

# THE MIDDLESEX MAGAZINE



MIDDLESEX  
COUNTY  
AUTOMOBILE  
CLUB LTD

May to September 2013



Mike Rodel & Nigel Banks— Neige et Glace (Snow and Ice) Rally 2013

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

# Uxbridge Autoshow — July 2013



*Considering the state she was in after her 'assault' on the Longmoor Loco, my old 205 looks as good as new—thanks Steve for the top paint Job!*

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MIDDLESEX COUNTY AUTOMOBILE CLUB LTD



# THE MIDDLESEX MAGAZINE

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

Number: 306 (Volume:15; Issue 7)

May to September 2013

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**CLUB NIGHT IS NOW EVERY THURSDAY**

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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**

1st August	Partner's Club Night	20:30	<b>NATTER AND NOGGIN</b>
4th August	Event	09:00 on	<b>SIMPLY SIDEWAYS AUTOSOLO.</b> Our regular Summer AutoSolo at Bovingdon airfield—let Chris Keys know if you want to compete or help marshal
7th August	Club Night	14:00 on	<b>CLASSICS ON THE GREEN, CROXLEY GREEN.</b> Don't forget to let Andrew Williamson know if you want to display your car

8th August	Club Night	20:30	<b>NATTER AND NOGGIN</b>
15th August	Club Night	20:30	<b>NATTER AND NOGGIN</b>
22nd August	Club Night	20:30	<b>NATTER AND NOGGIN</b>
29th August	Club Night	20:30	<b>NATTER AND NOGGIN</b>
5th September	Main Club Night	20:30	<b>MAIN CLUB NIGHT.</b> Yes, it's the first 'Main Club Night', where we're really going to try and get a good crowd down to the Cricket Club. Spread the word, make the effort, but most importantly, just be there! Don't forget, spread the word...
12th September	Club Night	20:30	<b>NATTER AND NOGGIN</b>
19th September	Club Night	20:30	<b>NATTER AND NOGGIN</b>
26th September	Club Night	20:30	<b>NATTER AND NOGGIN</b>
3rd October	Main Club Night	20:30	<b>MAIN CLUB NIGHT.</b> After the massive success of our first 'Main Club Night', come down and join the crowd and catch up on what everyone has been up to and is planning to do. Spread the word...
10th October	Club Night	20:30	<b>NATTER AND NOGGIN</b>
17th October	Club Night	20:30	<b>NATTER AND NOGGIN</b>
24th October	Club Night	20:30	<b>NATTER AND NOGGIN</b>

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## *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— see the back of the mag for details.

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# WHAT'S ON ?

## AUGUST

tbcc		Hungarian Baja	(I) FIAWC
2/4th		Neste Oil Rally Finland	(I) WRC
4th		Snetterton	(I) BTCC
<b>4th</b>	<b>MIDDLESEX COUNTY AC</b>	<b>SIMPLY SIDEWAYS AUTOSOLO</b>	<b>(C) MIDDX</b>
<b>7th</b>	Watford Classic Vehicle Assoc	<b>CLASSICS ON THE GREEN, CROXLEY</b>	(-)
8/10th		Lahti Historic Rally	(I) EHSRC
10th		Neath Valley Stages	(B) RACRC
11th		Tipperary Stonethrowers Stages	(A) Irish
11th		Tyneside Stages	(A) MSAAsph
15/27th	Barbados MS	Barbados Historic Rally Carnival	(I)
17th	Barbados MS	Barbados Rallysprint	(I)
18th		Centenary Stages, Barkstone Heath	(B) HoE
23/24th		Northern Ireland Rally	(A) BRC/BHRC
23/25th		Rallye Deutschland	(I) WRC
24/25th	Barbados MS	Barbados Historic Rally	(I)
25th		GP of Belgium	(I) WC
25th		Mewla Rally	(A) MSAAsph
25th		Knockhill	(I) BTCC
26th		Galway Summer Stages	(A) Irish
29/31st		Rally Alpi Orientali Historic, Italy	(I) EHSRC
29/1st		Poland Baja	(I) FIAWC
30/1st		Barum Czech Rally Zlin	(I) ERC
31st		Woodpecker Stages	(B) BTRDA
<b><u>SEPTEMBER</u></b>			
6/7th		Omloop van Vlaanderen	(I) Belgium
7th	Amman DMC	Red Kite Stages	(B) RACRC
7th	Mid-Derbyshire MC	Twyford Woods Stages	(B) AEMCWard
7/8th		Wexford Stages	(A) MSAAsph ACSMC(Reserve)
8th	Bournemouth & DCC	Prima Motorsport Stages, Smeatharpe	(B) e)
8th		GP of Italy	(I) WC
9/14th	Manx Autosport	Manx Festival of Motorsport	(-)
13/15th	Goodwood RRC	Goodwood Revival Meeting	(I)
13/15th		Rally Australia	(I) WRC
15th		Rockingham	(I) BTCC
19/21st		Rally Elba Historic	(I) EHSRC
21st	Chelmsford MC	Woodbridge Stages	(B) ACSMC/AEMC
22nd		GP of Singapore	(I) WC
22nd	Chelmsford MC	Mark Ellis Motorsport Woodbridge Stages	AEMC/AEMC/
27/28th		East Belgian Rally	(B) ACSMC
27/28th	Trackrod MC	International Rally Yorkshire	(I) Belgium
27/29th		Rally Poland	(I/A) BRC/RACMC
28th	Trackrod MC	Trackrod Rally	(I) ERC
28th	AMOC	Snetterton	(B) BTRDA
29th		Silverstone	(A) HRDC TG
29th		Hemicuda Rally, Belgium	(I) BTCC
29th		Patriot Stages,Caerwent	(I) FIRC
29/5th		Pharaohs Rally	(A) MSAAsph/HoE
			(I) FIAWC

## ***Ed's Bit...***

First off, my usual grovelly apology for the lateness of this mag – this time a combination of not quite enough content combined with preparing to move house, with the latter being significantly more time consuming and stressful! Anyhow, I managed to miss being able to publicise some of our key 'public' events, but thanks to the planning and badgering of Mr Williamson, we had a very respectable turnout at both the Ace Café evening and the Uxbridge Autoshow the following weekend.

What I can publicise is the Simply Sideways AutoSolo on 4<sup>th</sup> August – yes, I know that's this weekend, but everyone from the club seems to enter on the day, so why not be last minute on the publicity too! – and the Cars on the Green at Croxley Green on Wednesday 7<sup>th</sup> August. Seriously though, please let me know if you are intending to compete on Sunday – email me on [Chris-keys@fsmail.net](mailto:Chris-keys@fsmail.net) – and let Andrew Williamson know if you can make Croxley - [andreww002@gmail.com](mailto:andreww002@gmail.com).

Whilst on the subject of social meetings, we're going to really make an effort to meet on the first Thursday of the month going forward. That doesn't mean we're not meeting on the other Thursday's, but let's see how big a turn out we can muster up on 5th September!

Those of you who visited Uxbridge will have seen my now completely fixed 205, freshly painted to his usual high standard by Steve Hedges. Whilst I did all the bodywork myself, the real saviour was Rob Brook, who very kindly sold me a genuine Peugeot rear quarter, which made the DIY repair possible. I owe you several beers Rob, and that's in writing! After driving her to the Ace and Uxbridge, it's obvious that she needs some TLC— Fi pointed out that the diff or diveshafes are making some very strange noises - but I'll definitely be out again soon, but what to aim for... Ideas on a postcard please!

Finally, following feedback after our first full e-mag, I have changed the format of the pages to be more iPad/tablet friendly, by removing the column split. Let me know if there are any more changes that would make your reading experience even better.

*Chris*

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 issue is 15th September 2013

## *Chairman's Chat*

Pete Farmer, John Gibson and Martin Mansell stepped down from the Council at the AGM and, unfortunately, since then Paul Hopkinson has also resigned. Thanks to them all for their work, organisational assistance and past contributions to the running of the Club. Should circumstances change, it is hoped that they will reconsider and again offer their expertise to assist in the running of the Club. Unusually, at the AGM there was a volunteer to join the Council and we welcome James Riley to provide us 'oldies' with some younger ideas.

Thanks to Darren for stepping in at the last minute to oversee the Darts Challenge in April after John Gibson was otherwise engaged on the evening. The knock-out event was won by a 'ringer' from the cricket club who was co-opted to make up the numbers! However, John was available to assist Brian in cleaning 'Donna' at the farm and special thanks for that – it is certainly looking a lot better and now just needs a bit of general maintenance!

Unfortunately, not many members were able to support the MiddleWick Stages in May but the competitors all enjoyed themselves and a good day was had by all. We even made a fair contribution to Club funds! Although there was a good attendance for our evening at The Ace Cafe on 13<sup>th</sup> July, only a handful of competitors entered the PCA the following day. Despite that, a good day was had by all. Special thanks to Ian Greenwood for marshalling – the only non-organiser to attend!

The following weekend was the Uxbridge Auto Show and we had a good attendance and display – but not good enough to win the Best Club Stand this year! Thanks to all those that attended. Coming up, we have **Classics on the Green** on Wednesday 7<sup>th</sup> August, when the Club will have the usual area for display. It is hoped that Brian and/or Peter will be there from about 3.30 to reserve 'our' pitch and food/drink will also be available as usual, although we can no longer have the BBQ!

Before that, we return to Bovingdon on 4<sup>th</sup> August for the **Simply Sideways AutoSOLO**, where Guy, Chris and Peter will have the usual interesting tests arranged for you. If you haven't entered yet, turn up on the day but don't leave it too late.

Due to Graham's operation and various holidays (Graham and Lindsey to USA, Canada and Croatia, Val and I to Cyprus and Croatia) our first event

this year, following our accident in New Zealand last November, was the Ypres Historic Rally at the end of June. It was good to see that we were still on the pace and managed 11<sup>th</sup> overall, 1<sup>st</sup> in Category, 1<sup>st</sup> in Group, 1<sup>st</sup> in Class and 1<sup>st</sup> English/Foreign crew. The next outing should be Flanders in September but Preston Ayres will accompany Graham, as I will miss the event due to a friend's wedding near Bath.

Looking towards the end of the year, we are still awaiting news of final negotiations with Rockingham but have 'pencilled in' the date of December 7/8<sup>th</sup> for the **Rockingham Stages**. Please make a note in your diaries for that weekend as we need as much help as possible to ensure the event is the usual success.

Safe and Happy Motoring  
Tony

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## Forthcoming Events

### **Simply Sideways AutoSolo**

**Sunday 4<sup>th</sup> August 2013 at Bovingdon**

Our regular summer AutoSolo is being held at Bovingdon and promises the usual flowing tests that everyone enjoys.

Not much time left to enter, so contact Chris on 07766 087 535 if you're going to enter and see you there!

### **Classics On The Green**

**Wednesday 7<sup>th</sup> August 2013 at Croxley Green**

Our regular summer visit to the excellent Classics on the Green is on Wednesday 7th August.

Again, not much time left to let us know you're going to be there, so and let Andrew Williamson know if you can make it - [andreww002@gmail.com](mailto:andreww002@gmail.com).

# Swapping Time Cards for Airwaves....!

*By Jaz Bareham*

It has been a long winter for me, with only a couple of Arrival Control stints in the past few months (Rockingham and Flying Fortress Stages), so when the British Rally Championship Media Day, the Easter Stages Rally in Northern Ireland AND the Rally of North Wales were all called off due to the snow, it felt like an eternity before I was going to time keep again.

But here I was, the 2013 British Rally Championship season opener was to be the Pirelli Richard Burns Foundation Rally held on the 4<sup>th</sup> and 5<sup>th</sup> May. I usually do the Arrival Control for one of my Stage Commanders Jon Binns, and, regular as clockwork, his email came a few weeks before the event. However, I was asked to hold off my ATC slot by the organisers of the BRC as they might have a little job for me to do. As you all know I work for Competition Car Insurance and we sponsor the BRC by being the official insurer to the championship. I had gotten to know the BRC team very well in 2012 as I attended all of the rounds mainly for work but also as a time keeper.

To cut a long story short, the little job that the BRC had planned for me was to help out with the Renault entrants, however, as there were only 3 of them entered I became surplus to requirements. That is until I got a phone call 4 days before the event... Media Manager Simon Moss called late one evening and asked me if I still wanted a job. He then proceeded to tell me all about the BRC Live radio programme that was to be broadcast LIVE (!! ) for the duration of the events this year and how they had been let down by someone for the Pirelli.

Now, I'm not exactly a great public speaker, in fact I'm actually pretty shy? so you can imagine the horror that ran down my spine as Simon asked me to help them out. He gave me a day to sleep on the offer and said he would be in touch.

Well as you can imagine, I was speechless.



I then proceeded to ask my husband and best mate what they thought of the idea of me being on the radio babbling about rallying! I thought it was ludicrous but Paul then said something very true. "It will be like being on a time control but without the time cards!" I have been told I chat to competitors far too much on my Arrival Controls so this made sense. I am also one of these people that wants to try everything once – how do I know I won't like something if I have never tried it?! I usually apply this to food I might add, but, after sleeping on the idea I thought if I try and I'm rubbish then they won't ask again but if I don't try I will always wonder if I would have been any good. So I called Simon and said let's try it out.

On Thursday, I was given the task of interviewing competitors in service during the Saturday and Sunday of the rally. O-M-G this was really going to happen!! On the other hand I thought, I can manage that....I know most of the competitors and their service crews so I became a little more comfortable with the idea. Soon Friday came around and I was live quoting On Event Damage policies in service so the idea and nerves of being on the radio were banished.

On Friday evening, just before being let loose on the airwaves we had our Media Team Briefing. The media team consisted of 2 crews that would be at the end of some of the stages getting quotes from competitors for the BRC website and also interviewing them for the radio show (Matt Cotton, Bex Hinton and Dan Nieroda all braved the weather for the weekend as well as the forests). Andy was the Challenger reporter who would be based in service and would be getting quotes from the BRC Challenge competitors for the website, Simon was to help out with the TV side of things and gadget man Neil Burgess was holding it all together by doing all the technology stuff and updating the website with his magic software. In the studio (a room at his home) the BRC Live DJ Neil Cloughly would be the one co-ordinating the interviewing and the radio show.

Now, I was pretty shaky at this point thinking what the hell have I got myself into here, I was then told that there would be no one to cover the Start and the Finish.....we had a short chat about it and I was the only person realistically that could do the job due to logistics. And so, my duties grew before I could stop them! I was then shown how to use the gadgets which consisted of some in ear-phones and a microphone and with a crash course of "try not to say the same thing over and over" and after that I promptly legged it back to my hotel before I was given another duty!!

Saturday came far too quickly and the first thing I did was go and see some

of the friends that would be competing in the rally. Everyone was eager to get going, and it was really good to see so many of the Irish over both in the BRC and the Challenge line ups. I caught up with both my southern and northern Irish accents which was heaven and I then proceeded to advise competitors of my radio job for the rally and that they had to be nice and talk to me on the radio and not swear. I have to thank Martyn Taylor for helping me get some brief notes together about a few of the competitors, I even referred to it on occasion!

Soon enough you could hear the rumble of the rally cars and the smell of the fuel and I could feel the butterflies going nuts in my tummy. I was really dreading the task ahead but also pretty excited too.

We arrived at the ceremonial start in Carlisle city centre and I had to do some testing. As it turns out the crash course in the technology I was to use was futile as the PA system was interrupting the radio frequency (or something like that). So the microphone and ear phones were ditched and I was armed with a phone....not ideal but it had to do with the cars starting in 30 minutes. The hum in the city centre was fantastic, the sun was out and everyone was looking forward to the start. There were 12 R3 DS3's ready to fight as well as the R2 Fiesta's, Chris Ingram's R2 Twingo and the couple of R1 Twingo's. James Ford and David Carney were also in the R2 mix with their C2's. It was going to be an excellent rally.



I have to thank DJ Neil for breaking me in gently, we talked about what I could see, what the atmosphere was like, what the cars looked like and then he wanted to hear from the competitors so we could all find out which stages they were looking forward to, what preparations had they done to the cars, what effect the weather was going to have, what the confidence levels were like and the questions went on. I managed to interview the main players, Pirelli Star Driver Mark Donnelly, Alastair Fisher, Tom Cave, Desi Henry, Callum Black and Osian Pryce. I was also eager to talk to Garry Pearson who was BRC Junior Champion in 2012 in his R1 Twingo and was switching to an R2 Fiesta and I wanted to know the difference. In essence its handling and power by the way! The list of interviewees went on and it was interesting to hear all of the points of view. It seemed everyone was eager to get started, most drivers were looking forward to the 3<sup>rd</sup> stage of the day as it was technical, as well as Callum looking forward to the last stage of the day and bringing the car home safely! One competitor who stood out was Harry Threlfall who was out in an R1 Twingo and was so excited to be competing you could hear it in his voice. It was a pleasure to see and I couldn't wait to interview him again and hoped the listeners could hear the excitement I was seeing!

Everyone was great in answering questions and it was excellent to be a part of the competitors getting ready for their ceremonial start. We talked about pace notes and the weather having an effect on the stages as the competitors had recce'd in the wet, we spoke about marshalling and the lack of new



volunteers available for events. We heard from a marshal and what he enjoys about the events (getting close to the action and the circle of friends he has made - I would second both of those). Soon enough the first BRC car was across the start and it was time to wrap up the live part of the show. I was on air for approx 45 minutes but it flew past and thankfully as I have a genuine interest in all things rally I am pleased I could hold a conversation in all of the areas I was asked about.

I made an informed guess at a top tip for the 2013 season and I have gone with backing Alastair Fisher. He suffered a fair few problems in his 2012 season with his R2 Fiesta both in the BRC and in the WRC Academy. However, having switched to an R3 DS3 for the 2013 season he was straight out the box in WRC Portugal fighting strong until mechanical issues hampered him. I am a firm believer of both Ali and Gordy Noble (the co-driver) for this season and decided that the listeners should know!!

The competitors were due back into service for a whole 20 minutes in approx 3 hours so off I went back to service. I now know what its like to be part of a service crew, mad half hour in the morning getting the car ready with nothing to do for 3 hours, then a mad 20 minute service to re-fuel and tweak things then another 3 hour wait for them to come back for the night. Still it was good to catch up with the service crews that I know.

It was also interesting to see the behind the scenes of the website. Neil Burgess has invented all sorts of software and gadgets to help him keep the BRC website up to date – you really are quite clever Neil! He was getting calls from the Media team out in the stages giving him end of stage quotes which he uploaded to the website, photos that were being taken on the end of the stages automatically came to him to be uploaded – it was quite something to watch. Having used the website, it was really good to see how it all comes together for us to read. My heart was in my mouth watching the results coming through. The Irish were surprising a few people David Carney was setting times quicker than the seasoned BRC Challenge pro Richard Sykes and Dean Raftery was overtaking people like a man possessed!

Soon the competitors were due back into service for 20 minutes, however, we had learned that there was a Road Traffic Accident on the A69 which was causing a hold up and the Challenge competitors were coming in late. Although I did manage to get some interviews with them before I headed back into service to wait for the BRC guys.

This was probably the trickiest part of the whole radio gig for me. The competitors had 20 minutes once they had booked in to the service in control. They wanted to eat and drink and chill out. And there I was wanting to talk to them about the first loop of stages. Tom Cave was first and bless him he just motioned for me to come into his camper while he was busily scoffing his lunch and the interview proceeded with him in 3<sup>rd</sup> place at the time. Jukka Korhonen was next and despite being Finnish and shy he managed a brief chat and advised us that the car was perfect. He was in 1<sup>st</sup> place. I man-

aged to get into the Davy Greer Motorsport enclosure and interview Alastair Fisher and Mark Donnelly while they were both eating. Mark was unfortunate enough for me to ask a question while he took a bite of his sandwich and I had to fill in a bit before he could answer – I shall remember that fondly as he looked at me as if to say “I have a mouthful here you know woman!”

Neil directed me to the people he wanted to speak with and I ran up and down the service park like a lunatic trying to speak to as many people as I could in the 20 minutes we had access to them for. Harry again gave us a wonderful interview and he was already a firm favourite in my book. After that mad time the competitors all left for their second loop of stages apart from David Carney who had a problem with his gearbox and went Over Time Limit before his crew could change it – bad times!

Special Stage 5 caused havoc with punctures galore with a lot of the top runners having issues. The standings over night after SS6 were, Jukka Korhonen 1st, Tom Cave 2<sup>nd</sup> (doing well to get up there from 5<sup>th</sup>) and Alastair Fisher 3<sup>rd</sup> after getting a puncture. Osian Pryce and John MacCrone suffered punctures, Jon Armstrong hit a bridge and also picked up punctures yet Norway's Steve Rokland was charging in his R2 Fiesta and Garry Pearson was hot on his heels. It was madness watching all of this action unfold. Daniel McKenna, another hot tipped Irishman who has won the Billy Coleman Award in 2012, also suffered with punctures thwarting his efforts in his R2 Fiesta.

Soon the BRC Challenge had finished, with Russ Thompson taking 1<sup>st</sup> place, Richard Sykes taking 2<sup>nd</sup> after a few mechanical issues and Aaron McClure taking a well deserved 3<sup>rd</sup> place on his first ever Pirelli rally. I managed to get interviews with all 3 podium placed drivers and they were all grateful to get to the end of a tough rally. I found that Russ is quite shy on the Radio listening to him being interviewed (not quite so shy without a microphone I can assure you!), Richard Sykes is a seasoned pro telling our listeners all about his problems and Aaron was thrilled to get a podium in his Fiesta. Congrats to all of them. I was disappointed to hear that Tony Simpson had a small fire and did not finish.

Day 1 was over, the cars were all tucked away and the media team congregated in the pub for a well earned dinner. I was surprised at how tired I was. Its draining trying to think of things to say to fill air time and I could barely speak at dinner. Still it was an enjoyable and interesting day.

Day 2 started a little earlier as the competitors were due out of service at 9am and DJ Neil decided he wanted to talk to the top 5 overnight drivers. I man-

aged to get hold of Alastair Fisher, Mark Donnelly, Jonny Greer and Jon Armstrong – not quite the top 5 but 3 out of 5 wasn't bad! For those of you that know me, you also know that I have a bit of a thing for the Irish accent and I can assure you that the interviews I did were all randomly chosen and had nothing at all to do with me listening to them speak for 20 minutes :-D Tom Cave and Jukka Korhonen had already gone to pre-start! The in depth interviews were all about the competitors feelings for the last 4 stages, what had happened in the previous day, what the game plan was and what, if anything, had been done to tweak the cars. I was pleased to hear that my top tip was planning on pushing to get back his 2<sup>nd</sup> place. Jon Armstrong thanked Daniel McKenna for lending him a part (I'm sure he said pump?!) so that he was able to continue on Day 2. This is what I love about rallying, they might compete out on the stages, but they all help each other out where they can.

I went over to pre-start to try and get a few words with the rest of the competitors and the buzz was already starting. A fair few of them were disappointed with their mishaps on Day 1, some were planning on pushing, however, most were planning on getting to the finish with no more issues, and Harry in his R1 Twingo was "just out to have fun and gain experience" with a beaming smile on his face! Timmy Cathcart told us all about how he had no intercom for part of Day 1, however, having Barry McNulty sat with him I can imagine this made no difference! Apparently hand signals were used but the pace dropped which was a shame. Osian Pryce was just looking for a finish and Daniel McKenna was going to push following their punctures the day before. David Carney and James Ford both had nightmares on Day 1 but both were back out for Day 2, however they both just wanted a finish and David just wanted more gravel experience as this was only his 2<sup>nd</sup> time out on the loose stuff coming from an Irish tarmac background.

There would be no service today so the next time I would see the guys we would have a winner!

I watched the results coming in on the edge of my seat! Alastair was right, he was flying trying to catch up on Tom Cave whose end of stage quotes stated that he was being very cautious as it was very slippery. On the last stage Tom lost time due to an overshoot so Alastair managed to pass him for 2<sup>nd</sup> place. Daniel McKenna was also on a mission setting fastest R2 stage times in his Fiesta proving he is going to be one to watch this season taking 3<sup>rd</sup> place in the R2 honours, however, he could not catch Steve Rockland who won with Garry Pearson in 2<sup>nd</sup> place which is a fantastic result after moving up from the R1 class.



One person who did not put an foot wrong all weekend and stated he had a “perfect rally” with a “perfect car” was Jukka Korhonen and finally took a BRC win. Alastair got to 2<sup>nd</sup> and Tom managed a credible 3<sup>rd</sup> place – a podium was his aim and this is what he got!



This was an interesting way to spend a rally and I have to thank the BRC for giving me the opportunity to try it out. Not sure if it is for me but I was told by a few that had listened that I did a good job for my first try. My thanks also have to go out to the BRC competitors who let me barge in on their breakfasts and lunches and talk to them at the end when clearly the rally had not gone as planned (Peter Taylor)! Unfortunately I still got rained on and I still got cold, so not too different from marshalling after all. I just avoided getting lost on the way to find my Arrival spot!

For those of you that want to tune in on the Jim Clark rally on 1<sup>st</sup> and 2<sup>nd</sup> of June, please download the BRC app and you will be able to hear us. Not sure if I will be doing it again but the show is well worth a listen if you want to hear all about the action as it is unfolding LIVE!

Shame I missed my ATC slot at Middlewick, but hopefully the TR will be ready for next year's event – can I do ATC and co-drive at the same event?? Answers on a post card.....!

Jaz Bareham  
South Midlands Rally Representative  
BRMC Treasurer

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## Xpart Rally Feb 2013

### *Endurance Rally Championship Round 1*

130 miles of off-road tests were on offer for this Chelmsford MC event, and with a “proper” co-driver in the name of Gavin Rogers on board we set off from the Bury St Edmunds start at the early time (to fit all the tests in) of 8.00am. There were 53 starters

There was talk before the event of how rough the off road tests would be. As some of the tests would use bits of the (renowned for its roughness) Preston Road Rally, it was clear it wouldn't be a smooth event.

We soon got an idea of how rough it would be on the first test, Lackford Reservoir, as our little Citroen AX bounced and slithered on the rough and rutted tracks. This test was about 5 or 6 miles long and it soon became apparent that our once again low (although justified by lack of proper results) seeding of 42 was going to cause us the occasional baulking problem, as halfway through the test we were at the back of a 4 car convoy. The narrowness of

the tracks and the dampness of the surrounding fields made overtaking a daunting task.

We carried on through the morning – the tests varying in length from about 2 miles to 6 miles, and generally cars that we caught on the longer tests moved over when they had the chance. There were quite a few smooth tests using concrete farm tracks or more gravelly tracks which didn't seem to cut up so badly. Our test times were generally in the teens, with a 7<sup>th</sup> fastest on Dalham (a fast smooth mix of concrete and dirt). I was trying to figure out whether to use the handbrake on some of the tighter corners or drive around. The problem was that you couldn't always tell how rutted the tracks would be, and trying to handbrake around rutted corners was often a bit of a mess, with the odd half spin. Gavin thought that we should use it a bit less, but I think it was a bit too ingrained in me by this point and I still used it far too much (must remember for next rally).

It was about this time that I noticed the car had become a bit bouncy on the tests, the car seeming to bottom out a lot easier on the rougher bits. Gave the car a bit of a bounce at the end of the next test and it carried on bouncing - all 4 shocks were knackered!

Anyway, we carried on and too be honest we hardly noticed the lack of shockers on the smoother tests (don't ask me why – I suppose you just allow for it once you get in the groove), although on the rougher tests I would of thought we would of lost a fair bit of time, the AX bouncing around a lot more.

The Great Ashfield test was basically a fast airfield test of about 5 miles with muddy corners and cones to slow things down a bit. It was here I first noticed a vibration when going flat in forth gear. The car would only go to about 70 mph on the straights, when it should of been good for a lot more. I didn't think much of it, assuming it was down to the roughness of the concrete track or something. Unfortunately, as we did the next few tests this vibration starting to happen at lower speeds. You couldn't really notice it on the rougher tests, but on the road sections it was incredibly load.

The evening halt was at Great Buckenham airfield, which was really atmospheric in the dark. Two test were run here with quite a few cars going off the road into the surrounding fields.

We did another two tests flat out (getting another 7<sup>th</sup> fastest in the dark on the fastish Fersfield Test), Gavin was really bringing the test diagrams to life with a constant flow of well timed information. It was at this point that we decided

to ease off as the vibration was getting even louder and was now noticeable down to 10mph. We eventually decide to miss the last four tests and the road rally bit and cut to the finish.

We ended up second from last, due to the fact that (it seems) missing time controls (on the road rally bit) was penalised a lot more than missing tests. This meant that people who had missed nearly half the tests, for one reason or another, finished the rally a lot higher than those who just missed the road rally bit.

Looking at the results afterwards we were up to a solid 10<sup>th</sup> o/a and 1<sup>st</sup> in class when we decided to ease off (due to what I've since found was probably causing the vibration - a broken CVJ/disintegrating front shocker?). Without these problems I think we would have got up to 8<sup>th</sup>, but there you go.

Looking at the car once I got home – we had 4 broken shocks (one of the front McPherson struts had shed all its insides, apart from the metal piston going up and down in an empty tube); broken CVJ; knackered front wheel bearing and both front strut inner wing panels were pushed up about 4 inches.

Despite all this, what an epic event. 8am in the morning until after midnight, non-stop action. Although we'd cut the last bit, we still did over a 100 miles of tests. Anyway, I've got to go and find four Bilsteins for the Ross Endurance in April.

**Gary Ward**

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## **For Sale**

I've had a clear out of the garage and have a few E30 325 BMW parts for sale:

*8 x 14" (6Jx14H2) rims, all in pretty good condition. £50 for them all  
2 complete gearboxes. £50 for both  
1 driveshaft. £20  
1 alternator. £20*

All have been in dry storage, can bring to a club night, otherwise collect from my house in Warwick

Email: [riazrj@gmail.com](mailto:riazrj@gmail.com) or tel: 07932 714550

Cheers, Riaz

## *Neige et Glace (Snow and Ice)*

### *Rally 2013*

*By Nigel Banks*

Late in 2012, Mike Rodel and I decided to enter the Snow and Ice (Neige et Glace) rally held each year in the French Jura Mountains (Low Alps). As Mike now lives near Geneva, it is as close to being a local rally as you can get! The event is a historic regularity rally and we agreed that a Mark 1 Golf GTi would be a good idea so Mike bought a Porsche 914/4. (Don't ask!) Needless to say that the regulations were all in French and we used online translators to try and make sense of them. To be fair, they did a fair job in everything but the fine detail. We met up in Switzerland and prepared for the event. The event was based in Malbuisson, a small village about 50 miles over the French border.



*At the pre start Park Ferme*

We dropped our bags off at the hotel and then went to have the car scrutineered. The technical regs were essentially the same as for a UK historic road rally but with studded tyres being mandatory and no restriction on GPS and electronics. At scrutineering, the organisers put on all the stickers and rally plates and then the car was fitted with a GPS tracker with the catchy name of "Trippy" and similar to the devices used on the Dakar et al.

We were surprised to see so many serious cars at scrutineering such as a group 4 quattro, group 4 Escorts, group A Lancia Delta Integrates and a great number of Porches covering the history of the 911! We just thought that it was just overkill but, as it turned out, we really should have been suspicious!!

Later in the day there was the drivers briefing and I was impressed that the organisers provided someone who spoke English to translate for us. The briefing was followed by the ceremonial start then the prologue test to decide the start order for the first competitive day. The prologue was a 5km hillclimb and only 6 tulips and we assumed that the schedule was a "jogularity" schedule and if you were late at any point, the lateness had to be maintained for the remainder of the test. That was one of the bits we missed in the regs as the event is essentially a schedule rally and the schedule is mandatory. It took us the prologue and the first day of competition to find that out! We were 31 seconds late at the end of the prologue so we expected 31 penalty points. We were actually awarded 90 but that gave us a start position of 62 out of 85 starters and although we did wonder how we managed to get so many penalties, we decided to chalk it down to experience and in any event, the competition proper started tomorrow!

After the test was over and we returned to Park Ferme, we were introduced to one of the highlights of the event; the food! Every evening we settled down to a feast fit for a king which seemed to make any dramas of the day disappear! It certainly made up for missing Mr Poons!!

The first day of competition proper started bright and snowy and we were launched from Park Ferme immediately into the first test. A brilliant test and everything you could wish for given the name of the rally. Under the circumstances, we reckoned that losing 92 seconds over 11km in those conditions was about as good as it gets in the circumstances. The weather warmed during the course of the morning which turned the road and tracks to rough slush. On the third test we wrong slotted 5km into a 50km test and had to return to the correct route. That error cost us about 90 seconds and not making up the time cost us even more but we didn't know it at the time. The final test before lunch was uneventful and we even finished the test only 30 seconds down!

Given the logistics of feeding nearly 90 crews arriving at one minute intervals, lunch was a masterpiece of organisation but a little off the pace of dinner the previous evening but welcome all the same.

The afternoon tests were more like typical forest stages interspersed with tarmac sections with some occasional snow and ice to catch out the unwary and we continued on the same vein as the morning. On the first test of the afternoon, Henri Pescarolo (yes, he of Le Mans fame!) had a big off and ended up 60 metres off the route and had to be recovered by a tractor. He phoned the organisers and suggested that the test was too dangerous and should be cancelled. There was considerable suspicion amongst remainder of the competitors that his motives for the “warning” to the organisers had more to do with the shed load of penalties that he would accrue if the test was allowed to stand!! The consequence was that all the competitors were scattered to the four winds, eventually meeting up at the start of the next test. We used a combination of GPS, maps and tulips to find the start of the test. I was slightly worried about navigating by map as it has been such a long time since I’d had used them in anger!! The final road section of the day passed by the local distillery, who happened to be one of the sponsors of the event, and a passage check was conveniently located at the gate where we were presented with a bottle of the local fire water which I was advised was the sort of brew to be laid down.....and avoided!!

It was quite late by the time we got back to Park Ferme and the organisers had to delay the evening briefing to allow time for everyone to return. The driver’s briefing was prefaced with a glass of wine which made attendance a much more attractive proposition!! On this day we tried the red wine, again produced by one of the event sponsors; this proved to be little more than ul-lage and a never to repeated experience!! Driver’s briefing completed, it was then time to indulge in the French passion for food and the standard from the previous night was maintained.

After we had eaten, the results appeared on the noticeboard and the usual scrum occurred!! We were disappointed and a little surprised to discover that we’d acquired a 2500 point penalty on the test where we wrong slotted. Sadly, the event organisers had all gone to ground and so the discovery as to the source of the penalty would have to wait until the next morning. The second day of competition found the car under 5 centimetres of snow; just what we came for but the temperature was just above freezing and a thaw was setting in. The word on the street was “wait until after lunch, you will be fed up with the sight of the stuff”!! While Mike cleared the car, I went to find the source of our penalties. The explanation was as comprehensive as it was disappointing but we just had to live with it.

The conditions on the first test of the day were difficult and Mike had to learn to drive the car at battle speed all the time to avoid the penalties of the previ-

ous day. The second test was even worse as the surface constantly changed from thawed to slush to frozen without warning. It was almost inevitable that we were going to end up in a snow bank but it didn't make the event any easier to bear when it finally happened! At least we did a proper job of getting stuck. We ended up blocking the test and managed to stop five cars which was just as well because it took seven people sitting, standing or otherwise putting weight on the rear of the car in order to make the damned thing move. I'm not sure whether it was a pity or a blessing that nobody produced a camera as this was an exercise in grown men behaving very badly with a car!! The error cost us at least five minutes and the results reflected this, more or less. The problem with this sort of event is that after a mishap you then have to go even faster to try and minimise the damage!!

We eventually settled into a rhythm for the remainder of the tests that day but during the final test, the snow started coming down, and how. It didn't quite reach whiteout but it was close, so much so that we did have to slow down and "drive to survive" became the mantra. The weather deteriorated even further on the return to Park Ferme but any arrival penalties were neutralised given the weather conditions which was just as well because we were about 45 minutes late like just about everyone else.



*The return to Park Ferme*

We tried the white wine before the drivers' briefing. This proved to be far more acceptable if a little sweet for some. We returned to the hotel for the evening meal and the results were already on the notice board; 44<sup>th</sup> for the

day and 56<sup>th</sup> overall. Given the excitements of the day, we were actually quite pleased. Our session in the snow bank had cost us 1500 points but it wasn't altogether unexpected.

The final day of competition saw us having to dig the car out of 20 centimetres of fresh snow and to amend the roadbook because of wholesale changes caused by the deteriorating weather conditions. The weather forecast suggested that there would be 50+ centimetres of snow above 1000 metres and guess where we were going!! Ironically, part of the event was a timed session on a frozen go-kart track that afternoon but it hadn't been cold enough for long enough for the track to be frozen enough; we, obviously, weren't convinced but that's life. The organisers replaced this section with an additional test section to give us a full day's fun.

The first test was in the high Jura and the weather was bright with deep snow and you could see forever; the scenery was dramatic and beautiful in equal measure and driving in fresh snow on a clear day is simply driving nirvana, it just doesn't get much better!! The navigation on the test was way beyond difficult as the locations of junctions were a matter of analysing the scene and imagining where the junction might be and see if the trip confirmed your suspicions (aka pure guesswork and fluke!). Nevertheless, it was probably the most enjoyable test of the whole event. Sadly it was all downhill from there!!

The second test saw us pirouetting into a snowbank on an uphill hairpin. After extricating ourselves from the snowbank, we had to take longer and longer run ups to the hairpin before we eventually got enough residual momentum to carry us through. More penalties!! The third test was uneventful, which is more than can be said of the fourth test. We were trying to put the previous errors behind us but got caught out by some black ice on a downhill hairpin. The snowbank slowed our progress but sadly the Armco behind it actually brought us to a halt!! The damage to the car was relatively minor – it'll T-Cut out (sort of)!! More time lost extricating ourselves again!! Shortly before we finished the test it started snowing, and how. Eventually, the snow became so dense that the road surface completely disappeared and we were driving with the snow poles at the side of the road being the only point of reference. I did say turn left at junction before we drove off the right hand side of the road into a snowfield!! We were well and truly stuck!! Mike ran off to find a tractor and I took the mandatory incriminating photographs before digging enough snow away from the car to allow us to attach a tow rope. A tractor duly appeared and the fun of recovery could begin. It was a good job that we had two tow ropes because we snapped one extracting the car but eventually we got the car back onto the road and pointing in the right direction.

Mercifully this was a road section so the penalties were insignificant by comparison to all the others, the incident cost us 8 penalties out of a total of over 6500!!



*I said turn left at junction!!*

We eventually arrived at the start of the final test of the morning and the weather was still bad so we returned to “drive to survive” and “let’s just finish”. Eventually, our progress was halted by a hill which we just couldn’t get up no matter how hard we tried so we decided to cut and run to the lunch halt.

When we arrived at the lunch halt, we were informed that the event was being stopped because the weather made it too difficult to continue. I think that there was a general air of relief in the car and a sense of satisfaction that we had managed to get ourselves and the car round the event in pretty near one piece.

We drove back to Park Ferme to get the car stripped of the “Trippy” and pack our belongings for the return trip. The return trip was uneventful until we got to the bottom of Mike’s drive (a steep hill) where the car promptly expired (or at least the starter motor did) which left us with the minor problem of getting the car up an icy hill. Pushing, shoving, towing, swearing and cursing managed, eventually, to get the job done and we could then relax.



*We finished!!*

Consulting the internet we discovered that we finished the final day 44<sup>th</sup> for the day and 46<sup>th</sup> overall out of the 85 starters. We were actually quite pleased with the result given all the mishaps and all the other problems we suffered.

I was left thinking that the event was hard on the car and both of the occupants and that the difficulty of the event made for a sensational experience. It was difficult to fault the organisation and if you ever get the opportunity to do this totally mad event, I suggest that you take it. Be under no illusions, there were some very bent motor cars at the end of the event, and those were the ones that finished. Ten cars weren't so fortunate but I wasn't aware of any damage to the occupants.

Roll on 2014, the 60<sup>th</sup> Edition of the event, I suspect that the temptation will be too much to resist!!

# Ross Endurance Rally - April 2013

## Endurance Rally Championship Round 3

Missed the 2<sup>nd</sup> round of the championship the South West Endurance due to repairing all the damage from the Xpart back in February.

So here we were at the Cattle Market in Ross-on-Wye for the start of the Ross Endurance Rally which was taking place in the border areas of England and Wales. Gavin Rogers was once again navigating for me. Forty five cars started what was a mix of 45 miles of tests, a regularity section and finishing off with a night road rally. I was happy with our seeding of 28, bearing in mind our lack of results.

The first test was a warm up in the car park and perimeter roads of the cattle market start. Everyone was allowed to walk around the test before driving it. Despite this I still managed to spin on the third cone by over handbraking (twat)

We then headed out to the other tests. Bishopswood 1 was gravel, a couple of miles long but with some great drifting bends. Bishopswood 2 was about four miles long with a split and finishing at the same places as B/wood 1. This was a fabulous test – woodland and forest, narrow and wide. Some narrow slippery downhill bits leading out into some flowing wide cambered forest tracks, complete with brows and drops. Unfortunately many crews completely missed the split and as well as getting a maximum, also missed the best part of the test. We nearly missed it, but saw the gap at the last minute, and had to reverse to make it.

Test 4 at Good rich Castle and then back to the Cattle Market to repeat the four tests again. This time I was a bit more careful with the hand brake (i.e. not using it at all) – we were 7<sup>th</sup> fastest.

I was still getting used the feel of the car up to this point, with its new (softer) suspension (after the Xpart Rally damage) a bit more bouncy, making the car a bit more difficult to catch in a slide. Controlling a FWD car in a fast drift is something I still feel I'm learning (only being used to RWD in a previous life).

In the next bunch of tests we managed to up our game a bit, managing a couple of fastest times (although one was joint, as a few of us cleaned the test) a 4<sup>th</sup>, a 6<sup>th</sup> and an 11<sup>th</sup>.

We were in 8<sup>th</sup> o/a and it was now time for the daytime regularity. Gavin was a London Counties champion navigator back in the nineties, I wasn't competing then but as I understand it the navigation in those days was quite heavy.

Gavin didn't disappoint and with a brilliant display of control of time and speed (telling me to speed up and slow down) we finished the nine regularity controls two places higher in 6<sup>th</sup> place. Regularity is not something I've done before and if I'm honest it's not why I go rallying, but I did actually quite enjoy the discipline of it. It's worth mentioning that on Endurance events the "competitive" road section bits are set at a coefficient of 3:1 to the tests. Which means time lost on off-road tests is penalised at three times that of the on the road bits. Therefore the rally's are predominately won or lost on the tests and not on the road.

We still had two more long tests Whitfield 3 and 4, seven and eight miles long. We decided to ease off as we had done these tests earlier and they were pretty rough, and it had just started to p-ss down as we started Whitfield 3, so we knew the tracks would cut up even more. We managed 11<sup>th</sup> and 14<sup>th</sup> fastest on these two tests.

It was now time for the evening meal break – a lovely chicken curry finished off with apple pie and custard and a cup of tea. We had time to check the car over, set up the spots ready for the night road rally bit. This was pre-plot map references, and was to take place totally in Wales. Gavin trusted me enough to read out the map references for him while he plotted.

We were re-seeded at No.7 for this. I wasn't really sure what to expect on the road rally bit, whether you need to go flat out (which I've got to admit I'm not to happy about) or whether you just drive fast but steady, it was still before midnight after all. I remember in the seventies just driving the car as fast as you possibly could. As it turned out I tended to mix it up a bit and drove fast and steady and speeding up a bit if necessary.

This seemed to work well as we were getting to Time Controls with a bit of time to spare. This should of meant we cleaned the road rally bit, but unfortunately the marshals hadn't got the same information that was given to us at the start – that if we arrived early we could wait for a time and then drive into the control. Although due to the test to road penalty ratio of 3:1 I don't think it affected any of us too much.

That was it – a nice drive to the finish and see where we finished. After hang-

ing around a fair while it was clear there were problems. Hushed conversations going on in corners etc. When provisional results eventually came out we were well pleased with 4<sup>th</sup> o/a. Although it was soon clear that all was not well and it was announced by Clerk of the Course Simon Harris (who to be fair looked as though it was the last thing he wanted to be doing at 3 o'clock in the morning) that 11 crews (out of 35 finishers) were to be excluded for stop at Give Way infringement on the night road rally bit. I was one of these eleven.

There were a lot of upset and angry people, me included. Although in reality I know I probably did infringe a GiveWay, it's just that I don't remember the penalties being that severe in years gone by. To finish on a positive note, although we lost a great result, we were on the pace and it bodes well for the future. Roll on the Huntsman Rally at the end of June.

**Gary Ward**

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## **Chief Marshal's Corner**

**Rallyday 21st September 2013**

I'm looking for volunteers to help with the rally feature stage, ideally two people. You'll get free entry into the event and have a chance to look around as well.

I'm also looking for about three people to help out on the 'Go Motorsport' stand on behalf of the MSA .

Regards

Darren

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## **Enjoyed Reading This Mag....?**

Have you enjoyed reading the articles in this mag? If so, please write one and let the world (OK, the club) know what you have been doing. If you don't like the articles, how about writing one and showing everybody how it should be done????

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