

# THE MIDDLESEX MAGAZINE



MIDDLESEX  
COUNTY  
AUTOMOBILE  
CLUB LTD

May / June 2011



Graham Samuel / Tony Phillips

Ford Escort MkI

Silver Fern Rally - November 2010

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

# Bulldog Rally 2011

See article pages 10/11



MIDDLESEX COUNTY AUTOMOBILE CLUB LTD



# THE MIDDLESEX MAGAZINE

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

Number: 297 (Volume:14; Issue 11)

May / June 2011

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CLUB NIGHT IS EVERY WEDNESDAY

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at

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## UXBRIDGE CRICKET CLUB

Gettling Way, Park Road, Uxbridge, UB8 1NR  
(off the A40, South from Swakeleys Roundabout  
and then left at the 2nd set of lights)

Map Reference: 176/063849

HOT FOOD SERVED UNTIL 10.00 PM

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## FORTHCOMING EVENTS

- |                |                         |       |  |
|----------------|-------------------------|-------|--|
| 29/30th<br>May | Sprint                  | 09.00 | <b>S&amp;DMC CRYSTAL PALACE SPRINT.</b> Motor sport returns to the palace and MCAC have again been asked to assist with a Club display. If you help and/or display your car, please speak to Darren. |
| 1st June       | Partner's<br>Club Night | 20.30 | <b>PARTNER'S EVENING - TREASURE HUNT.</b> With the lighter evenings we venture outside for a gentle stroll and to explore the area around our new club house.  |
| 8th June       | Club Night              | 20.30 | <b>NATTER AND NOGGIN.</b>  |

15th June	Club Night	20.30	<b>VIDEO / DVD NIGHT.</b> Catch up on the recent happenings on the motorsport scene.
18/19th June	Sprint	09.00	<b>EPYNT SPRINT.</b> Brecon MC invite MCAC members to their sprints on the Epynt Ranges. For details, see <a href="http://www.breconmotorclub.co.uk">www.breconmotorclub.co.uk</a>
22nd June	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
29th June	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
6th July	Partner's Club Night	20.30	<b>PARTNER'S EVENING - KEV'S KWICK KWIZ.</b> Kevin has volunteered (?) to put together a simple quiz to test your brain-power this evening. Nothing too serious!
13th July	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
20th July	Club Night	20.30	<b>VIDEO / DVD EVENING.</b> Your monthly opportunity to reflect on the recent happenings on the motorsport scene.
27th July	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
3rd August	Partner's Club Night	From 17.00	<b>PARTNER'S EVENING - CLASSICS ON THE GREEN.</b> We return for the annual event on Croxley Green, where we there is a display of interesting vehicles - well over 2,000 last year - and a couple of local pubs to keep you interested for the evening. Peter Nathan is again looking after the BBQ for us, so contact him on 020 8906 0803 to book your place on the display.
10th August	Club Night	20.30	<b>NATTER AND NOGGIN.</b>
17th August	Club Night	20.30	<b>VIDEO / DVD EVENING.</b> A chance to catch up on the motorsport scene.

## *What do you Want ?*

Don't forget, this is your Club so if you have any particular activity you would like included on a Club Night,

or a visit somewhere, please let one of the Event Co-ordinators know.

# WHAT'S ON ?

## JUNE

4th	Midland Manor MC	Severn Valley Stages Rally	(A) BHRC/WAMC
5th		Oulton Park	(I) BTCC
11th	Dukeries MC	Rainworth Skoda Dukeries Rally	(B) BTRDA/Eng
11th	Sutton & Cheam MC	Abingdon CAR-nival Sprint	(B)
12th	SCMC/FDMC/Craven	Abingdon CAR-nival Stages	(B) CMSG/ACSMC
12th		Canadian Grand Prix	(I) WC
17/18th		Rally of the Midlands	(B) Tar
17/19th		Donegal International Rally	(A) Irish
17/19th		Rally Greece	(I) WRC
18th		GEKO Wervik Rally, Wervik, Belgium	(A) FIRC
19th		Croft	(I) BTCC
23/25th		leper Rally	(I) IRC/Belg
25th		RSAC Scottish Rally	(B) Scot
25/3rd	MSA	Motorsport Week	
26th		European Grand Prix, Spain	(I) WC
26th		Jane Cowling Stages, Twyford Wood	(B) EMAMC
26th		Mid Summer Stages, Caerwent	(B) WAMC(T)

## JULY

1/3rd	Goodwood RRC	Goodwood Festival of Speed	(I)
3rd	Bournemouth & DMC	Three Counties Stages, Smearthorpe	(B)
9th	Quinton MC	Quinton Stages	(B) BTRDA/WAMC
9th		Enville Stages, Ty Croes	(B) WAMC(T)
10th	IMS Ltd	British Grand Prix, Silverstone	(I) WC
10th	Borough 19 MC	Debden Sprint	(B)
14/16th		Azores Rally	(I) IRC
16th	Port Talbot MC	Swansea Bay Rally	(A) BHRC(G)/WAMC
17th		Noordzee Rally, Oudenburg, Belgium	(A) FIRC
17th		ALMC Stages, Dublin	(B) Tar
<b>17TH</b>	<b>MIDDX COUNTY AC</b>	<b>UXBRIDGE AUTOSHOW STAND</b>	<b>(E)</b>
24th		German Grand Prix, Nurnburgring	(I) WC
29/31st		Rally Finland	(I) WRC
30th		Fat Albert Stages, Keevil)	(B) CMSG,ACSMC
31st		Hungarian Grand Prix	(I) WC
31st		Tyneside Stages, Otterburn	(B) Tar
31st		Harry Flatters Rally	(A) BHRC(A)/WAMC(T)

## Chairman's Chat

My plea in the last issue seems to have been heeded as we had a very good turn-out for the AGM and several volunteers for the vacant places on the Council. I welcome them (back) to the Council and my thanks to them all for volunteering for the various posts at the first Council meeting without too much pressure! We covered a lot of ground at that meeting and good ideas were put forward, which I am sure, when carried through, will bring the Club back to the forefront of the motorsport scene.

Also at the AGM, Mike Cawthra was elected as a Vice President in recognition of his contribution as Treasurer over the last years. Congratulations, Mike, and thanks for all your assistance.

The new Council is, as usual, shown on the last page of this magazine together with their relative responsibilities.

The Club has a Facebook page, strangely enough under 'MCAC', set up some time ago by Martin Lush. If you use Facebook and are not already a member of the MCAC group, please visit the page and ask to join.

I am sorry that you are stuck with another picture of Graham and I on the cover of this issue - but no-one else has submitted any photographs! At least that situation will change with the next issue when Chris takes over the magazine - so if you do not want endless pictures of a Peugeot 205<sup>1/2</sup> you know what to do!!

As you may know, Graham and I are contesting the Belgian Historic Champi-

onship again this year - or we should be - but after a reasonable result on the first round, Haspengouw, we hit a wall on the TAC Rally and so elected to miss the 3rd round in Wallonie as it was taking place over the Easter weekend and the car could not be readied in time. We used the enforced break to send the engine back to Wilcox for it's annual overhaul but, unfortunately, that took longer than anticipated due to the dyno machine refusing to work, so we also missed Sezoens last weekend.

Apparently, the re-built engine is now giving out 252bhp and, in order to try it out before crossing the channel to Ypres next month, we are having a go at the EMCOS single-venue event at Down Ampney this weekend.

Tony

Contributions and/or pictures for inclusion in future issues of the magazine should be submitted to Chris Keys at [chrisk@mcac.co.uk](mailto:chrisk@mcac.co.uk). The closing date for the next (July/August) issue is **13th July**.

The MCAC Council of Management and members offer their condolences to Vice-President Adrian L'Estrange whose wife, Jo, died in April after a short illness.

## **SILVER FERN RALLY (Part 2)**

8am on Sunday 14th November found us in the car park of a small shopping mall on the outskirts of Christchurch starting 9th of the 55 cars there assembled.

The format of the event was simply seven days of full on rallying with six stages each day, three before the lunch halt and three after, with a first car start each day at 8am and the last car always finished by 7pm, - truly day-light office hours rallying. The whole event is on "loose" surfaces, no tarmac, but New Zealand loose is firm and smooth and better than a number of tarmac roads in the UK.

Day one was a trip round the Banks Peninsula, a lump of land to the East of Christchurch, which turned out to be quite hilly with narrow forest tracks and stages that were nothing like the rest of the event, being closer to UK forest roads. We started slowly on the basis that this was a marathon event and we needed to protect the car and do nothing silly. However at the end of stage one the leaders times indicated that everyone at the front was treating each stage as a sprint event and the pace was furious to say the least. So, if you can't beat 'em etc. on stage two we got on it and set about staying with the game.

Our first incident came on that stage two when on a slippery downhill section the back end stepped out slightly and there was a small bang at the back. We continued un-delayed but a glance in the rear view mirror showed a

pole of some sort falling across the track and only at the finish did we discover we had felled a telegraph pole and knocked out telecommunications in a fairly large area. Initially we denied all knowledge of the event but the crumpled rear quarter told a different tale. We were also harrassed by the following 50 odd competitors who each had to jump over a 9 inch thick pole lying across the stage!!!

Stage five saw our first problem when the clutch failed and we lost 90 seconds stopped trying to find any gear. We eventually found something and crash changed our way out of the stage. The problem was no more than a jumped off circlip which allowed the clutch slave cylinder to flop about. This was fixed quickly by our chase crew. At the end of day one we were 12th (the lost 90 seconds not helping) and quite clear about the pace and commitment needed for a decent finish.

Day two took us out to the uplands to the west of Christchurch with 121 kms of stages through valleys and mountain passes. An uneventful day with no problems.

Day three saw 160 kms of stages over the Grampian Mountains running south to Dunedin. Our first problem seemed very minor when the starter motor packed up but became more of a concern when

the spare didn't fit. We spent 40 minutes in service trying it every way up and finally replaced the old one, which worked occasionally, and dropped 10 minutes road time (one minute 40 seconds stage time) getting going. As a result of the minor panic this created we somehow managed to miss our service crew before the start of a 43 km stage and clearly did not have enough fuel to complete it. As we sat in the control between arrival and start a breathless service crew rushed up with a 5 gallon can but we could not fill in the control so flung it under Tony's legs and took the start. We managed 42 km before on the last uphill section the fuel ran out and we dropped 3 minutes fuelling ourselves. Unsurprisingly our antics at the start had been noted and reported and we had to hang our heads during a massive bollocking from the CoC that evening about fuelling in a control and fuel cans in the car. However no penalty was applied so we got away with it. With more time at evening service the replacement starter now fitted perfectly in no time at all - sods law!

Day four was the biggy with 250 kms of stages, the third being 50 kms and the fourth the event signature stage at 100.75 kms over the fast flowing range roads of the southern plains. It was quite simply fantastic. We caught two cars, stopped to change a puncture and then caught them again. After 65 minutes of flat out motoring, including the now learned ability to take 90 degree corners at 60 mph plus (turn in 30 yards short, get the back out, stay on the inside of the camber and floor it as the nose hits the turn) I just wanted to go round again!

Day five, from Dunedin to Invercargill, was again on wide, smooth range roads. We went well before lunch but got a bit lethargic in the afternoon and had two spins and a stall in one stage and a huge spin and moment in the next. No damage done and still lying 9th.

Day six, 182 kms of stages, from Invercargill to Alexandra, saw our first rain and made the stages that bit more interesting. We spun once and stalled twice while pushing on but lost little time. An indication of how easy it was to get it wrong showed up on one stage. The range roads run apparently straight for mile after mile with many a blind brow, 99% of which are straight. One indication of the line of the road is the row of telegraph poles down the side. The 1% problem is when the poles still run straight but just after a brow the road turns sharply and the poles are now on the other side. Two of the leaders found this out the hard way, both rolling over the same brow and almost landing on each other. At those speeds the damage was severe and caused two retirements.

Day seven and from 9th place at the start we set about reducing the few seconds that would move us to 7th. The alternator bolt fell out on the second stage but was quickly replaced at service and we pushed on, gaining seconds on each stage until the

final run over Duffers Saddle, the traditional sting in the tail run in both directions and rougher and more slippery than any other stage. We gained nothing on the first run and as the whole event waited at a remote mountain hut while the stage was turned round the heavens opened and for safety the organisers cancelled the return run.

So we made it to the finish in Queens-town in 9th place, somewhat frustrated that various spins, punctures and fuel cock ups had cost us probably three places but also elated to have finished. The prize giving dinner was a riot and we came away having made

lots of new friends and with amazing memories. The event is quite simply the best rally I have ever done (and that includes London-Sydney, Africa, India, Barbados etc.) and we will return but next time with different gearing and a higher top speed. If you get the chance to do it you will never regret it.

The usual thanks to Bryce and all the guys for keeping us going, the girls for lunch at every service halt and nibbles inbetween and Tony for all the planning and still not understanding the risk he is taking.

Graham Samuel March 2011

## ***DRIVING IN SRI LANKA***

For the benefit of every Tom, Dick and Harry visiting Sri Lanka and daring to drive on SL roads, I am offering a few hints for survival. They are applicable to every place in SL except in the North, where life outside a vehicle is only marginally safer.

Sri Lankan road rules broadly operate within the domain of karma where you do your best, and leave the results to your insurance company.

The hints are as follows: Do we drive on the left or right of the road? The answer is 'both'. Basically you start on the left of the road, unless it is occupied. In that case, go to the right, unless that is also occupied. Then proceed by occupying the next available gap, as in chess. Simply trust your instincts, ascertain the direction, and proceed. Adherence to road rules

leads to much misery and occasional fatality. Most drivers don't drive, but just aim their vehicles in the generally intended direction. Don't get discouraged or underestimate yourself except for a belief in reincarnation, the other drivers are not in any better position.

Don't stop at pedestrian crossings just because some fool wants to cross the road. You may do so only if you enjoy being bumped in the back. Pedestrians have been strictly instructed to cross only when traffic is moving slowly or has come to a dead stop because some minister is in town. Still some idiot may try to wade across, but then, let us not talk ill of the dead.

Blowing your horn is not a sign of protest as in some countries. We

horn to express joy, resentment, frustration, romance and bare lust (two brisk blasts), or just mobilize a dozing cow in the middle of the bazaar. Keep informative books in the glove compartment. You may read them during traffic jams, while awaiting the chief minister's motorcade, or waiting for the rainwater to recede when over ground traffic meets underground drainage.

Occasionally you might see what looks like a UFO with blinking coloured lights and weird sounds emanating from within. This is an illuminated bus, full of happy pilgrims singing bhajans. These pilgrims go at breakneck speed, seeking contact with the Almighty, often meeting with success.

**Auto Rickshaw (Baby Taxi/Tuck-tuck):** The result of a collision between a rickshaw and an automobile. This three-wheeled vehicle works on an external combustion engine that runs on a mixture of kerosene oil and creosote. This triangular vehicle carries iron rods, gas cylinders or passengers three times its weight and dimension, at an unspecified fare. After careful geometric calculations, children are folded and packed into these auto rickshaws until some children in the periphery are not in contact with the vehicle at all.

Then their school bags are pushed into the microscopic gaps all round so those minor collisions with other vehicles on the road cause no permanent damage. Of course, the peripheral children are charged half the fare and also learn Newton's laws of motion en-route to school. Auto-rickshaw drivers

follow the road rules depicted in the film Ben Hur, and are licensed to irritate.

**Mopeds:** The moped looks like an oil tin on wheels and makes noise like an electric shaver. It runs 30 miles on a teaspoon of petrol and travels at break-neck speed. As the sides of the road are too rough for a ride, the moped drivers tend to drive in the middle of the road; they would rather drive under heavier vehicles instead of around them and are often 'mopped' off the tarmac.

**Leaning Tower of Passes :** Most bus passengers are given free passes and during rush hours, there is absolute mayhem. There are passengers hanging off other passengers, who in turn hang off the railings and the overloaded bus leans dangerously, defying laws of gravity but obeying laws of surface tension. As drivers get paid for overload (so many Rupees per kg of passenger), no questions are ever asked. Steer clear of these buses by a width of three passengers.

**One-way Street:** These boards are put up by traffic people to add jest in their otherwise drab lives.. Don't stick to the literal meaning and proceed in one direction. In metaphysical terms, it means that you cannot proceed in two directions at once. So drive as you like, in reverse throughout, if you are the fussy type.

Lest I sound hypercritical, I must add a positive point also. Rash and fast driving in residential areas has been prevented by providing a 'speed breaker'; two for each house. This mound, incidentally, covers the water and drainage pipes for that residence and is left untarred for easy identification by the corporation authorities, should they want to recover the pipe for year-end accounting.

Night driving on Sri Lankan roads can be an exhilarating experience for those with the mental make up of Genghis Khan. In a way, it is like playing Russian roulette, because you do not know who amongst the drivers is loaded. What looks like premature dawn on the horizon turns out to be a truck attempting a speed record. On encountering it, just pull partly into the field adjoining the road until the phenomenon passes.

Our roads do not have shoulders, but occasional boulders. Do not blink your lights expecting reciprocation. The only dim thing in the truck is the driver, and with the peg of illicit arrack (alcohol) he has had at the last stop, his total cerebral functions add up to little more than a naught. Truck drivers are the James Bonds of Sri Lanka, and are licensed to kill.

Often you may encounter a single powerful beam of light about six feet above the ground. This is not a super motorbike, but a truck approaching you. With a single light on, usually the left one. It could be the right one, but never get too close to investigate. You may prove your point posthumously. Of course, all this occurs at night, on the trunk roads. During the daytime, trucks are more visible, except that the drivers will never show any signal. (And you must watch for the absent signals; they are the greater threat).

Only, you will often observe that the cleaner who sits next to the driver, will project his hand and wave hysterically. This is definitely not to be construed as a signal for a left turn. The waving is just an statement of physical relief on a hot day.

If, after all this, you still want to drive in Sri Lanka, have your lessons between 8 pm and 11 am-when the police have gone home and – The citizen is Then free to enjoy the 'FREEDOM OF SPEED' enshrined in the constitution.

*This hilarious article was written by a Dutchman from Baan, Netherlands and submitted by Mike Hurst.*

Two small boys, not yet old enough to be in school, were overheard talking at the zoo one day.

"My name is Billy. What's yours?"

asked the first boy.

"Tommy," replied the second.

"My Daddy's an accountant. What

does your Daddy do for a living?" asked Billy.

Tommy replied, "My Daddy's a lawyer."

"Honest?" asked Billy.

"No, just the regular kind", replied Tommy.

# The Bulldog Rally 2011

## through the eyes of a service crew

A good result for a driver and co-driver is not always down to their driving ability or experience. A rally service crew are the backbone to any team, and they ensure the event runs smoothly with no mistakes or problems for the drivers. I was entailed to tag along as a service crew member the other weekend for the Bulldog Rally on Saturday 2<sup>nd</sup> April. Being the second round of the season, we were all in high hopes.

We were to be attending to two cars at the event, Pat Anderson's Talbot Sunbeam Ti and Polly Patti's MK 2 Escort, both meticulously build over the winter months ready for the event and both stood chances of getting great results in class so hopes were high.

Polly having swapped his BDA for a 2 litre Pinto said "They are a good engine when they get going". Pat's Sunbeam was being leant to his son, Guy, for the event because Guy had no car of his own to compete at the time. This is because his Sunbeam Lotus is still being put together in Pat's garage. Pat kindly leant him the car for the weekend. It also helped Guy to become more acquainted with the Sunbeam and how the car behaves on the forestry stages which make up half the Historic Championship.

All packed up to leave, we took two service vans filled with fuel, wheels and spares and, with high hopes, we were ready to attack the rally. We arrived in Wales at 4pm to slot into scrutineering at Welshpool's newly built farmers mart. The usual over, and some new Dunlop tyres fitted, the car was loaded up and we head-

ed off to our accommodation located just outside Welshpool in a barn converted house beautifully secluded from the road. Not having told the lady who ran the B&B that I was coming, I was relegated to sleeping on a mattress on the floor. Not at all fazed by this news, I was just happy that I wasn't sleeping in the service van.

A quick change of clothes, and we were off down to the local pub to sample their local beer. So the 11 of us sat down for a meal and a good natter over a few beers, and by half 9 we set off back to the house. All drivers and co-drivers meticulously went through their pace notes, readjusting notes if need be, calculating stage and road mile distances, service times etc. Having a little less responsibility the 7 or so of us servicing the next day relaxed after our long journey then turned in for an early night.

Up nice and early we headed off to service to set up camp. The sun was smiling on us throughout the day, so it made it even more enjoyable to be a part of the event. By 10 o'clock cars started to come back from stage 1 and 2, with some showed battle scars such as a Mk 1 Escort servicing next to us from Belgium. But thankfully Guy and Polly came in with no damage and no problems on the stage. A quick wipe down of the cars numbers so the marshals can recognise the numbers, a look over the engine bay and a tyre change and they were ready to go. Lim-

ited to 20 minutes in service, any longer would see heavy time penalties be given out, so they went off to attack the next stages.

Problems with water leaks after stage two for Guy in the Sunbeam meant that some water had leaked from the radiator causing the car to get rather hot. At the next service we diagnosed that the radiator cap and water bottle cap had been put on the wrong way round. This schoolboy error thankfully wasn't my fault, we never found out who did it, surprisingly. At service after stage 4 Polly was complaining about handling of his Escort, "it just wasn't turning in properly; she's too high I think that is what the problem is". Since changing from a BDG 2.0 to a Pinto the car needs more testing I would assume, although for round 3 I am certain Polly will have sorted out his handling issues with the Escort by lowering the front slightly.

After the final service we went out to see the last stage which was a Welshman's back yard called Mad Mick, who kindly donated his rally shakedown track to be part of the rally.

This year saw The Bulldog Rally attract ex-WRC driver Francois Delacour to the Welsh event; piloting a Tuthill prepared Porsche 911, and as a spectator, he certainly impressed. Being the second round of the championship, many new cars had been rebuilt over the long winter months and new competitors joined the championship. It's a breath of fresh air to see Kadets, Volvos, Asconas and Porches join the ranks of many Ford's that have dominated the championship in the past. Polly and Guy went round safely, so we headed back to the cattle mart to meet the guys and wind down over a beer.

Guy was happy with his result, coming 23<sup>rd</sup>

overall and a class win with his Sunbeam. He certainly impressed with such an underpowered car. Being up against 250 bhp plus horsepower Escorts in a 105 bhp Sunbeam Ti is highly impressive to come just out of the top 20 with a seeding of nearly 80 cars. Building a Sunbeam Lotus that will be highly competitive with 250bhp for the coming events this year he is surely to be a competitor to watch for those leading the championship at present.

Overall being a service crew for the weekend was great fun. I have done it many times before and surely am going to again in the future when my dad will be sitting alongside Pat in his Sunbeam. You make many new friends and have a great laugh, and go places you wouldn't normally see. It is a cheap way to enjoy motorsport but you can still get plenty enjoyment out of it.

With the cars loaded up on the trailers everyone could safely say they couldn't have wished for a better weekend despite small problems with car set-ups etc - but you're bound to encounter little blips. Ready to rock and roll for round 3 of the British Historic Championship Guy might have his car ready, so next time we will hopefully be servicing for three cars. Theoretically people have created rally teams with fewer cars, so it would be fantastic to see the Escort and two Sunbeams in action for the next round - the Pirelli rally on the 30<sup>st</sup> April - to see the golden era of rallying recreated.

James Mansfield

## MCAC CHALLENGE 2011

		ROUND	1	2			
Poss.	Name		Brakefast 20/03/11	MiddleWick 08/05/11			total
1	Rob	Rolston	100.00	0.00			100.00
=	Jon	Senior	100.00	0.00			100.00
=	Holly	Bailey	0.00	100.00			100.00
=	Gavin	Rogers	0.00	100.00			100.00
5	Rob	Brook	94.91	0.00			94.91
6	Paul	Hands	0.00	94.57			94.57
=	Dave	Town	0.00	94.57			94.57
8	Ross	Daniels	0.00	93.26			93.26
=	Paul	Mankin	0.00	93.26			93.26
10	Andrew	Williamson	93.25	0.00			93.25
11	James	Riley	92.54	0.00			92.54
12	Martin	Lush	91.53	0.00			91.53
13	Graham	Samuel	90.66	0.00			90.66
14	Steve	Hedges	90.51	0.00			90.51
15	Ian	Wilson	0.00	87.41			87.41
=	Katie	Williamson	0.00	87.41			87.41
17	Steve	Gibson	87.32	0.00			87.32
18	John	Gibson	86.63	0.00			86.63
19	Chris	Hedges	86.12	0.00			86.12
20	Tony	Phillips	86.10	0.00			86.10
21	Mike	Trim	84.58	0.00			84.58
22	James	Mansfield	79.92	0.00			79.92
23	David	Mann	0.00	10.00			10.00
=	Alun	Cook	0.00	10.00			10.00
=	Lee	Perry	0.00	10.00			10.00
=	Keith	Hounslow	0.00	10.00			10.00
=	Chris	Keys	0.00	10.00			10.00
=	Graham	Tuer	0.00	10.00			10.00
=	Paul	Brown	0.00	10.00			10.00
=	Kevin	Boyle	0.00	10.00			10.00

## Middlesex County Automobile Club Ltd.

MINUTES OF ANNUAL GENERAL MEETING  
HELD AT 2115 ON WEDNESDAY 20<sup>th</sup> APRIL 2011 AT UXBRIDGE CRICKET CLUB

## Present:-

T Phillips (Chairman), President J Williams, Vice Presidents Mrs. C. Poxon and G. Samuel; G Anderson, B Catt, M Cawthra, P Farmer, K Fowler, J Gibson, A Greenland, H Hopkinson, P Hopkinson, M Hurst, C Keys, M Lush, M Mansell, D Pike, D Taylor, A Williamson and 19 other members.

## 1 APOLOGIES FOR ABSENCE

Apologies for Absence were received from Vice Presidents D Baker, A. L'Estrange and T Ryan; P Cox, P Duckmanton, K Fowler, P Nathan, K Phillips, J Senior, M Sherlock.

2 MINUTES OF ANNUAL GENERAL MEETING HELD ON 21<sup>st</sup> APRIL 2010

The Minutes of the previous AGM held on 21<sup>st</sup> April 2010 had been previously published in the magazine and were read by the Chairman. They were agreed as a correct record, proposed by M Lush, seconded by C Keys and passed unanimously.

## 3 MATTERS ARISING

None.

## 4 ANNUAL REPORT OF THE DIRECTORS

The Report of the Directors had been previously published in the magazine, and were read by M Cawthra.

G Samuel agreed the Investec investment was a good move in the current circumstances. The acceptance of the report was proposed by J Williams, seconded H Hopkinson and passed unanimously.

5 ADOPTION OF ACCOUNTS FOR YEAR ENDING 31<sup>st</sup> DECEMBER 2008

The Accounts had been previously published in the magazine.

The Treasurer reported that the Accounts had been satisfactorily scrutinised by Messrs Coopers, with 2 minor corrections, one of £13 interest that had been omitted.

A Vote of Thanks to M Cawthra was proposed by J Williams and passed unanimously.

The adoption of the Accounts was proposed by G Samuel, seconded by G Tuer and passed unanimously.

## 6 ELECTION OF OFFICERS

## 6.1 ELECTION OF PRESIDENT

The Council had nominated Mr J M Williams for the position of President, and with no other nominations being received, he was duly elected unopposed.

## 6.2 ELECTION OF VICE PRESIDENTS

The Council had nominated Mesdame C. Poxon, Messrs D. Baker, A. L'Estrange, G E Samuel and T Ryan as Vice-Presidents, with no other nominations being received, they were duly elected unopposed.

### 6.3 ELECTION OF SECRETARY

The Council had nominated A. Greenland for the position of Secretary, and with no other nominations being received, he was duly elected unopposed.

### 6.4 ELECTION OF TREASURER

The Council had nominated M. Lush for the position of Treasurer, and with no other nominations being received, he was duly elected unopposed. A Vote of Thanks was given to M Cawthra.

### 6.5 ELECTION OF COMPETITION SECRETARY

The Council had nominated K. Fowler for the position of Competition Secretary, and with no other nominations being received, he was duly elected unopposed.

### 6.6 ELECTION OF COUNCIL OF MANAGEMENT

Messrs P Brown, B Catt, P Duckmanton, P Farmer, M Hurst, T Phillips and D Pike were standing for re-election. Valid Nominations had been received for G. Anderson, J. Gibson, H. Hopkinson, P. Hopkinson, C. Keys, M. Mansell, J Senior, D Taylor and A Williamson. As there were 16 candidates for the 15 vacancies, it was agreed not to dismiss any willing volunteers and they were all elected unopposed. M Farmer was thanked for his contribution to Council and his work on the website.

## 7 ANY OTHER BUSINESS

7.1 G Samuel proposed that M Cawthra be nominated as a Vice-President in recognition of his works as Treasurer. This was seconded by J Williams and passed unanimously. M Cawthra thanked the membership for their support of this unexpected honour.

7.2 G Samuel proposed a Vote of Thanks to T Phillips for all the work he had undertaken in maintaining the Club management and continuity in recent times due to the small numbers on the Council.

7.3 T Phillips asked for views on the Club joining the EMAMC, after the demise of LCAMC. It would assist in promoting the Club and securing entries to our rallies, especially with Rockingham Stages.

8 There being no other business, the Chairman thanked the members for their attendance and closed the meeting at 2146.

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# Claiming points the MCAC way.

## A short refresher course from Pete Farmer

Claiming points for the MCAC championship tables is not rocket science. In case you are not aware of the method, here is a quick reminder of what you must do.

A claims form must be opened. There are

'pdf' or 'msword' versions on the web site (under the 'points' tag. If you are claiming online (preferred method) then the msword version should be used. The pdf version is for printing

and filling out by hand and posting them (to the address in the back of the magazine - NOT to Rob Brook) together with all of the other paperwork listed below. When you have filled all of the boxes on your computer save the file (with a recognisable filename, not the one that it is saved as on the web). Next the results and entry list should be copied and the whole lot emailed to [petef@mcac.co.uk](mailto:petef@mcac.co.uk)

### **Some things to remember:**

All claims must be made on the official form. Ad hoc notes or further claims written on the back of a completed claims form are not acceptable and will be returned.

Entry list and results must be included in the attachments on the email or in the envelope for a snail mail claim. Claims submitted without backup paperwork will be added to the tables but will be 'greyed out' until confirmation has been received. A link to the event website is not acceptable; I do not have time to search the web for results.

Claims must be made within a month of the results being published.

A claims amnesty may be announced at any time during the year at the discretion of the Championship Secretary, but do

not rely on this happening.

It is hoped that a short report about the tables will be published in the magazine and the full tables will be uploaded to the website on a regular basis. It is the responsibility of the entrant to ensure that they have been allocated the correct points as claimed.

It should also be noted that for points to count in the end of year table the entrant must have marshalled on at least one MCAC organised event and also to have written a magazine article (in the event of a two man entry, only one report is required being on behalf of both competitors).

Provided that these points are followed, the championship tables should virtually write themselves.

To date, very few claims have been received, so an amnesty will be in place until 4th June for any points to be claimed for this year. (*This is this edition's 'short report'.*)

**Pete Farmer**

**Championship Secretary.**

## **EPYNT SPRINT - 18/19th JUNE**

Brecon Motor Club will be holding the Dennis Motorsport Epynt hillclimbs on the 18th & 19th June and MCAC members are eligible to enter and will be made very welcome.

The events are rounds of the: The Trident Engineering (Llanelli) 2011 in association with Bartlett Engineering (South Wales) Ltd. WAMC Sprint and Hillclimb Championship and

The Autoglym 2011 Lotus 7 Club Speed Championship

The entry fees are £95 for each event or £180 for the 2 days. The course is 1,500 metres long of which the first 1,250 metres is new tarmac. There are rally car classes and historic rally car classes. Regulations are available on line shortly at [www.breconmotorclub.co.uk](http://www.breconmotorclub.co.uk)

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