

# THE MIDDLESEX MAGAZINE



MIDDLESEX  
COUNTY  
AUTOMOBILE  
CLUB LTD

January / February 2010



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**Dave West / Keith Hounslow**

**Peugeot 306 Maxi Kit Car**

**2<sup>nd</sup> Overall / Best MCAC**

**Rockingham Stages – 5/6<sup>th</sup> December 2009**

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



Joshua Michael Davies, born 2<sup>nd</sup> November 2009



Roger Albert Clark Rally – 13/16<sup>th</sup> November 2009  
Graham Samuel/Tony Phillips      Ford Escort RS2000





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

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Number: 290 (Volume: 14; Issue: 4)

January / February 2010

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## CLUB NIGHT IS EVERY WEDNESDAY

1<sup>st</sup> & 3<sup>rd</sup> Wednesdays 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

2<sup>nd</sup>, 4<sup>th</sup> (&5<sup>th</sup>) Wednesdays at

The Toby Carvery, Oxford Road (A40), Tatling End,

(Between Gerrards Cross and Denham Roundabout, near the A413 junction).

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## FORTHCOMING EVENTS

27 <sup>th</sup> January	Club Night	20.30	<b>NATTER AND NOGGIN AT THE TOBY CARVERY.</b>
30 <sup>th</sup> January	Dinner	19.00	<b>ANNUAL DINNER-DANCE AND PRESENTATION OF AWARDS.</b> We return to Stockley Park for our main social event of the year. Full details are elsewhere in this issue, but Peter Nathan awaits your money quickly in order to take advantage of the bar tokens!
3 <sup>rd</sup> February	Partner's Club Night	20.30	<b>PARTNER'S EVENING (GXSC) – GRAN TURISMO 4.</b> Kevin is arranging a competition using the latest circuits on the playstation. Can you negotiate the course?
10 <sup>th</sup> February	Club Night	20.30	<b>NATTER AND NOGGIN AT THE TOBY CARVERY.</b>
17 <sup>th</sup> February	Club Night *****	20.30	<b>NATTER AND NOGGIN AT THE TOBY CARVERY.</b> John is on holiday this week, so the Club House is closed
20 <sup>th</sup> February	<del>Rally</del>	<del>09.00</del>	<del><b>MIDDLEWICK STAGES 2010.</b></del> Postponed - rescheduled for 8 <sup>th</sup> May.
20 <sup>th</sup> February	Scatter	19.00	<b>VALENTINE SCATTER.</b> Andy and Garry have promised a clear night for our first competitive event of the year, so dust off Map 175, head for Pinkneys Green and try your hand at finding the codeboards. Regs available at Club,

on the website or from Andy G.

24 <sup>th</sup> February	Club Night	20.30	<b>NATTER AND NOGGIN AT THE TOBY CARVERY.</b>
3 <sup>rd</sup> March	Partner's Club Night	20.30	<b>PARTNER'S EVENING (GXSC) – QUIZ NIGHT.</b> How good is your general knowledge? An opportunity to display your knowledge and win a prize.
10 <sup>th</sup> March	Club Night	20.30	<b>NATTER AND NOGGIN AT THE TOBY CARVERY.</b>
17 <sup>th</sup> March	Club Night	20.30	<b>VIDEO / DVD NIGHT (GXSC).</b> Catch up with events from the WRC.
21 <sup>st</sup> March	Autotests	09.00	<b>BRAKEFAST AUTOTESTS AND AUTOSOLO.</b> We return to Bovington Airfield for our joint promotion with Harrow CC. Regulations will be available shortly from Peter Cox (01488 72027), at Club or on the website.
24 <sup>th</sup> March	Club Night	20.30	<b>NATTER AND NOGGIN AT THE TOBY CARVERY.</b>
31 <sup>st</sup> March	Club Night	20.30	<b>NATTER AND NOGGIN AT THE TOBY CARVERY.</b>
7 <sup>th</sup> April	Partner's Club Night	20.30	<b>PARTNER'S EVENING (GXSC) - MYSTERY NIGHT.</b> Well, it is at the moment!

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## *Chairman's Chat*

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Belated congratulations to Mark Davies and Lindsey Hazleman on the birth of their son, Joshua Michael Davies, on the 2 November.

At the end of November, Graham and I flew back to Barcelona, collected the car and headed up to St. Maxime for the Rally Du Var, where we were surprised to find that we were seeded at No 1! Unfortunately, that didn't last long as we managed to park it down the hillside on the second stage – it wasn't a 2 Right!! The modern event was won by a certain Sebastian Loeb, co-driven by his wife, and other entries included Loeb's usual co-driver and also Robert Kubica who was trying his hand at rallying.

Back from France and then up to Rockingham on the Friday for another successful event, co-promoted with Thame MSC, despite entries being down on previous years. Once again Steve Simpson/Simon Hunter won the event, despite a few spins and a visit to one of the gravel traps, while Dave West/Keith Hounslow were an excellent 2<sup>nd</sup> in the 306 Maxi

On the Social side, John and Josie provided the usual excellent Christmas Buffet at the Club, which was enjoyed by those present.

The heavy (by English standards) snow falls caused havoc everywhere and meant that the

first Club Night of the year was cancelled. As mentioned last time, following an increase in the weekly charge, we are now only meeting twice a month at the Club House (the first and third Wednesdays each month) with other Natters at The Toby Carvery, which is just down A40 at Tatling End (about halfway between the Denham Roundabout and Gerrards Cross). Having said that, please note that John is going away on holiday in February so the third Wednesday will also be at The Toby Carvery.

Next up, we have the Annual Dinner-Dance and Awards Presentation at Stockley Park Golf Club on Saturday 30<sup>th</sup> January. This is the major social event on the Club calendar and we hope to see you all there to collect your awards. However, the initial requests for tickets have been disappointing and Peter Nathan (020 8906 0803) will accept any late requests.

The MiddleWick Stages has been postponed to the 8<sup>th</sup> May, when, hopefully it will be warmer, so Andy and Garry will now run the Valentine Scatter on Saturday 20<sup>th</sup> February, when they hope to see many crews out trying to find the codeboards.

Happy and Safe Motoring

Tony Phillips

# WHAT'S ON ?

<b>JAN</b>	<b>2010</b>			
19/23rd	AC de Monaco	Rallye Monte Carlo	(I)	IRC
24th	Chelmsford MC	TRS Bentwaters Stages	(B)	
<b>30TH</b>	<b>MIDDLESEX COUNTY AC</b>	<b>ANNUAL DINNER-DANCE &amp; AWARDS</b>		
<b>FEB</b>				
7th	Southsea/Bognor Regis MCs	Towncross Engineering South Down Stages	(B)	<b>MIDDX</b>
11/14th		Swedish Rally	(I)	WRC/S2000
13th	Forest of Dean MC	Wyedean Stages	(B)	BTRDA
19/20th		Legend Boucles de Spa		Belg
<b>20/21st</b>	<b>MIDDLESEX COUNTY AC</b>	<b>VALENTINE SCATTER</b>	<b>(E)</b>	<b>MIDDX</b>
25/26th		Historic Cyprus Rally	(I)	EHRC
26/27th	Southern CC	Rallye Sunseeker	(A)	MSA Gravel
26/27th		Rally van Haspengouw		Belg
<b>MAR</b>				
4/6th		Rally Brazil	(I)	IRC
4/7th		Rally Mexico	(I)	WRC/S2000
6th		Malcolm Wilson Stages Rally	(B)	BTRDA
13/14th		Hannut Rally		Belg
14th		Bahrain Grand Prix, Sakhir	(I)	WC
14th	Bournemouth & DMC	Bovington Stages Rally	(B)	R2010
14th		Epynt Stages	(A)	MSATarmac
19/21st		Le Tourquet Car Rally	(A)	French
19/21st		Rally Argentina	(I)	IRC
20/21st		West Cork Car Rally	(A)	
20/21st		Moorslede Rallysprint		Belg
<b>21ST</b>	<b>MIDDX CAC / Harrow CC</b>	<b>BRAKEFAST AUTOTESTS / AUTOSOLO</b>	<b>(B/C)</b>	<b>MIDDX</b>
25/27th		San Remo Rally Storico	(I)	EHRC
26/27th		Rally of North Wales	(I)	BRC
27th		Bulldog Rally	(A)	BHRC
27/28th		Circuit des Ardennes		Belg
27/28th	Chelmsford MC	Pheasant Plucker Rally	(B)	
28th		Australian Grand Prix, Albert Park	(I)	WC
28th	Sutton & Cheam MC	Mini Tempest	(B)	R2010
28th		Caerwent Stages	(B)	BTRDA
<b>APR</b>				
??		Rallye de Wallonie		Belg
1/4th		Rally Jordan	(I)	WRC/S2000
3/4th		Circuit of Ireland Rally	(A)	MSA
4th		Malayasian Grand Prix, Sepang	(I)	WC
9/10th		TAC Rally		Belg
10/11th	Sporting CC of Norfolk	Malcolm Watson Memorial Stages	(B)	
15/17th		Historic Vitava Rally	(I)	EHRC
15/18th		Rally Turkey	(I)	WRC
16/17th		Lyon Charbonnieres Rally		French
18th	Mid Derbyshire MC	Twyford Woods Stages	(B)	
18th	Amman DMC	Red Kite Stages	(B)	
18th		Chinese Grand Prix, Shanghai	(I)	WC
18th	Borough 19 MC	Sprint, Honington	(B)	
<b>21ST</b>	<b>MIDDLESEX COUNTY AC</b>	<b>ANNUAL GENERAL MEETING</b>	<b>(-)</b>	
23/24th	Cumberland Sporting MC	Pirelli Tour of Cumbria Rally	(I)	BRC/MSA/BHRC
24th		Somerset Stages	(B)	BTRDA
25th	Green Belt MC	Tams Packaging Sprint, North Weald	(B)	
<b>MAY</b>				
1/2nd		Monteberg Rallysprint	(A)	Belg
2nd		Welsh Rally	(B)	
6/9th		Rally New Zealand	(I)	WRC/S2000
7/8th	Isle of Man Rally Ltd	Manx National	(A)	MSATarmac
<b>8TH</b>	<b>MIDDX CAC/Green Belt MC</b>	<b>MIDDLEWICK STAGES, WOODBRIDGE</b>	<b>(B)</b>	<b>MIDDX/AEMC</b>

# Second by a Second

Paul Brown and Richard Edwards

I had gone to bed full of anticipation and trepidation. Sunday was to be our chance to win the Carfax rally two years in a row. The event had already been a bit of a disappointment as we had been seeded as car three and not car one (as is customary if you won the previous year) but after we discussed it we decided not to make too much of a fuss as starting third meant that the first 4 wheel drives could clear a path for us.

Sunday morning and I awoke half an hour before the alarm, it wasn't the excitement waking me, it was the noise being generated by the monsoon that was hitting my bedroom window, lying there in the dark the world lit as lightning struck quickly followed by a large clap of thunder. There was a little voice in the back of my head quietly asking if we were really planning to play in such weather. Richard had said earlier in the week he was praying for rain and his prayer had been answered in a very big way.

I picked up Nick on the way to Richards and we soon arrived at his house. "Richard came out smiling to himself and his brother, Darren, told me he'd been up half the night doing a rain dance. I honestly don't know whether he was joking or not. The nice thing about Longcross is its proximity, it only takes half an hour to drive there (compared to the two hour trip for the Fat Albert) and we were soon sitting at the top of the tank ramp preparing our service area before heading off to fly through noise test and scrutineering.

It wasn't hard to surmise that the first stage would be waterlogged and covered in leaves so we decided to start on our wet tyres and go from there. In front of us was Gary Le Coadau in his Toyota Celica GT4 followed by Simon Gudgeon in his 6R4 then it was us with our two wheel drive Escort Mk II and behind us was Mark Ellis in his Subaru Impreza and then Guy Wigley in his ex Francois Delecour Peugeot 306. Although the rain had stopped there was plenty of standing water but this didn't faze Richard who took off as though it was a sunny day in August.

Stage 1 comprised some unusual and unique changes for a stage layout at Longcross which we had noticed on the stage diagrams so although the intention was to go flat out some of the stage was going to be a bit of a fact finding mission as far as to the tightness of the chicanes and some of the artificial corners. Having said that there's not much

can be done to change the 'snake' and Richard flew into it. I don't have much to do in the snake but follow the stage and enjoy the ride and I was certainly doing that right up to the point where we went flat over the crest getting airborne for a very brief time only to see the other side was completely covered in leaves. Richard gave a slight 'oops' as the car started to fishtail but he found the grip and launched the car around the corner. I think we both finished that stage grinning like Cheshire cats. As we reached the time control we were told that there was an issue with the timing beam and that we couldn't have our official time so it was back to servicing to see how the other crews got on. Mark Ellis also didn't have a time and although I had my stopwatch I been slightly late stopping it. Of the top six cars those with times ranged from 5 minutes six seconds to five minutes two seconds. My stopwatch said five minutes four so I guesstimated that we could knock two seconds off that. (As it turned out we were the equal fastest on the stage with a time of four minutes 59. This just goes to show I can't estimate time). This put us in the top three with Mark Ellis and Simon Gudgeon at the end of stage one which was a good place to be considering we had a long day ahead.

Stage two was the same as stage one and now Richard knew the layout we charged off again. Richard was flying along and the car was doing us proud. The wet tyres were sticking like glue and had definitely been the right choice. There we were with 50% of the drive and the grip of our nearest competition and we were holding our own. The end of stage 2 saw the same timing problems for some of us and we once again had to rely on stop watches and mine showed we had knocked 13 seconds of our time for stage 1. Mark Ellis's co-driver didn't have a stopwatch so we couldn't see how well he had done but he didn't feel it had been much faster. The provisional results were posted and they showed that Mark had been thirty seconds faster and therefore he was show as first with us second and Simon third (a quick query of the times showed an error on Mark's time for stage two and Richard and I were leading by that point). And then as we prepared for stage 3 everything changed.

As we were waiting in servicing to go down to start SS3 Mike and Darren had volunteered to walk down the tank ramp to the tyre van collect our new

wet tyres in case we needed them later. With four minutes to go before we were due at passage control Richard was staring at the sky, we had originally planned not to change any tyres for stage 3 but Richard had seen the clouds and with no sign of the new tyres we decided to do a fast tyre change and swap the backs for the fronts and vice versa. This was now definitely sensible as the rain had started so we wanted the better grip at the back and so we got stuck into it while Richard rang Mike to see how long the tyres would be. There was 2 minutes to go, the fronts were on the back and we were just putting the front wheels on when Darren and Mike appeared with the new wets. There wasn't the time to put them on the back so deciding something was better than nothing we put them on the front, well lets be fair here Mike, Nick and Darren put them on whilst we jumped in out of the rain and started strapping in.

This was to be a good decision because as we were waiting for the start of SS3 the heavens opened in fury and it fell so hard you just couldn't see out of the windscreen, well except for when the lightning flashed that is. Richard was happy now, he loves the rain as it levels the field and shows you don't need big power to win a rally. Richard drove as he always does, fast and accurate which resulted in us throwing up huge amounts of spray and finishing with the fastest stage time. Stage 4 was pretty much the same although we hit a big pot hole in one of the 'bus stops' that jarred our teeth and a bit further on we found ourselves heading along a straight with no steering which was when Richard announced he thought we had broken something. As it was we were aquaplaning for a good hundred metres and thankfully we caught some grip just before the ninety left which saved us from a trip into the trees.

SS5 saw us heading anti-clockwise around the outer circuit and having to pass through the same pothole on the nearside front wheel twice more. That and a slight argument with a concrete sign on the side of the road resulted in us bending the suspension strut. It hadn't seemed that bad in the car although Richard felt something was wrong. An inspection of the front wheel showed that it had been damaged in the impact and we believed that was it. As we were watching the weather Richard was toying with the idea of putting slicks on and with ten minutes to go the decision was made. It was as the tyre change was being done that someone spotted the bent strut so off came the top of the suspension with the idea of changing the inner strut but it was so badly bent we couldn't get it out and with time running out Richard decided to run SS6 with the bad strut and hope we could fix it

in the break before SS7. As we sat there at the start line I felt this was going to cost us a lot of time but what could you do. As we sat at the start line I asked if he was worried about the bent strut. "Not really" he replied "but I am worried about the time we'll lose". Now I thought this showed that we were thinking on the same level but apparently not as we set off like a scalded cat and kept that pace for the whole stage, although Richard did admit he wasn't as confident of the cars handling and was backing off a bit sooner than he normally would. Our efforts during the break were in vain and we had two choices, pull out or run with rigid suspension on the front near side. So off we set into SS7. There isn't much to tell except it was bumpy and Richard was working hard to keep control of the car but it was as we finished that we found out we had lost the lead by a second and with the cancelling of SS8 we only had the two night stages to try and get back into the lead. It was a monumental task with a damaged car and the two stages being only 3 miles long each but we were determined to have a go and if nothing else, stop Mark Ellis from getting ahead of us.

SS9 flew by and was really good fun. As we crossed the line Sean Moriarty from Motorsport News flagged us down and asked our time. When I told him he pointed out that we'd beaten the Bogey as had Simon so therefore we'd all get the same time. Everything was down to the last stage, as it was the same layout it was fair to presume that as long as neither of us made an error we'd beat it again so we set off determined to have a good last stage and the quiet hope that Simon had a small spin that cost him a few seconds. Alas, it was not to be and we both beat the bogey again. For the second time in our racing history we had lost the win by a second and although it was heartbreaking there was the one thought that lifted our hearts, we had held off three four wheel drive cars with much better specifications and only let the fourth one beat us by a second, and all that with a broken suspension. Over the next couple of days I received emails from the championship co-ordinator and Oxford MC saying that we had been the best drive of the day and I guess that even though we didn't win having people recognise the skill with which Richard drove is some consolation. As for me, I'm just glad he lets me sit in the co-driver's seat so I get to experience it firsthand (and doesn't get too mad when I call the notes wrong).

I'd like to finish what is almost turning into a novel by saying a very big thank you from both Richard and I to Mike, Darren and Nick for working hard in horrible conditions to keep us on the road, and

to Zoe, Lynne and Sophie for all the cups of tea and food to keep us all going.

And of course to all the marshals, radio operators and organisers who came and stood in that weather

all day long without whom we could never have these epic battles and so much fun.

Happy New Year from the Edwards Motorsport team.

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## Return to Belgium - by GT (Graham Tuer)

Belgium has always had an affection with the crews of MCAC, and the Braine le Comte rally of 2001 was no exception (at least before it started). Those who competed could hardly regard it as a highlight of their careers, as only one crew finished out of 9, with yours truly getting a slight headache courtesy of an off causing my head to go through the side window, both seats being twisted on their mountings and generally getting very wet with no side window and a bent door. We went no further. So any affection for Belgium was rapidly washed away with the rain.

Several years went by with Chris Keys having rebuilt the pug and installed a new powerplant (now a 205½) and we finally had a competitive car. With a few test events at Longcross and Rockingham, the class results finally started coming. Chris's attention to detail being the real reason for the results as the car proved very reliable, with the opposition falling by the wayside usually due to one failure or another.

Then 3 years ago I found myself returning to Belgium (this time without a rally car) for work throughout 2007, so a year was spent away from the hot seat but the old girl still put in some good times, finishing the year with an impressive 3<sup>rd</sup> in class at Rockingham.

Returning to the UK for 2008, I was looking forward to a full year of competition and some new events, the main one being the Rally of the Midlands, based in Hinckley, which happened to be handy as that is where I live. The event, held in June, comprised 5 stages repeated several times, including the town centre stage that utilised the council car park, a killer for those who didn't study the stage diagram, as it effectively brought a 3 minute penalty for what was a 40 second stage!!

The highlights were the stages at Mallory Park race circuit and the 17 mile stage around MIRA. Calling notes of "800 into hairpin" caused a few heart-stopping moments as braking too early would cost time or too late usually meant a visit to Mr Armco. A very satisfactory 4<sup>th</sup> in class and 25<sup>th</sup> overall.

November found me returning to Belgium again for work, so flying back in to compete at Longcross for the Carfax stages in what was described by the photographer as the wettest rally he'd attended, followed by clutch failure at Rockingham whilst lying 2<sup>nd</sup> in class with only one stage to go, meant the reliable old girl having been through so much had cried enough.

But one last chance to redeem herself, just after Xmas at my old army barracks of Longmoor in Hampshire. With very icy stages between the barracks buildings, the car was well suited to the event that early on we were 2<sup>nd</sup> in class and inside the top 10! As the winter sun rose the more powerful machinery took advantage but by the end of the day we'd done it – 1<sup>st</sup> in class – a great end to a good year.

Due to time constraints, 2009 started late, the first event being the Rally of the Midlands, but alas the event was made a round of the 205 Challenge, which meant a third of the 90 strong field were made up of 205s and our class was over 30 strong – tough competition. A steady run, including catching Scoobys and Evos on the barracks stage and chasing (and keeping up with) the Aston around Mallory, saw us finishing 23<sup>rd</sup> overall and 6<sup>th</sup> in class, despite a leaky fuel pipe dumping its contents inside the car after the first stage!

With the car fixed and a return to MCAC's old haunt of Debden airfield, the battle with a Honda Civic came to an end on stage 4 with a cone under the steering, costing us 40 secs and pushing us down to 4<sup>th</sup> in class. Despite being the second fastest on the next 3 stages, we were still 8 seconds behind 2<sup>nd</sup> place and only a six mile stage to go. The old girl and the even older crew had to give everything we could to make up the deficit. In over 100 rallies over the last 20 years I have never experienced a more seat-of-the-pants drive than that last stage – we had made up 2 seconds a mile to finish 2<sup>nd</sup> in class. With that I asked Chris why doesn't he drive like that all the time? His reply was something along the lines of "no chance". But I can understand.

Maybe he can drive like that in Belgium? Maybe next year.

**The 2009**

**Annual Dinner-Dance & Awards Night**

**will be held at**

**Stockley Park Golf Club  
Heathrow, UB11 1AQ**

**on**

**Saturday 30<sup>th</sup> January 2010**

**7.00pm for 7.30pm**

**Carriages at 12.30am**

**Tickets may be ordered from Peter Nathan  
(25 Marsh Lane, Mill Hill, London, NW7 4QN)  
(020 8906 0803)**

**At the bargain price of only  
£25.00 per ticket**

# 2009 CHAMPIONSHIP POSITIONS

## Overall Driver:

Richard Edwards	(8)	119½	@
<b>Rob Brook</b>	<b>(10)</b>	<b>98</b>	
Graham Samuel	(8)	86	@
Paul Hopkinson	(10)	51	@
Chris Keys	(4)	38½	

## Stage Rally Driver:

<b>Richard Edwards</b>	<b>(8)</b>	<b>119½</b>
Graham Samuel	(8)	86
Dave West	(1)	37
Chris Keys	(3)	31½
Mike Hurst	(1)	16
Mark Davies	(1)	16

## Night Trial Driver:

<b>Andy Greenland</b>	<b>(1)</b>	<b>16</b>
John Wilson	(2)	15
Pete Farmer	(2)	15
Tony Phillips	(1)	11

## Road Rally Driver:

Rob Brook	(5)	46	&
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## Off-Road Driver:

<b>Paul Hopkinson</b>	<b>(10)</b>	<b>51</b>
Rob Brook	(3)	34
Chris Keys	(1)	7

## Clubman – Marshalling:

<b>Darren Pike</b>	<b>(16)</b>	<b>54</b>
Peter Cox	(11)	22
Rob Brook	(11)	22
John Brook	(3)	8

## Ladies: \$\$

Val Phillips	(1)	11
Christine Wooster	(2)	4
Kirstin Farmer	(1)	4
Sarah Wooster	(2)	3

## Most Active Club Member:

Rob Brook	&	29
Darren Pike	&	21
Peter Cox	&	20
Tony Phillips	&	18
<b>John Brook</b>		<b>13</b>
Paul Hopkinson	&	13

## Overall Navigator:

<b>Paul Brown</b>	<b>(10)</b>	<b>150</b>
Tony Phillips	(9)	87
Rob Brook	(6)	69
John Brook	(5)	47

## Stage Rally Co-Driver:

Paul Brown	(9)	135½	&
<b>Tony Phillips</b>	<b>(8)</b>	<b>86</b>	
Keith Hounslow	(1)	37	
Graham Tuer	(2)	17½	
Nick Donaldson	(1)	16	

## Night Trial Navigator:

Paul Brown	(1)	14	&
<b>Andy Greenland</b>	<b>(1)</b>	<b>14</b>	
Val Phillips	(1)	11	

## Road Rally Navigator:

<b>Peter Cox</b>	<b>(8)</b>	<b>97</b>
Rob Brook	(5)	67
John Brook	(4)	32

## Clubman – Organizing:

<b>Tony Phillips</b>	<b>(8)</b>	<b>22</b>
Darren Pike	(5)	16
Andy Greenland	(4)	14
Peter Nathan	(3)	10

## Clubman – Servicing:

<b>Nick Donaldson</b>	<b>(7)</b>	<b>16</b>
Hazel Hopkinson	(7)	14
Chris Keys	(4)	8
Val Phillips	(2)	8

## Juniors:

<b>Stephen Jeeves</b>	<b>(1)</b>	<b>2</b>
<b>Robert Jeeves</b>	<b>(1)</b>	<b>2</b>
Kirstin Farmer	(1)	1

## Most Frequent Competitor:

<b>Rob Brook</b>	<b>16</b>
Paul Brown	10
Paul Hopkinson	10
Tony Phillips	10
Peter Cox	9
Richard Edwards	8
Graham Samuel	8

£ only best 10 scores count

& not eligible: another award

\$\$ Ladies Cup not awarded as no-one competed in 3 events

@ not eligible: only 1 category of event

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

## Event Awards 2009

13/14 <sup>th</sup> December 2008 Best MCAC/1 <sup>st</sup> Class 4	ROCKINGHAM STAGES 2008 <b>The Woodberry Cup</b>	(15 MCAC) Richard Upton / Paul Bareham
30 <sup>th</sup> December 2008 Best MCAC/Winners	LONGMOOR LOCO STAGES <b>Frazer Nash Cup</b>	(4 MCAC) Dave West / Keith Hounslow
14/15 <sup>th</sup> February Best MCAC	VALENTINE SCATTER <b>Sir Henry Bowles Cup</b>	(2 MCAC) Pete Farmer / Tony Phillips
21 <sup>st</sup> February Best MCAC/Winners 2 <sup>nd</sup> Overall	MIDDLEWICK STAGES 2009 <b>Green Trophy</b> 2 Awards	(5 MCAC) Richard Upton / Paul Bareham Richard Edwards / Paul Brown
22 <sup>nd</sup> March FTD	BRAKEFAST AUTOTESTS An Award	(1 MCAC) Rob Rolston
22 <sup>nd</sup> March Best MCAC	BRAKEFAST AUTOSOLO <b>The Alfred Alexander Cup</b>	(7 MCAC) Chris Keys
26 <sup>th</sup> July Best MCAC/Winners	FOTO JEN I C FUN RUN & BBQ <b>Autocar Cup</b>	(6 MCAC) Andy Greenland/Andy Greenland
6 <sup>th</sup> September Best MCAC	BOMB-ALONG STAGES 2009 <b>Phillips Trophy</b>	(6 MCAC) Chris Keys / Graham Tuer
7 <sup>th</sup> November Best MCAC	S of E TEMPEST 4 RALLY <b>Dr North Cup</b>	(3 MCAC) Robert Swann / Darren Garrod
7 <sup>th</sup> November Best MCAC	S of E TEMPEST 2 RALLY <b>Church Trophy</b>	(4 MCAC) Ernie Graham / Andy Greenland
13/16 <sup>th</sup> November Best MCAC	ROGER ALBERT CLARK RALLY <b>The Powysbrooke Trophy</b>	(1 MCAC) Graham Samuel / Tony Phillips

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

If you think you are due an award for last year, please let us know!!

## Club Championship - Award Winners 2009

Champion Driver	<i>BELL TROPHY</i>	Rob Brook
Champion Navigator	<i>NAPSPEED TROPHY</i>	Paul Brown
Middlesex Challenge Winner	<i>MIDDLESEX CHALLENGE SHIELD</i>	Richard Upton
	<i>RUNNERS-UP</i>	Chris Keys
	<i>LADY CHAMPION</i>	Christine Wooster
Leading Off Road Driver	<i>STEPHENS TROPHY</i>	Paul Hopkinson
Leading Road Rally Driver	<i>ALEXANDER TROPHY</i>	Not Awarded
Leading Stage Rally Driver	<i>KENSINGTON CUP</i>	Richard Edwards
Leading Night Trial Driver	<i>OAKES CUP</i>	Andy Greenland
Leading Road Rally Navigator	<i>GAMAGE CUP</i>	Peter Cox
Leading Stage Rally Co-Driver	<i>SOUTHGATE CUP</i>	Tony Phillips
Leading Night Trial Navigator	<i>LAWSON CUP</i>	Andy Greenland
Leading Clubman - Organising	<i>CENTENARY TROPHY</i>	Tony Phillips
Leading Clubman - Marshalling	<i>JUBILEE CUP</i>	Darren Pike
Leading Clubman - Servicing	<i>FINCHLEY CUP</i>	Nick Donaldson
Junior Champions	<i>THE JUNIOR AWARD</i>	Robert Jeeves and Stephen Jeeves
Most Active Club Member	<i>CORONATION CUP</i>	John Brook
Best Lady Competitor	<i>LADIES CUP</i>	Not Awarded
Most Frequent Competitor	<i>NORMAN TIPPING MEMORIAL CUP</i>	Rob Brook
- - - - -		
Best Newcomer	<i>RIDDELL CUP</i>	?
Poxon Award	<i>MIDDLESEX COUNTY CUP</i>	?
Silliest Accident	<i>BENGT ARMCO AWARD</i>	?
Most Contribution to the Club	<i>PRESIDENTS AWARD</i>	?

# GRAHAM AND TONY GO RALLYING - Part 6

Avid followers of the antics of our two heroes may recall that we left them last in November 2008 in the hills above Saint Maxime in France with the Mk2 Escort parked firmly in a wall following total brake failure on stage one of the Rally du Var. The only redeeming feature of that episode being that the wall was outside a very hospitable farm house and while waiting for recovery fantastic hospitality including a meal of roast goose was enjoyed.

So on to 2009 and a further year attacking the FIA European Historic Rally Championship.

Round one in March saw us in Sardinia for the Rally del Corallo, a two day event with tarmac day one and loose on day two.

We made a reasonable start and were more or less on the pace until the water pump failed on stage 4. Having no spare we borrowed one from a Spanish team running Escorts, fitted it overnight and rejoined for day two at the back of the field despite trying to get through to the organisers that we should be reseeded. In the event we were badly baulked all day, passing four cars on one stage only to have to allow them through at the next start and then do it all over again. We finished 28<sup>th</sup> o/a but 3<sup>rd</sup> in class and picked up points towards the FIA Championship.

Rather than tow the whole lot home and back again we left the Escort and trailer at San Remo, the Espace at Nice airport and Easy Jetted home.

Three weeks later we went back to Nice and started the recce for the San Remo event. We started faster than usual, were 14<sup>th</sup> after day one, (a reasonable placing against 30 odd fat booted 3.2 litre Porsches) and were up to 12<sup>th</sup> and a class lead by stage 6 when the diff gave up. Another day spent sightseeing on the mountainside.

The end of April saw us in Finland for the Lahti rally. If there is one event that stands out from the others this has to be the one with wide, smooth gravel stages, lots of blind brows and the potential for very high speeds and very big offs!!! The car ran faultlessly throughout, except for a broken intercom wire, and we finished 19<sup>th</sup> o/a and 5<sup>th</sup> in class behind some very quick locals. The event was won by over two minutes by Jari Matti Latvala in his Dad's new bda, despite having no 2<sup>nd</sup> and 3<sup>rd</sup> gears from stage one to the finish. An object lesson from a professional on how to drive on these stages.

In June we were in Belgium for the Ypres rally. It finally all came together on this event. We were

seeded at 18 behind a string of fat Porsches and finished 4<sup>th</sup> o/a and 3<sup>rd</sup> in class behind three other Escorts, one of which was the Belgian National Champion - so no disgrace there.

In August we were back in Italy in Udine for the Alpi Orientali event. After the usual slow start we were on the pace and 9<sup>th</sup> o/a by the end of day one. Half way through day two we clipped a rock in a gutter which spun the car round and into the Armco. The resulting bent axle and three punctures made it difficult to continue so instead of the planned move on to Elba we came home. The journey home finally convinced us that the Espace had to go. We had been suffering from overheating while towing all season and despite the best efforts of Renault in the UK and Italy we couldn't find a cure. So along came a Kia Sedona, which at first acquaintance seemed to have been thrown together in Russia but has steadily grown on us as it does all that is required without fuss and has a much larger capacity than the Espace. Incidentally, we think Kia undersell this machine as it has a Mercedes engine and box but they don't tell you that.

Sadly the axle was so badly damaged that it needed retubing and even the best attempts of all concerned failed to turn it round in time, so we missed the annual trip to Elba.

Early November saw our first foray to Spain for the Costa Brava event in the hills above Lloret de Mar. We finished 8<sup>th</sup> o/a and 3<sup>rd</sup> in class, despite touching the Armco on one stage with the nearside rear quarter. No time lost but a bit of a mess. As the plan was to again leave the car in France for the next round we entrusted the bodywork repairs to the same Spanish team that had earlier lent us the water pump. In the event they did not have the required body panels for the job so Grahame Standen cut up a donor car, air freighted them to Spain and a fine repair was achieved.

A week later we took a break from the sunshine and tarmac of Europe and had our annual outing in the Mk1 on the Roger Albert Clark. In foul conditions we made the usual slow start, spent seven minutes in a ditch on day two (but as in previous years on this event chose a spot to go off where a crowd were spectating and hence got lifted back on fairly quickly) and had the engine just stop on day three. Quite astonishingly, Tony found the fault almost instantly (a disconnected line to the coil) and we dropped very little time. We finished 26<sup>th</sup> o/a, a seriously cr-p result BUT somehow second in class so it couldn't have been all bad.

A week later we returned to Spain to a very nicely repaired Mk2. Unfortunately as we attempted to load it on to the trailer we found the alternator had died but once again the Spaniards had a spare, albeit of a lesser power than ideal, so we changed all the Oscar bulbs back from 100s to 65s and set off to France for the last round of the Championship, the Rallye du Var in the hills above Nice. For some reason we were seeded at No.1, an obvious oversight or case of wrong identity, but very nice to be first over the podium and on the road. Made the usual slow start and were caught 16 kms into stage one by a pocket rocket Renault Arbath. Felt really bad about this until his co-driver explained that he was the French National Champion and they had won the event for the previous six years. Apparently he knew the roads!!!

He caught us again on stage two and this time I thought we might hang on and see how he did it. Worked ok for a couple of kms but he knew that the next bend was a 90 right and, for one reason or another we didn't. Went straight off the side of the hill and down a very long way. Would have been even further but a wheel caught on a tree root and we stopped. Climbed out to find rear wheel on fire (probable brake line fracture) so extinguished that and set about extracting Tony through the drivers side with car still standing on it's nose. After the usual 6 hour wait while the rest of the event went

by a rescue truck turned up, took one look and declared he couldn't shift it and we needed a crane. By now it was 11.30pm, freezing cold and pitch black. So we left it and went home to bed. The following morning, by dint of much shouting in broken French we found a proper size rescue truck and winched the car up the mountain and onto our trailer. Our third non finish in the year.

Looking back we had a fun filled year, some reasonable results and some disasters and made a lot of new friends. We even learned the odd word of Italian. However the Championship does require a lot of time and a fair expense so after two years we plan to leave it for next year and try the Belgian National Championship, which is nearer home, poses less logistical problems and should be cheaper ( particularly if we stop hitting things).

As always, great thanks to Grahame Standen for preparing the Mk2 and keeping it going on events, to Pip Carrotte for the same with the Mk1 and to Tony, who arranges all the logistics and coughs his way through every stage without complaint. After all these years I still don't think he understands the risk he is taking although this year it might have started to become a little more obvious. Thanks also to Val for letting him out to play. She says he has slept with me more often than her this year!!!

Graham Samuel

22/12/09

## MCAC Challenge 2009 - Final Positions

Position			Valentine Scatter	MiddleWick Stages	Brakefast Autotests	FotoGenic Fun Run	Bomb-Along Stages	Tempest Rally	Rockingham Stages	Total
1	Richard	Upton	0.00	100.00	0.00	0.00	98.92	0.00	93.08	<b>292.00</b>
2	Chris	Keys	0.00	0.00	96.23	0.00	99.27	0.00	85.64	<b>281.14</b>
3	Andy	Greenland	0.00	0.00	0.00	100.00	0.00	99.73	0.00	<b>199.73</b>
4	Paul	Bareham	0.00	100.00	0.00	0.00	0.00	0.00	93.08	<b>193.08</b>
5	Simon	Rees	0.00	0.00	0.00	0.00	93.90	97.01	0.00	<b>190.91</b>
6	Graham	Tuer	0.00	0.00	0.00	0.00	99.27	0.00	85.64	<b>184.91</b>
7	Martin	Lush	0.00	0.00	93.73	0.00	0.00	0.00	88.14	<b>181.87</b>
8	Rob	Brook	81.61	0.00	95.94	0.00	0.00	0.00	0.00	<b>177.55</b>
9	Tony	Phillips	64.71	0.00	0.00	81.25	0.00	0.00	0.00	<b>145.96</b>
10	Christine	Wooster	0.00	0.00	76.24	50.00	0.00	0.00	0.00	<b>126.24</b>
11	Sarah	Wooster	0.00	0.00	67.07	50.00	0.00	0.00	0.00	<b>117.07</b>
12	Richard	Edwards	0.00	100.00	0.00	0.00	0.00	0.00	10.00	<b>110.00</b>
=	Paul	Brown	0.00	100.00	0.00	0.00	0.00	0.00	10.00	<b>110.00</b>
14	James	Grint	0.00	10.00	0.00	0.00	0.00	10.00	88.52	<b>108.52</b>
15	Ross	Daniels	0.00	10.00	0.00	0.00	93.76	0.00	0.00	<b>103.76</b>

# Welsh Road Rallies

Peter Cox

When I was driving on TVMC (Thames Valley Motoring Club) road rallies in the 70's I had always wanted to have a go at a Welsh MN road rally. The nearest I think I got in my old AH Sprite was a midlands rally in the Bridgnorth area. Almost 40 years on and I have at last achieved not one rally but two Welsh road rallies, with one of them being the renown MN of old Rali Cilwendeg, centred on Newcastle Emlyn and run by the TVMC (this time the Teif Valley Motor Club!). The other event this year was the Breidden Rally run by the Welsh Border CC, a full bloodied WAMC championship event with an entry of 90 (of which the 13 novices didn't do the full route) which took over the main car park in Welshpool for the start. On this event I was navigating for my usual historic rally driver in his Mini 1275GT.

The first section used Mick Jones's woodyard on parts that are often used as a full stage event. The rest of the section was in and out of the farm buildings, a feature which has become very common on Welsh road rallies. However the bumps on the stage bits broke the top engine mount which then made life difficult for the following 150 competitive miles and also caused the throttle to stick open. We carried on losing time on some of the more bumpy tracks and had to cut a control to get to the fuel halt where there was only time for a quick fill up and plot the last sections of the route which had been given out as 6 pages of map references 75mins before the first time control.

Getting towards the end of the rally we had lost more time due to the car problems and again it was a decision to cut to the final time control back at Welshpool for a well earned breakfast. With fails for controls missed it was not surprising we were down at the bottom of the results at 40<sup>th</sup> overall, but then the other 37 did not get to the finish! It had been a tough night and good practice for the Cilwendeg.

For the Cilwendeg I was with Andrew Lees in his endurance spec 1400cc Nova Sri, a bit more power than the mini but nowhere near the power of all those Mk 2 Escorts – all 32 of them. There were 252 entries for this famous event and we had been very lucky to get selected to be one of the 75 starters. Like me, Andrew had always wanted to take part in a MN event as a driver after he had navigated on some of them. Andrew has a caravan at Aberporth which is not far from Newcastle Emlyn and knew some of the roads that were likely to be used. In the old days the rally never used to venture more than 12 miles from Newcastle and this year it didn't go too much further away for the 3 legs. The whole rally was run on regularity timing to the

second but then the CoC said in his briefing that there would be 17 "droppers" which all turned out to be 4 or 5 minute sections on the tightest road/farm tracks with several manned PCs and mandatory stops at Give Ways checked by DSOs and needing a signature on the time card. The first section started just off the A484 and just a couple of tenths before the impossible Llandygd hairpins. We were met by literally hundreds of spectators on the banks as we handbraked our way round the pair of up hill bends. And so it went on with the road getting slippery as the night went on with heavy rain, spectators pointing out the difficult slots and encouraging us all the time. Not too many cars overtook us and in fact we had a big gap in front of us at the end of the first relaxed section waiting outside the control to book in on the exact second. Later on we found out that 3 of the 4 cars in front of us had already retired and after the first third of the event no less than 23 crews had retired. It was not until 7 hours after the start that I got out of the car having only missed one slot off into a field, which many others did (and the PC got cancelled), feeling elated that we had finished and not hit any of the many farmyard buildings or any of the solid Welsh walls. I did have a bit of a miss call where one of Andrew's old contacts had warned us about an impossible hairpin between brick walls at the bottom of a narrow steep hill. I called the caution, but not the Give Way which was marked on the map over the crease! We only just made the handbrake without clipping the walls only to be met by a DSO crew hidden round the corner. They had a chat with us which should have been for 30secs but got shortened when the next crew came flying round the corner at speed! The Nova had not missed a beat all night and the only problem which was found after the event was a submerged fuel pump caused by a fist sized hole punched in the floor, probably as a result of the section in the quarry which was a continuous run of hairpins. Our final place was 34<sup>th</sup> overall out of the 43 finishers and 10<sup>th</sup> in the semi experts class out of the 27 starters. If there had been an award for under 1400cc we would have won it but for this event the capacity class was for under 1600cc and the award went to Jonty Bloxham in his Peugeot Cup 106 spec car. However, the prize to us was only finishing 3 places behind Jonty's father, John who was out in a hired Escort, no doubt a bit different from when he won the event in a Fiat 131. We actually beat John on 8 of the droppers, or selectives as they used to call them in MN days.

Dreams fulfilled? Well, yes and no. I'd just like it to carry on into 2010 and enter the 50<sup>th</sup> anniversary Rali Cilwendeg!

# DO YOU FEEL THE NEED FOR SPEED WITHOUT GETTING A TICKET?

THEN THIS IS FOR YOU!

## THE 2010 HANGAR 111 AEMC SPRINT CHAMPIONSHIP

### Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

Category A: Road Going Series/Specialist Production Cars  
(Including classes for 4WD, Kit Type Cars and Replicas)

Category B: Modified Limited/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

### Calendar

There are 20 rounds, from mid March to late October, counting towards the championship using venues at Abingdon, Brands Hatch, Bentwaters Park, Debden, Goodwood, Hethel, Honington, Lydden, North Weald and Woodbridge

The best 10 scores will count towards the championship.

Event Supplementary regs will be sent to each registered competitor, so no need to chase around for regs.

For a full set of championship details and a registration form please give me a call, email me or visit the AEMC website.

*Chris Deal*

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[aemc@chrisdeal.force9.co.uk](mailto:aemc@chrisdeal.force9.co.uk) (email), [www.aemc.org.uk](http://www.aemc.org.uk) (web site)

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## Thank heavens for Elizabeth our Cleaner!

Hey, remember me?

2009, has been a busy year, one way or another! The husband has got himself another woman, she's absolutely gorgeous, dressed in Red and answers to the name of Bertie! I know most of you have either heard all about her by now & some may have met her!

We're a happy threesome. ☺

During Paul & Bertie's racing season, I was

"selfish" for the first time, since opening Blue Haze Arts & Crafts 4 ½ years ago, and actually allowed myself Sundays off to accompany Paul & Bertie to most of their races.

I was determined to be useful in the pits and am now known as Paul's Torque Wench as I've made wheels & tyres my job including tyre pressures. We were all amazed that this circuit racing thing is a bit more of a fine art even at club level. Every tyre is set to a different

pressure & changes throughout the day depending on track temperatures etc!!!! I have only managed to break one nail during the season. (Oooh! What a girl I hear you cry!)

Circuit racing being such a different kettle of fish to rallying, there is always the thought in the back of your mind that your pride & joy may well get it's rear stoved in by someone else who hasn't discovered what the middle pedal does. You can be the best driver in the world but if the guy's you share the track with aren't any good you always run the risk. At Paul's first race I was very apprehensive, as anyone would be of course, but over time I realised that the championship which Paul had entered has a very high standard of racing and the guys are all there to finish the race with as little or no damage as possible! In fact to prove the organizers aren't mucking about, the last time there was a notable incident the driver at fault was thrown out of the championship.

August Bank Holiday weekend saw us at Oulton Park, Paul not only entered the championship 20 minute race, but the Oulton Park Gold Cup Race as well! This 1 hr endurance race goes back in history as always being the finale of the Bank Holiday meeting & was a non championship race for F1 cars dating back to the 1950s. Later however it's been the domain of the saloon cars. Being a 1hr race, there was a compulsory pit stop & an option of a driver change. Paul's usual "co driver" was already committed to driving another car, so after a few phone calls we were put in touch with a guy called Gary Fletcher, who amongst other things is an instructor at Thruxton & he agreed to take up the challenge.

Weather wise, Bank Holidays can go one way or another, can't they! Of course, on the weekend that Hazel "chooses" (using that word very lightly) to camp (Hazel's don't do camping!) the weather was of course gorgeously sunny. WRONG! Oh No! Rain, rain & more rain!

I have to admit my first race apprehension returned at Oulton Park, Paul's first WET race! Yikes! And boy it was wet, not just damp but torrential. Poor Gary wasn't looking forward to the challenge either, having only driven the car for the minimum 5 laps to qualify & never used Cross Ply race tyres before (I learnt to drive on Cross Ply's so sympathised with him completely!) (BTW, I'm not really old, the car was, I'm only 21!) But, there was plenty of helpful advice being given by the championship leader Dan Cox (how does a Mark I Lotus

Cortina go so quickly?)

Thankfully, everyone was being sensible, though competitive, and no-one took any stupid chances. Waiting in the Pit Lane, with the pit board, watching Paul we were getting drenched, I caught Gary's face he really wasn't looking forward to it. Paul did 35 minutes in the car & with a smooth change over, Gary was off. I was relieved I had my hubby back. The race finished with the boys bringing Bertie home somewhere below mid-field, this was OK because we were all very pleased that they both managed to keep it on the track, unlike many others. We were back in our paddock celebrating with some much deserved fizz, when one of the other drivers walked up & presented a couple of Gold Cups to Paul & Gary! They'd only won First in Class, this did come as a complete surprise as there were 4 others entered in class & what happened to them we did not know.

Oh boy! That's were the dusting begins!

Bertie's season hasn't been the quickest, but she's been VERY reliable and every race she's entered she has finished, more importantly picking up reasonable class points at each round. Paul's confidence was obviously on the increase too.

This proved itself at the HRSR Awards Presentation in November, Paul & Bertie were presented with Cup upon Cup (Well, that's how it feels anyway!) Not only finishing 5th overall in the championship but also getting Best Newcomer, 1st in Class K3 & HSCC Best Alfa Romeo. Just shows how important reliability is.

So, our cleaner Elizabeth has now increased her hourly rate as it takes sooooo long to dust his trophies! Well, I guess it makes a change from dusting mine!

It's closed season now so Bertie is in the garage getting some new bits for the forthcoming season including a new CR gearbox, Lexan windows and lightweight windscreen. The engine will be coming out just for a check-up & to replace valve guides/seals. I think that's about it. (That's enough dear!)

Well, that's it from the Torque Wench for this season! Cadwell Park beckons on the 11th April 2010, so we may see you there!

Bye for now

Hazel Hopkinson