Next up for Graham and myself was a trip to the South of France at the end of November for the Historic Rallye du Var, the last round of the European Historic Championship, and 3 days of competition around the area near St Tropez. Or, at least it should have been! The recce and pre-event formalities went well, despite the usual continental lack of organisation, but the brakes failed on the first stage and we finished up in a wall! Another 8 hours on a mountain – this time in the company of a lovely family in the only house on a 36 kilometre stage!

They pulled the car clear of the track with their 4x4 and mini-digger, with the rescue helicopter hovering overhead, and we then enjoyed lamb chops and hot roasted chestnuts from the campfire, washed down with wine, while watching some of the modern event pass by. There were several long delays, obviously other cars had gone off on the long stage, and we retired into their farmhouse where we were treated to dinner – roast goose and vegetables – with pasta that was prepared from scratch by their 14 year old son, who is also a classical pianist!

Having crashed at about 3pm, we were finally rescued by Grahame, who was also treated to dinner, and eventually got back to our hotel just after midnight!

Next up is our own Rockingham Stages on 13/14th December. If you haven't entered yet you are too late – the entry is now full with 7 reserves. Russell Brookes is one of the entries, in the Andrews Heat for Hire Sunbeam that he used on the 1981 RAC Rally and he has agreed to attend a 'Forum' on the Saturday evening, when there will also be an auction of memorabilia. It goes without saying that we need as much help as possible for this event, so Andy G would like to hear from you – especially if you can help with the set-up on Friday or the clear-up on Sunday evening. If you are able to marshal over the weekend Rob Brook would like to hear from you.

That brings us up to the Christmas Buffet on 17th December, when John and Josie will provide another of their excellent buffets for the usual pre-Christmas get-together. Once

again we are subsidising the cost, which is held at £3.00 each, so book your place with me – or just turn up on the night as most seem to do!

Into next year and our major social event of the year – the Annual Dinner Dance and Awards Presentation – takes place on 31st January at Stockley Park Golf Club and Peter Nathan would like your ticket order as soon as possible.

You may have noticed that we have 2 events in February, the usual Valentine Scatter and

the Middlewick Stages, which we are running in association with Wickford – a new event to replace Oakington. This venue takes a lot of setting-up, hence the main reason we have joined with Wickford AC, so Andy would appreciate all offers of help on the Friday. More details in the next issue of the Magazine but make a note of the date now!

Merry Christmas and a Happy New Year.

Tony Phillips



Congratulations are offered to Mr and Mrs Hurst. Yes, Helen finally made an honest man of Mike on 14th September. The happy couple are pictured signing the register.

Pete's Patch

Ramblings from the editor's chair

Welcome to the last issue of the Middlesex Magazine for 2008. This may be the last Pete's Patch that you read as I am getting fed up with having to struggle to get a magazine in a state suitable for printing. I get lots of promises but not many come to fruition until the last issue of the year and the first issue of the New Year. I am sure that it is mere coincidence that articles have to be published before the awards night to become eligible to receive them. Perhaps its time for new blood to see what they can achieve. Rant over for now; let's get on with the article.

Coming up very soon is the Rockingham Stages (13/14 December). If you are not entered, it is hoped that you will support the club by coming along to marshal. If you marshal for both days, bed and breakfast is being offered in a local scout hut (breakfast is very good, and lots of it). Usual suspects are your contacts.

January sees the Annual Awards Night Dinner, Peter Nathan is the contact who will be pleased to take your money. Book early to avoid disappointment. Price is held at just £25.00 per head (Peter tells me that the rest of the body goes free!) As last year, if you book and pay for your tickets before Christmas, you will receive a £2.50 beer voucher from Tony Phillips.

On the venues front, there is good news, we have secured the use of MOD Woodbridge where we shall be co-promoting The Middlewick Stages with Wickford AC (MIDDLEsex and WICKford – clever eh?) This will be on February 21st and more details will be published in the New Year.

My 'Me and My Car' series proved to be a great success, with six articles arranged and promised and only three actually arriving (two of them not on the original list). My thanks go to Peter Cox for bringing his article forward by one issue and to Tom Ryan for the Christmas Special offering of 'Me and My Boat', which as received within two days of a very late request to fill the Christmas slot. The other article was my offering of 'Me and My (Hire) Car' and thanks go to Kirstin for her efforts in producing

this (and for letting people know how good I am at reading maps of Barbados).

All this talk of forthcoming events is making me hungry, which makes it a good time to remind you of the club's annual Christmas Party. It is to be held at the clubhouse on Wednesday 17th December from 8.30pm. Tickets at only £3.00 from Tony Phillips. John and Josie have promised that there will be so much good food and drink available that we may have trouble driving home afterwards.

It makes a change to be the bearer of embarrassing news instead of the brunt of it. At the Tempest Stages we were manning Service Out and, as usual, I had prepared a bucket of Chilli to warm the inner man (and daughter). Because I had distributed it freely on previous occasions, Malc decided to bring his own along as well. He was sitting in his car about to eat it and had rested the bowl on the centre console while he made himself comfortable. Just as he was about to begin eating, Car 0 arrived at the start line, catching us all by surprise. I called to Malc to pass me the timing clock which was on the other seat. He grabbed it and passed it out, not noticing that the neck band was passed under his bowl of chilli which made a graceful pirouette before landing upside down on the centre console. He lifted the bowl and was rather pleased that it had all landed in the storage hole in the console. He then realised that it was sitting on top of his nearly new phone. Fortunately, it all cleared up reasonably well and I am sure that the rest of it will also vanish when he cleans the car in the Spring. Congratulations are offered to Nokia for producing such a robust phone.

It only remains for me to wish you and yours a very happy Christmas and a prosperous New Year. Only time will tell if I will be back in the New Year, I shall give it serious consideration over the holiday.

With best wishes to all MCAC members
Pete Jen and Kirstin.
(That's saved buying a few cards)

Blimey, this was supposed to be a quiet year!

After the 2007 *Rockingham Stages*

Well, this year was promising to be a quiet one, what with Longcross being 'on hold' due to development prospects and ongoing filming. The race Beetles, with Paul aka Trig, from '**Thingamies Beetles**', were not going anywhere fast, in the same way that I couldn't build any enthusiasm into competing. Mark Davies and Dave Axten had planned some events and as Gordon was keen to get us out on some events, we were watching the 'local' events, with bated breath. Then, exactly what we had been waiting for happened, Longcross was given a stay of execution.

As soon as I'd heard that the Regs were out, I applied for an entry, only to be told three days later that the entry was full on the day I posted the entry off, DOH! . As Mark had entered the *Tour of Cornwall Rally*, we thought maybe that would make up for a lack of events. Not so, as that was cancelled, due to lack of entries, DOH!.

In the meantime Gordon and I went on a *Peugeot Sports Official Owner's Club* (PSOOC) trip to France, and popped into Germany for some enthusiastic driving in the Black Mountains.

Gordon and I came up with a plan; enter as early as we could for the next Longcross event, which was the Craven MC, *Four Counties Longcross Stages*. This was an OK-ish event and pretty much, went without incident, apart from hitting a large tyre on a chicane and 'adjusting' the steering rack....Resulting in 58th O/A and 11th in Class.

With no other rallies planned for the time being, I decided to concentrate on servicing for Mark and Dave. Their first event, becoming *Abingdon Carnival Rally* in June. Again a good event with little or no fuss. Early July saw the PSOOC event of the year, PUGFEST, again at *Prescott Hillclimb* and I managed to put in around 8 runs, some paid for, others free (due to passengers wanting a lift!) Unfortunately, it was VERY wet! The following weekend, I visited the *Festival of Speed*, as a SPECTATOR rather than a MARSHAL, for the first time in 10 years.

Two weeks later and things had started to hot up a bit as I had a stand booked for the *Uxbridge Autoshow* and planned to stay overnight on the Saturday, with a few others from PSOOC (this also meant becoming the key holder for Donna, again), unfortunately, Mark's girlfriend, Lindsey, managed to drink a bit too much and wasn't very well!...Hopefully next year, MCAC will be allowed to organise a non-static display.

As no other events were planned for August, other than a visit to Croxley Green for the '*Classics on the Green*' car show (where I heard about my next rally), some 'fettling' work was carried out on Marks car, in preparation for the *Richard Burns memorial Rally* in September.

The *RBMR* was an interesting event to say the least, and involved camping on a football pitch, in thick fog and the muddiest shower units I've ever seen. I ended up servicing for Mark, Dave Watson (assistance only) and helping Rob Brook with his car, which made for a fair amount of running about during both days.

The next event was the following weekend; for myself and Gordon had entered the Bexley Light Car Club, *Anniversary Stages Rally*, at, guess where Longcross! This was more fun as I now had some soft compound tyres to try out on my set of 'tarted up' wheels (Orange!) This was also an un-eventful run and at the end I was surprised to see that we had finished 14th O/A and 5th in class!!! This also, very surprisingly ended up with us getting BEST NOVICE, shock horror, we were no longer novices !!!

Next event to go to was going to be a fair way off, until I was asked to spanner on one of the Race Beetles (Simon Sergides) at Lydden Hill. This was going to be interesting as the car was finished (nearly) the night before the event and neither the car nor the driver had raced before. The event went fairly well, considering the lack of preparation and Simon was fastest Beetle (of 3) in Qualifying. The third Beetle managed to get a bad mis-fire during qualifying, so it didn't run in the heats. First race saw Simon win the Beetle class and

have a great race with the only other Beetle, right up to the end of the final lap, with Simon fish-tailing across the line. Unfortunately during the 2nd Heat, the other Beetles alternator gave up the ghost, shortly followed by Simons fan belt, disappearing. Never mind, some silverware was retained.

All was looking quiet for the next few weeks, when I was approached by Andy Greenland and asked if I could service for himself and Gary in Belgium on the *Rallye De Sombrefe*. I said, yes, of course and I could supply another pair of hands if no-one else was available. 17th October, at stupid o'clock, we were driving to Andy's, and then Gary's, followed by Dover and on to Belgium. My helpful assistant Meirion (Known as Welshpug on the PSOC forum) and I were keen to get some sleep and food but stayed with Gary and Andy to go and run round the Recce Route. Unfortunately I had injured my knee the week before and was a bit limited in what I could do. Also, unfortunately, the Saxo decided, enough was enough, again, on the same rally that I had gone to 5 years earlier, with Andy and Gary. The damned DIFF again!! DOH!!!

Mind you, at least this year, half of the rally had been completed and this gave me food for thought, to try to encourage Mark to try some Belgian Rallying next year.

Back home and I had already put in an entry for the *Carfax Rally* on 23rd Nov and had a solid weekend of motorsport booked for 8th/9th November, with Marshalling on the *Tempest Rally*, in the Arena complex and going to Brands Hatch with the Beetles on the Sunday, this time with Trigger (Paul) competing alongside Simon, in his 'alter ego' car, one is blue with orange writing, the other is orange with blue writing, one is race number 68, the other is race number 89. This was Pauls first race and as he qualified fastest Beetle and won the class on both races, we came away well happy. Unfortunately Simons "ACCUSUMP" oil system decided to suck his engine dry of oil, which did it no favours, and

he had to pull out on the last lap of the final race of the year! DOH!!!

Next event was the *Carfax*, an event I had been looking forward to for the whole year, as I now had the tyres and a car that may be able to pull its own weight. I started on a set of Yokohama AO21's which although proved effective in the remaining SLUSH/SNOW/RAIN, they just weren't quite what I needed for good times. A break in the rain made me decide to fit the Yokohama AO48's, in soft compound, what a revelation! The car cornered like it was on rails and braked much stronger due to the improved grip. I stayed on these tyres for the rest of the day, during torrential rain and wet track conditions. With six or seven MCAC crews competing on the day we were likely to have a good result somewhere. Richard

Edwards/Paul Brown finished a creditable 1st overall, Chris Keys/Graham Tuer (23rd O/A), Mark Davies (31st O/A) and Myself and Gordon Phillips, with a 35th O/A, which considering the THREE Spins we had and the indiscretion through the undergrowth, was quite reasonable for us. Unfortunately Guy Anderson had a Turbo failure on the first stage but Pat Anderson managed to finish, in his Sunbeam Ti, unfortunately, I missed where he was placed (39th O/A, 11th in class...ed).

Many thanks to all the people that have assisted and serviced for me over the last year, especially to Alex Kerlake, Meirion Rhys, Nath Warden and Andy Greenland. Of course I cannot forget my sponsor, **GP Holdings** (you know who you are.) for your enthusiasm for competing.

If I have missed out anyone, sorry, but my brain is addled, DOH!

Now all we have to do is go back to Rockingham and MARSHAL, this year and we have gone full circle!

Kevin Fowler.

PJ & Bertie go racing Pt2

As promised: a bit of an end of season update. My last article ended with me saying I would be doing the last three rounds of the Historic Racing Saloons Register championship.

This of course changed as things usually do.

I did Brands Hatch in the middle of September. This was my first race & I am pleased to say that I came first in class with fastest lap in class as well. The fact that I was the only entry in the class in my view is immaterial. It was all a bit nerve racking when I first pulled out of the pitlane & round Paddock Hill bend. Never the less, I kept it out of the gravel & qualified last but that was fine for the moment. The race start was quite a surprise, although I was last, I was next to the pit wall which is a good position to be in for Paddock Hill bend. I had a good start & within the pack I managed to overtake an Anglia, a Mini Cooper & a DKW/Audi (don't ask). Unfortunately, by the time I got to Paddock Hill my bottle was going a bit as the aforementioned cars were now all trying to overtake me on the outside. From that point on the race was fairly uneventful for me & I brought her home in yes you've guessed it, last place.

The one thing, which became very clear, was that my suspension set up is far from perfect. I was constantly struggling with the car wanting to oversteer at every possible opportunity. Have a look at the difference between the 2 Alfas in the photograph, mine is the one at the front. Compare the height of the body & the body roll compared to the one behind. Incidentally, Simon Whiting who built my car is driving the one behind. One good thing as far as I am concerned is that the engine, gearbox, axle & brakes etc ran without missing a beat, which I was pleased about.

Next was Donington Park. This was double-header with qualifying on Sat morning, race 1 Sat afternoon & race 2 Sun afternoon. As Chris Keys (tow vehicle owner/spanner man) was on holiday I would have had to hire something to tow with. Paying for a hotel room on top of that made the weekend quite expensive. I had already spent more money than I wanted getting the car ready to race, As well as that, I had already paid my entry for

the Norwich Union Classic which was the following weekend so if I had had any problems I would not have made the start of the NUC. So I decided to give Donington a miss.

This brings us to the finals at Silverstone in the middle of October. I only had 5 days to get ready after NUC. On the Tuesday of that week I had a quick check over things. To my horror the brake pedal went straight to the floor, also I had no brake lights, which is more serious than first appears. After a few phone calls to people who know more about these cars than I do revealed the fact that although the car has discs all round the rears do have an adjustment mechanism for the calliper which goes out of adjustment very quickly. Also, if the rear pads go beyond 50% wear you will never get a good pedal. So new pads & a lesson in how to adjust them later we were ok!! Not quite!!! The aforementioned brake lights then became a bit of an issue. Unfortunately, the brake light switch is actually screwed into the hydraulic lines not a simple switch on the pedal. This meant letting air into the lines & having to bleed them out again. With all this done we were on our way to Silverstone.

We arrived at Silverstone to find we had been positioned in one of the pit garages, which was a real thrill. I never thought I would be in the same environment as possibly Hamilton or Massa just a few weeks before. Qualifying seemed ok except very slow. I was still oversteering at every opportunity (see pic) & the brake pedal travel was getting worse & worse. Incidentally, I had some competition in my class, an Appendix A spec Alfa just like mine who was 4-5 secs a lap quicker. For comparison, Dan Cox (Lotus Cortina) who went on to win the championship was around 18 secs a lap quicker than me.

Back in the pits Chris & John Whitbread (my other spannerman) set about trying to get some pedal back. We adjusted the rear brakes again & bled the whole system through. I could not believe how much air came out of the lines & thought maybe the master cylinder was gone. Low & behold who walked through the door but the previously mentioned Simon Whiting. He had his decent clothes on, so was not going to go crawling

under my car. He thought the master cylinder was ok but there was more air to come out. After a bit more effort from the boys we had what we thought was a reasonable pedal.

The race started quite well. Again, I managed to stay ahead of the DKW/Audi & overtake a Mini Cooper. As the pack started to spread out the Cooper over took me but on the straights I kept with him with the DKW right on my tail. This was mega, a proper race, not at the front but a race never the less. The Cooper could get away from me on the corners but I would catch him on the straights the DKW was opposite, he caught me up on the corners & I pulled away from him on the straights.

We were into I think was the 3rd lap approaching the Luffield complex. This is a very difficult left-hander with a double apex leading to a very long right-hander before the start finish straight. I didn't get this corner right all day & on the 3rd lap I went in too quick with the DKW right on my bumper. Quite simply, the car swapped ends & dropped me backwards into the gravel trap (remember what I said about oversteer). Only my back wheels were in the gravel so I tried to drive out, this failed miserably. I had turned the engine off & just undone the belts when the passenger door opened & a marshal told to get going again as they would push me out. By the time I was back on the tarmac I was a lap down so I decided to spend the rest of the race trying to get my lines right etc.

Paul H

Towards the end of the race I was approaching Copse & had seen the blue flags telling me of faster cars approaching. By the time I was at the exit point of the corner I caught a glimpse in my mirror of the Mk2 Jag of Graham Dodd coming up on my inside. I was on the racing line so racing protocol says that I should stay on my line & let him get pass however he wants to. Just as the front of his car was level with my door, I caught sight of the red & gold Lotus Cortina of Dan Cox who looked like he was going to follow the Jag up the inside. Oh no, this was the battle for the lead of the race & they weren't going to let a back marker get in there way. Next thing I knew the Cortina was level with me on the outside. I was the filling in their sandwich. They went passed me like I was going backwards, WOW what a buzz!!

At post race scrutineering Dan Cox came up to me, shook me by the hand & apologised for the move up the outside, which was nice.

So that was the end of the season. 2 races & 8 points which put me something like 5th out of 8 in class & 30th out of 38 overall.

The car is now up on stands & will be receiving some very much-needed new suspension inc negative camber arms.

2009 season will start in March & I will be aiming to do a full season. Watch this space for more details.



Christmas Quiz

Just for fun on Christmas Day afternoon while you have had dinner and are sitting there waiting for the Queen's speech.

1. Which group or singer holds the UK record for the most Christmas No 1s?
2. The Canary Islands were named after which creature?
3. What is the world's largest desert?
4. What car did Del Boy and Rodney drive in 'Only Fools and Horses'?
5. Can any man made landmark be seen from space?
6. Who scored for England in the 1966 World Cup Final?
7. In TV's Dallas, who shot JR?
8. How many countries make up Great Britain?
9. What is Paul McCartney's middle name?
10. Who is Deputy Leader of the Labour Party?

Answers later in the magazine.

MCAC, in the form of Martin Lush, have set up a Group on **Facebook** for all members of MCAC - past and present.

If you have a Facebook account and would like to join the group please search for "MCAC" and request membership.

You will then be able to put posts on the discussion board, upload pictures, videos etc and keep in touch with other members.

We hope to supply news and events info on a regular basis.

There is also a link to our own website for the latest up to date information.

Don't delay - sign up today!

Richard Burns Memorial Rally 2008

Well, hearing that this year would feature a 2 day Richard Burns Memorial Rally held at RAF Marham (with top class security for entry), we thought we'd give it a try. It's a bit of a trek but not as far (or abrasive) as Sculthorpe.

We arrived in the dark on the Friday and pitched our tiny tents in the dark in a local field. The late night mist descended, literally trying to drive around deepest Norfolk with no streetlights and not being able to see the end of the bonnet is pretty tough. Just as hard as finding somewhere to eat! Back to a soaking (damp tent). That's what motorsport is all about. I have however purchased a caravan for such occasions for next year!

Up early to head into the base and set up service area, ready for a lunchtime start. Glorious weather when the mist burned off. Markko Martin was entered in, yes, a works new Subaru (no competition!) being co-driven by Richard Burn's World Champion right hand man Robert Reid. Also that short scruffy guy that presents WRC on 'Dave' was co-driving in an EVO (yes he is that scruffy and looks like he's just got out of bed).

We serviced as an MCAC line trio, ourselves, Rob Brook and Dad, and Dave Watson and Andrew Stacy. For us, the first day went without a hitch, with no spins or wrong splits. Some serious stuff out in the 109 strong entry. Unfortunately Dave retired with battery charging issues and overheating, and Rob had a fuel feed pipe fall off. Good fun having Rob setting off 30 secs in front of me, an incentive to catch! The venue is vast with some twisty bits, but generally power hungry

stages. Lashings of Hog Roast rolls in the evening party went down well, together with some chat and some live music and video footage from the day.

The second day was just as fine, and just as trouble free for us, a dry run. Dave's hope of running in the Trophy Rally was shattered (literally) when he snapped both drive shafts, Rob having an issue when gear linkage falling out. Rob finished 51st overall with us finishing a credible 39 O/A, 7th in Class C (23 starters).

I'll probably never enter another event against a WRC driver, just to put it in context, over the 8 stages, Markko obviously finished 1st, 6 mins ahead of a 6R4 in 2nd place (40 secs to 1 min per stage quicker), 28 mins quicker than us, and 58 mins quicker than the last car.....how surreal is that!

Richard Burns started his career in a Sunbeam and Peugeot 205Gti, so thought it would be fitting to get a pic of my car with Robert Reid and Markko Martin to which they agreed. Markko said that he's never driven a 205, I offered him the keys to mine....he declined. Wouldn't give me the keys to his 'motor' either.....oh well....some people are so tight aye!!!!

2 events left for '08, the Carfax and Longmoor Loco, next year looking to do Tour of Cornwall and a Belgian event to broaden the horizons. Barbados is tempting, but need the budget to stretch to more than 1 event in 2009!

Mark Davies



Mark and Dave, (photographed by M&H Photography)

Beethoven Symphonies

A tourist in Vienna is going through a graveyard and all of a sudden he hears some music. No one is around, so he starts searching for the source.

He finally locates the origin and finds it is coming from a grave with a headstone that reads: Ludwig van Beethoven, 1770-1827. Then he realizes that the music is the Ninth Symphony and it is being played backward! Puzzled, he leaves the graveyard and persuades a friend to return with him.

By the time they arrive back at the grave, the music has changed. This time it is the Seventh Symphony, but like the previous piece, it is being played backward.

Curious, the men agree to consult a music

scholar. When they return with the expert, the Fifth Symphony is playing, again backward. The expert notices that the symphonies are being played in the reverse order in which they were composed, the 9th, then the 7th, then the 5th.

By the next day the word has spread and a throng has gathered around the grave. They are all listening to the Second Symphony being played backward.

Just then the graveyard's caretaker ambles up to the group. Someone in the crowd asks him if he has an explanation for the music.

"Oh, it's nothing to worry about" says the caretaker. "He's just decomposing!"

The Council of Middlesex County Automobile Club

**Would like to wish all members and their Friends
and Families**

A Very Merry Christmas

And

A Prosperous New Year.

**(Prosperous enough for you to continue to enjoy your motorsport
and marshalling activities)**

Why Does It Always Rain (or Snow) On Me? (Or don't you just love the British weather!)

As those of you who have been eagerly anticipating my Partner's Night quiz for the last 6 months (yeah, right) will be aware, I've been based slightly South of Manchester for most of 2008, which has rather hampered my competitive outings this year. I'd originally planned to enter about half a dozen rallies throughout the year, but apart from one rather superb event in June, my rally year has been rather tail-end loaded.

Although I've squeezed in an AutoSolo and a Sprint as well, one reoccurring theme to all the events I have done has been the delightful British weather, in one extreme or very much the other...

After the torrential rain of last year's Rockingham, I was hoping that I'd done my wet driving for a while, but the AutoSolo back in April had different ideas, this time in the form of snow.... After driving through a substantial blanket of the white stuff, the event turned out to be just freezing cold, wet and incredibly slippery – great for sharpening your car control! After a good battle against my perennial competition (AKA Mr Brook), an FTD in my 'spare' 205 made up for the mild frostbite/hypothermia....

As the rally car 205 hadn't even turned a wheel since Rockingham, I needed something to blow the cobwebs out before the Rally of the Midlands (see below), and the Carnival Sprint fitted the bill nicely. As those of you who were there already know, it was a fantastic weekend AND IT DIDN'T RAIN OR SNOW! Mind you, it was June.... Anyhow, I ended up with a crap result, but it's not a sprint car, and it was just good to get back in the saddle.

On to the highlight of the year so far. The Rally of the Midlands is a multi venue event, based around Hinckley, and is a 'must do' in my book. Graham had pulled in a few contacts, and thanks to local estate agents Piink.co.uk and Edward Hands & Lewis Solicitors, we even had a bit of sponsorship! The event is a two-day affair, with stages at Mallory Park, MIRA, a local Stately Home, an Army Base and most interestingly the Town Hall in Hinckley. Although the latter was less than a mile long (compared to the 15 milers at

MIRA), it was heaving with spectators and a fantastic way to show off the rally. Anyhow, after a dry start on the Friday night stages, yes, you've guessed it, the heavens opened! Mind you, it was (later in) June....

MIRA is simply amazing, with so many off-camber and plain weird roads (one stretch resembles a roller coaster ride – seriously) that would be so good to drive in the dry, and were definitely eye-opening in the wet! The Army Base was your typical straights and 90s affair except for one hairpin set out on the base of an old hangar, that had mirror smooth concrete. I don't think I need to explain the traction problems we had after a day of solid rain, but it felt like I was back on the ski slopes! A 4th in class was the end result, second 205 (behind some loon in a 2 litre version who came 4th overall!) out of 14 that started, and 26th overall. It really is a fantastic event, and if anyone is up for the challenge in 2009, let me know and I can fill you in on the details....

A five month gap then followed, only filled with more work, helping Paul Hopkinson go racing and squeezing two weeks in the middle of the Indian Ocean again. With my annual pilgrimage to Rockingham fast approaching, I again needed a shake down event and the Carfax at Longcross fitted the bill nicely. After another dry run up the week before, the event decided to throw the works at me – snow first thing, followed by torrential rain..... nice..... Although nowhere near the pace of Messers Edwards and Brown (congratulations guys, cracking result), and despite bouncing off a wall half way through the day (thus bending a suspension pin and giving myself positive camber and squiffy steering – just what you need in aforementioned rain), we managed to finish nowhere in class (OK 7th), 23rd overall and 2nd 205 again, this time behind a more normal 1.9, but in front of another 11.

And so to Rockingham. With a couple of weeks to go, I've no idea what the forecast is, but it's been freezing recently and snow has been predicted. I suppose it's on the cards that it will be freezing/icy/snowing/raining (please delete as appropriate after the event),

but I guess I don't have the excuse that I'm not used to any of it..... ☺

Anyhow, as ever, a few 'thank yous' – Graham for pointing me in the right direction (except for after the start ramp on the Midland, but I won't mention that) and for sorting the vital sponsorship, to Paul Hopkinson for not only throwing spanners at the poor old girl, but for sharing the joys of the British weather at the

same time (and what's really annoying is that both his races have been bone dry! Little does he realise that I'm covertly passing my rain making skills onto him for next year...), and finally to Simon Galiford who's mechanical and engineering skills have kept the 205 going when I've run out of time and ability.

Chris Keys

TIPS ON PUMPING PETROL

Editor's note: I can't remember where this comes from, it is certainly American based and I have Englisied it (gasoline + petrol etc) and most of the points seem to make sense. Anyway, I have included it, what you do with it is up to you.

I don't know what you guys are paying for petrol..... but here in California we are paying up to \$3.75 to \$4.10 per gallon. My line of work is in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every gallon:

Here at the Kinder Morgan Pipeline where I work in San Jose, CA we deliver about 4 million gallons in a 24-hour period thru the pipeline.. One day is diesel the next day is jet fuel, and petrol, regular and premium grades. We have 34-storage tanks here with a total capacity of 16,800,000 gallons.

Only buy or fill up your car or truck in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the petrol, when it gets warmer petrol expands, so buying in the afternoon or in the evening....your gallon is not exactly a gallon. In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet fuel, ethanol and other petroleum products plays an important role.

A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three

(3) stages: low, middle, and high. You should be pumping on low mode, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money. One of the most important tips is to fill up when your petrol tank is HALF FULL. The reason for this is the more petrol you have in your tank the less air occupying its empty space. Petrol evaporates faster than you can imagine. Petrol storage tanks have an internal floating roof. This roof serves as zero clearance between the petrol and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every gallon is actually the exact amount.

Another reminder, if there is a petrol truck pumping into the storage tanks when you stop to buy petrol, DO NOT fill up; most likely the petrol is being stirred up as the petrol is being delivered, and you might pick up some of the dirt that normally settles on the bottom. To have an impact, we need to reach literally millions of petrol buyers. It's really simple to do.

Anon

Me and My Boat

After over 35 years of always (with a few short intermissions) having at least one rally car sitting on the drive or in the garage, the last couple of years have been a new experience for me, having nothing faster than my trusty Shogun available, though it is an ideal mode of transportation for the wilds of Croatia. However, I am not totally bereft of toys on which to spend money and lavish attention having purchased a sailing boat during the latter part of 2007 and spent almost all my free time this year getting to know her and her capabilities (not to mention my limitations as a sailor). There are many parallels between owning a rally car and a boat not the least of



This is the first photo of 'Sukra' when I first saw her and decided to buy. The name means 'Venus' in Sanskrit – the seller was a doctor interested in oriental medicine!

which is that it can absorb any amount of hours either in actual use or in preparation, repair and development. Where the boat scores over the rally car, however, is that (in Croatia anyway) most of the interaction with the boat takes place in warm sunshine either in the boat-yard or on the open sea while working on the rally car involves crawling around dusty garage floors (or worse) in a mole-like existence deprived of sun and air... and it's not much better when you're competing. It was Kenneth Graham, the author of 'Wind in the Willows' who knowingly said "*there is nothing – absolutely nothing – half so much worth doing as simply messing about in boats*". And certainly boat ownership is not all plain sailing (ugh!) since a yacht is a technically complex piece of kit with diesel engine, gearbox, electrics, navigation equipment, communications equipment, safety

gear, various sails, their control sheets and any amount of rigging all of which can go wrong at inconvenient moments and require maintenance pretty continuously. A problem not often encountered in a rally car but which adds to the difficulties of boat maintenance is that the whole caboodle is regularly doused in sea-water with the attendant corrosion risks. Often you only find out that the second reef block (nautical for 'pulley') is seized just as the wind is passing 50 knots and you really should get the main sail area reduced quickly. It's not easy to spray WD40 in a gale with the boat heeled at about 25 degrees to the horizontal while you are swinging around on the cabin roof holding on to the boom like something in an old Keystone Cops silent film. [Why is it called a 'boom', by-the-way? Because that's the sound it makes when it whacks your head as it comes around unexpectedly because the helmsman is giving less than his/her full attention to maintaining the correct course.]



Gun'les Awash!

Which brings me neatly to another difference between rallying and boating. While rallying does have a bit of its own jargon (think of pace notes, second-gear corners, parc ferme, flat-over-crest and similar) nautical pursuits have generated a whole language which

distinguishes the land-lubbers from the old salts. There .. I am using it already! For instance, you might think that ropes are ropes and that a sailing boat is knee-deep in the things. No so – the only time there is a rope on a boat is if you happen to take a rock-climbing friend along to scale the sea cliffs from the deck of your vessel. There are warps and sheets and lines and halliards and stays and up-hauls and down-hauls; but there are absolutely no ropes. And, of course, since



Below decks – main and front cabins

there are no ropes you can't tie them up. You can make off your warps or you can cleat your lines or you can make fast pretty much anything else but 'tie a knot in your rope' is land-lubber-speak and simply not nautical. There are plenty of other examples. If you were close-hauled on a starboard tack you would be the stand-on boat if on collision course but you'd be ready to go about if approaching a lee-shore. All pretty obvious really.

Specification:

My boat is an Elan 31 Bermuda Sloop built in 1987 in Slovenia which means that it is 31 foot long overall; it has a single mast on which are hoisted a main-sail and a fore-sail in fore-and-aft configuration. There are all sorts of other types of sailing boat such as ketches, yawls, barquentines, schooners and more; the names indicating various combinations of number of masts and types of sail patterns. The Bermuda rig is the standard triangular arrangement which is most common on smaller yachts. This rig performs pretty well when sailing up-wind and acceptably down-wind. I have a choice of fore-sails – a genoa, which is good for most wind conditions and a spinnaker which is used when the wind is

quite light and coming from behind the boat. Since it mostly takes at least two moderately experienced sailors to handle the spinnaker, I rarely fly mine since I usually sail either single-handedly or with some non-sailor friends. The winds in the Adriatic, especially near the shore in the summer time, can be very unpredictable and it is easy to get the spinnaker wrapped around the various stays and masts that inhabit the foredeck of a sailboat. This happened to Graham and I the first time we tried this sail and we had to spend a hour sailing around in a circle to try to unwind the resulting knot – very undignified!

The engine is a 3-cylinder Yanmar marine diesel with 16 horse-power driving through a two-speed gear-box (one forward; one backward) to the prop; it is red-lined at about 3,000 rpm though we never use it at that pace. In a calm sea 2500 rpm drives the boat at just over 5 knots (that's about 10 km per hour in land-speed) which is a comfortable, stress-free rate of progress. It also means that I get about three months or more of sailing on one tank-full of diesel which is about 50 litres – I filled it once all last year. Of course, the objective of sailing is to sail but the engine is always used to exit and enter harbour; to motor around small bays and close to shore and, naturally, when there is no wind at all – a not uncommon situation in July and August in the Adriatic. Diesel here is just under 1 euro per litre so your fuel bill is not a significant factor and there you have one great advantage of sailing over rallying!

When we do have some wind, then things can get downright exciting. There is firstly that magic moment when you have motored out of the harbour or anchorage; you turn into the wind to hoist the sails and let them fill and the boat suddenly comes alive. As quickly as possible you cut the engine and a blessed silence descends with only the sound of the sea and the wind as the bow forges its way through the waves and the boat picks up speed. No matter how often you do it, it is always a great moment and inevitably someone on board will break into song with "We Are Sailing" in an imitation of Rod Stewart. With luck and good planning a course will be set so that the wind blows over one side of the boat or other and we are on a 'reach'; the boat heels over until the edges of the deck are just under the water surface (this is known as 'gun'ls awash' and it puts the fear

of god into new sailors) and the boat is at it's top speed for the wind conditions. This is the exhilaration of sailing – the vessels responds to the slightest touch of the helm; the water seems to be flying past and there's not a traffic-light or a stop-sign anywhere. It is truly one of the last freedoms on the planet – you can point your boat in any direction; go to any port or place on earth that your ability and nerve allows and no-one can tell you 'yes' or 'no' or how fast! You don't even need a 'driving licence' though Croatia does require that you have some sort of Certificate of Competence while you are in coastal waters – but on the high-seas you're the boss!

My boat carries the bare minimum of technical and navigational gadgets so far. Apart from a ship's compass I have a small, hand-held GPS (an Etrex Navigator) and a full set of up-to-date-ish charts and that's it as regards finding my way around. Of course, if later I decide to venture further field than the Adriatic I might fit an electronic chart-plotter and a radar but nothing else is really necessary. The one device which I find essential, however, is 'George', my faithful autopilot. This is a simple gadget which is fixed to the tiller and will hold the boat on a given magnetic bearing for as long as there is battery power. When I am on my own I'd be stuck without 'George' since I couldn't nip down to the chart-table to check a position or even go for a pee without him on duty. I have a short-wave radio transceiver for emergencies but actually the mobile phone is more use up to 20 km or so off-shore and after that I'm not sure that the radio would be much use either. A standard radio broadcast receiver with cassette player (yes - the boat is that old) from which I can blast out old rock numbers as loud as I like, completes the gadgetry.

Below decks there are three cabins. At the pointy end there is a double cabin with a door for some privacy while at the back there is a one-point-five person cabin. That means two people who are really good friends could share it but in reality it is a comfortable cabin for one – usually me, while there are two more single berths in the centre cabin area. It means that five or six people can live moderately comfortably on board for weeks at a time in warmish weather. There is a loo with shower and another shower on the stern which is most often used in the summer to wash off the salt-water after a cooling dip. A

galley (nautical for kitchen) with cooker and fridge completes the facilities. Hotel Intercontinental it ain't but it's a lot more fun and it moves!



End of Another Perfect Day

A boat is a great way to have a good time if you've got somewhere great to go! Croatia must be one of the ultimate places for cruising because of the innumerable islands, bays, coves, villages and ports which can be visited in almost every direction of the compass. A typical day's sailing would start with a leisurely breakfast on deck observing the other boats in the harbour coming to life in the brilliant morning air. As the sun starts to gain strength we would cast off (there's that jargon again) and motor out to see if we can find some wind and get the sails up. Towards noon we would be looking for a likely anchorage in a protected bay where we can drop anchor and spend a couple of hours swimming, lunching, snoozing and exploring. Then it would be time to set off towards the planned overnight stop which might be another port or just some wild cove where we can stay overnight, with the possibility of going ashore in the dinghy to find a nice restaurant for a peaceful dinner with fresh local sea-food and wine. If you know of a better way to spend a week or ten days any time from May to October you need to tell me about it.

Occasionally someone will ask me if I don't miss the excitement of rallying, the competition, the camaraderie and so on. Then I might get a small (very small) twinge of regret but then I think of the peace, the adventure, the fun (and the moonlight on the water) and I know that I'd never swap my Elan for my old Proton any time soon.

Tom Ryan

It's time to get the suit back from the pawnbroker and polish the shoes,

On behalf of MCAC,

Peter Nathan Corporate Hospitality

Are pleased to announce that the

2007 Annual Awards Night Dinner.

Will be held at

Stockley Park Golf Club, Heathrow,

On

Saturday 31st January 2009

Tickets may be ordered from Peter

At the bargain price of only

£25.00 per ticket

Plus, pay in full before Christmas and Tony Phillips will give you a free £2.50 beer voucher from his own pocket! (not to be missed)

7.00pm for 7.30pm

Dancing to the sounds of ORANGE DISCO

Carriages at 12.30am

Christmas Quiz – Answers

This was actually a trick quiz. All of these questions are usually answered incorrectly.

1. Which group or singer holds the UK record for the most Christmas No 1s?
Popular Answer: Cliff Richard (three)
Correct Answer: The Beatles (four)
 2. The Canary Islands were named after which creature?
Popular Answer: Canaries.
Correct Answer: The Dog (*Insula Canaria is Latin for Island of Dogs*)
 3. What is the world's largest desert?
Popular Answer: The Sahara
Correct Answer: Antarctica (*A desert is an area where more water evaporates than falls from the sky.*)
 4. What car did Del Boy and Rodney drive in 'Only Fools and Horses'?
Popular Answer: Reliant Robin.
Correct Answer: Reliant Regal Supervan II
 5. Can any man made landmark be seen from space?
Popular Answer: Great Wall of China.
Correct Answer: None.
 6. Who scored for England in the 1966 World Cup Final?
Popular Answer: Geoff Hurst and Bobby Charlton.
Correct Answer: Geoff Hurst and Martin Peters.
 7. In TV's Dallas, who shot JR?
Popular Answer: Sue Ellen Ewing.
Correct Answer: Kristin Shepherd (*She was JR's scheming mistress.*)
 8. How many countries make up Great Britain?
Popular Answer: Four.
Correct Answer: Three (*Northern Ireland is not in GB, it is in UK.*)
 9. What is Paul McCartney's middle name?
Popular Answer: John.
Correct Answer: Paul (*His full name is James Paul McCartney.*)
 10. Who is Deputy Leader of the Labour Party?
Popular Answer: John Prescott.
Correct Answer: Harriet Harman.
-

Have you still got the trophies that you were awarded at the beginning of the year?

If so, Mike Hurst or Tony Phillips are waiting to relieve you of them so that this year's recipients may receive them in January (Had I mentioned the Awards Night Dinner? January 31st at Stockley Park Golf Club, See Peter Nathan for further details).

My 2008

The year did not start until February 9th when I marshalled on Andy's Valentine Scatter.

On 30th March, I missed Bovingdon because I entered our MG Spring Naviscat. April 6th was Brooklands MG Day, so I helped on the MGCC Club stand, and on April 20th marshalled on the MG Autotests at Nascot College in Surrey. 11th May was Brooklands again, signing everyone on for the annual Regency Run to Brighton, giving out the route etc. Approximately 550 entries, splendid.

13th, 14th and 15th June was the MG National Silverstone event, where I helped out as usual, mostly programmes. Then 29th June I entered our Summer Naviscat

13th July was the Essex Stages, where I was pressed to go marshalling. Turned up, nothing to do all morning, told I wasn't needed in the afternoon. This was unfortunate as the event is quite a long way from home..

Our MG Summer gathering was on 20th July and I helped run the driving tests which are always a part of the day. 17th August was marshalling at the MG race day at Cadwell Park, in Lincolnshire, and our Brands Hatch meeting was 7th September, marshalling again.

The MG race meeting at Snetterton was 4th/5th October, which I had decided was going to be

my last stint at a race meeting. Word got round and I was greeted with a public farewell and a bottle of bubbly – very nice.

I entered our MG Naviscat on 12th October, which we managed to win at last! We usually do fairly well, but get penalised for having three people in the car – 10% - so drop down the list.

Next was a checkpoint at Cuckfield, for the London to Brighton VCR on 2nd November which we have done for quite a few years now. I really enjoy the day and wish the event had more coverage in the media and on TV.

8th November – The Tempest, could not do the Saturday, but offered to do the gate on the Friday, which I'd done for the past two years – heard nothing so didn't go.

Hope to marshal on the Hunters Night trial, if we can get some entrants! I have also arranged to do my usual job at Rockingham on 13th/14th December.

So will end another motoring year in my life. I wonder what 2009 will bring.

Christmas Greetings to you all.

Christine.

Did you read the important message at the bottom of page 2?

If not do it now and act on the information received.

The London to Brighton Vintage Car Run

It was a cold Sunday in November as over 600 Vintage cars left Hyde Park to take the annual run down to Brighton.

There were big crowds at Crawley where i was marshalling for the 6th year: it just gets bigger and better every year.

I help out on a lot of events through the year but none can beat the London to Brighton Vintage Car Run not only the longest running motoring event but the only one that has over 600 entries when some events can't even get 30.

South England Tempest Rally 2008

Well this years Tempest will be remembered for not a new sponsor but the heavy rain that greeted us all day a lot of MCAC members were Marshalling or canoeing somewhere in Rushmore Arena
Many thanks for those who did or took part in the event.

December, visit the website for further details

To Marshal contact Rob Brook for details. Free Accommodation and breakfast if you can Marshal on both Saturday & Sunday

Please be reminded the Rockingham Stages will be run on the 13/14

Rob can be reached on robb@mcac.co.uk

*Darren Pike
Chief Marshal*



A couple of photos from Darren of his day at the London to Brighton.

IMPORTANT MESSAGE FROM THE EDITOR.

Some of the pictures in this magazine may be a little dark. This is a feature of photocopying colour photographs in black and white. To see the pictures in all their glory, visit the website at www.mcac.co.uk

Southsea & Bognor Regis motor clubs
Will once again be running the

Towncross ENGINEERING South Downs Stages



at

Goodwood
motor racing circuit
on

Saturday, 7th February 2009

Download regs from www.southdownsstages.co.uk

Enquiries to info@southdownsstages.co.uk
Spectators welcome and free!

Note from the Editor:

I am sure that if you ask nicely, the organisers would be only too happy for you to pop along for a spot of marshalling.