

THE MIDDLESEX MAGAZINE



MIDDLESEX
COUNTY
AUTOMOBILE
CLUB LTD

August / Sept / Oct 2009



Richard Edwards / Paul Brown

Ford Escort MkII

Rockingham Stages – December 2008

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



THE MIDDLESEX MAGAZINE

www.mcac.co.uk

Number: 288 (Volume: 14; Issue: 2)

August / September / October 2009

CLUB NIGHT IS EVERY WEDNESDAY

AT

GERRARDS CROSS SPORTS CLUB

7 Dukes Lane, off Dukes Wood Avenue, Gerrards Cross, Buckinghamshire, SL9 7TZ
(off the A40, between the pillar box and pedestrian subway opposite The Apple Tree)

Map Reference: 176/000875½

Telephone: 01753 886610

FORTHCOMING EVENTS

19 th August	Club Night	20.30	VIDEO / DVD NIGHT. Catch up with the latest news from the WRC. Last day for reduced entry fee for the Bomb-Along Stages.
26 th August	Club Night	20.30	NATTER AND NOGGIN.
2 nd September	Partner's Club Night	20.30	PARTNER'S EVENING – TRIGGER'S BUFFET & (Short) MUSIC QUIZ. Mike Wooster is arranging a charity quiz in aid of Great Ormond Street Hospital and John is providing the food. Bring along some friends. Cost is £6.00 each – full details on page 6.
	*****	*****	
5 th September	Set-Up	10.00	SET-UP FOR THE BOMB-ALONG. Your help is needed at Debden to prepare for tomorrow's event – even if you are competing! All offers of assistance to Andy, please.
6 th September	Rally	09.00	BOMB-ALONG STAGES. We return to Debden, the spiritual home of the Bomb-Along, for this event. If you are not competing or servicing, we hope to see you marshalling.
9 th September	Club Night	20.30	NATTER AND NOGGIN.
16 th September	Club Night	20.30	VIDEO / DVD NIGHT. Our monthly chance to catch up with the action.
19 th September	Rally Day	09.00	CASTLE COMBE RALLY DAY. The Club will have a stand at this annual exhibition. If you are able to assist, or wish to display your car, please contact Darren (see last page).

23 rd September	Club Night	20.30	NATTER AND NOGGIN.
30th September	Partner's Club Night	20.30	AUTOTEST PRACTICE. An opportunity to show your skills around the pylons in a Mini. (Postponed from 2 nd Sept due to Trigger's Buffet and Music Quiz)
7 th October	Club Night	20.30	NATTER AND NOGGIN.
14 th October	Club Night	20.30	VIDEO / DVD NIGHT. Our usual opportunity to catch up with the latest rally action.
21 st October	Club Night	20.30	NATTER AND NOGGIN.
24 th October	Night Trial	19.00	HUNTER'S NIGHT TRIAL. Hopefully, Pete will agree to run this year's event – Regs etc available later at Club and on the web.
28 th October	Club Night	20.30	NATTER AND NOGGIN.
4 th November	Partner's Club Night	20.30	PARTNER'S EVENING – FIREWORKS AND FOOD. Our annual celebration of all things pyrotechnic, with the usual fireworks (at 21.15) followed by some of John's delectable food at 21.45'ish.
7 th November	Rally	08.00	SOUTH OF ENGLAND TEMPEST RALLY.

Chairman's Chat

Unfortunately, we still do not have a volunteer editor, so this issue is a little delayed. If you would like to display your journalistic talents and can spare a little time every couple of month's we would like to hear from you!

Despite a slow initial response, we had about a dozen cars on display at the Uxbridge Auto Show and a similar number at Croxley Green for the 'Classics on the Green'. Both of these events provide an excellent opportunity to display your car to show off your sponsors and to see other classic and competition cars. Thanks are due to Peter Nathan for running the BBQ at Croxley and making sure that everyone was fed and watered (or something liquid!).

Although the Regs for the Fun Run were rather late in appearing, 6 crews turned up at Pinkneys Green for the event, which was won by Andy Greenland (on his own!). Thanks to Pete Farmer, Kirstin and Ray for organising a good event and to Christine and Sarah Wooster for standing in the smoke at the BBQ and ensuring the food was cooked.

The next Club competition event is the Bomb-Along Stages, which returns to Debden on 6th September, and we hope to see you all at the

event - either competing, servicing or marshalling.

As mentioned last time, we are also taking a stand at the Castle Coombe Rally Day (19th September) and require a few volunteers to assist on it. If you can help, please contact Darren Pike on darrenp@mcac.co.uk

On a personal note, Graham and I journeyed over to Belgium in mid-June for the classic Ypres Historic Rally and were rewarded with a much better result this time out – 4th overall, 3rd in Category and, most importantly, 1st FIA crew – which netted us maximum points in the championship.

The next event, at the end of August, is the Alpi Orientali in Northern Italy, followed a couple of weeks later by a return to the Island of Elba for the Elba Historic Rally. If all goes well, the plan is to leave the car at Pisa after the first event and fly home, then fly back, pick up the car and catch the ferry to Elba. Let's hope it works this year – last year a wall got in the way and we had to bring the car home between events!

Happy motoring – see you at Debden!

Tony

WHAT'S ON ?

AUGUST

21/22nd		Ulster International Rally	(I)	BRC
23rd		European Grand Prix, Valencia	(I)	WC11
30th		Silverstone	(I)	BTCC
30th		Belgian Grand Prix, Spa Francorchamp	(I)	WC12
30th		Mewla National Rally	(A)	MSA Asphalt/BTRDA

SEPT

3/6th		RepcO Rally Australia	(I)	WRC10
5th		Woodpecker Rally	(A)	ANCRO/Eng/MSAGravel
6TH	MIDDX CAC/Green Belt MC	BOMB-ALONG STAGES, DEBDEN	(B)	MIDDX/AEMC/ASEMC
12th	Sevenoaks & DMC	Sprint, Cadwell Park	(B)	
12/13th		8th Omloop Van Vlaanderen	(A)	BHRC7/Belg
13th		Italian Grand Prix, Monza	(I)	WC13
17/19th		XXI Rally Elba Storico, Italy	(I)	EHRC8
18/20th	Goodwood RRC	Goodwood Revival Meeting	(I)	
19th	Tunbridge Wells MC	Sprint, Brands Hatch	(B)	
19th	Falcon MC	Autotest/AutoSolo	(C)	
19th		Castle Coombe Rally Day	(E)	
20th	Harrow CC	North Weald Sprint	(B)	
20th	Bexley LCC	Anniversary Stages, Longcross	(B)	ACSMC
20th	IMS Ltd	Aviva MSA Classic	(E)	
26/27th	Trackrod MC	Trackrod Rally Yorkshire	(I/B)	BRC/BHRC8/ANCRO/Mini
27th	Borough 19 MC	Sprint, North Weald	(B)	
27th		Patriot Stages, Caerwent	(B)	BTRDA
27th		Singapore Grand Prix	(I)	WC14
30/4th		Rally RACC Catalunya-Costa Daurada	(I)	WRC11

OCT

2/4th		Cork 20 International Rally, Ireland	(I)	
3rd	Eastwood & DMC	Harold Palin Memorial Stages	(B)	
4th	Herts County AAC	Debden Autumn Sprint	(B)	ACSMC
4th		Brands Hatch GP Circuit	(I)	BTCC
4th		Japanese Grand Prix, Suzuka	(I)	WC15
9/10th	Jersey MC	Jersey Rally	(B)	ACSMC
9/11th		Targa Florio Historic Rally, Sicily	(I)	EHRC9
10th	Chelmsford MC/WECC	Woodbridge Stages	(B)	ACSMC
17th		Cambrian Rally	(A)	BHRC®
18th		Cheviot National/Keith Knox Stages	(A)	MSA Asphalt/BTRDA
18th		Brazilian Grand Prix, Interlagos	(I)	WC16
22/25th	IMS Ltd	Wales Rally GB	(I)	WRC12
24/25th?	Dukeries MC	Ralli Trak Premier Stages	(B)	
24/25TH	MIDDLESEX COUNTY AC	HUNTERS NIGHT TRIAL	(E)	Middx
29/1st	Classic Rally Association	Rally of the Tests	(E)	
31/1st?	Dukeries MC	Ralli Trak Premier Stages	(B)	

NOV

1st		Abu Dhabi Grand Prix	(I)	WC17
6/8th		57 Rally Costa Brava, Spain	(I)	EHRC10
7TH	MIDDX CAC/SCMC/FDMC	South of England TEMPEST RALLY	(B)	Middx/AEMC/R2009/Eng
8th	Chelmsford MC	Mill Hill Car Trial, South Woodham Ferrers	(C)	
8th	Kings Lynn DMC	Lynn Charity Stages, Sculthorpe	(B)	
12/15th	ERA	The City of Newport Rally Evolution 2009	(E)	
13/16th	De Lacy MC	Roger Albert Clark Rally	(A)	
19/21st	IMS Ltd	Rally of Scotland	(I/B)	IRC
21/22nd	Dukeries MC	Premier Stages Dukeries Rally	(B)	
22nd	Oxford MC	Carfax Stages, Longcross	(B)	R2009
22/1st		Kenya Airways E A Safari Classic Rally	(I)	
27/29th		Rallye du Var, France	(I)	EHRC11

DEC

5/6th	Chelmsford MC	The Preston Road Rally	(B)	
5/6TH	MIDDX CAC/Thame MC	ROCKINGHAM STAGES 2009	(B)	AEMC/MIDDX/R2009

37th Monteberg Rallysprint 2009

The early May bank holiday marks the annual pilgrimage for a great many British crews who make the journey to Belgium in order to contest the Monteberg Rallysprint.

The event, in its 37th year, is run over part of the Kemmelberg stage, which has been an integral part of the International & Historic Ypres Rally for many years.

Based in Dronouter, south west of Ypres, the event is run over two days under the auspices of the RACB. Saturday sees the Belgian national event, which attracted 120 entrants and on the Sunday over 70 International and Historic crews entered, nearly 50% of which were British / Irish crews.

Derek and I were one of the 50% who made the trip to Dranouter this year to contest the event in Derek's 1976 Porsche 911 Carrera 3.

Although Derek had contested Monteberg 7 times previously as co-driver, the last visit was in 2003 when he and Richard Ive won the historic class in a Mk1 RS2000. This would be the first time Derek would be at the wheel over the 9.1km Kemmel course with yours truly in the other seat. This was to be one of many firsts for me, 1st time at Monteberg, 1st time on a competitive Belgian event and the first time using pace notes competitively over closed roads (in at the deep end or what).

Following an early departure from Dover we arrive at Loker, north of Dranouter where we were based by midday. Derek and I along with our service crew were staying at a little known very hospitable B&B/holiday flat in the heart of Loker run by the Vanacker family. Frankie, who runs Redmond's Irish Pub, his parents who run the B&B and brother Bart who runs the local garage are always very welcoming, as we have stayed here previously when Derek & I entered the Ypres 24 hour Retro Rally in October 2008. Bart, once again, lets us park the Porsche and trailer in the secure knowledge that both would be securely stored within the garage compound enabling us to come and go as we pleased.

The organisers of the event, 'Superstage vzw', openly welcome all who make the pilgrimage to compete at Monteberg. As our allotted signing on time approached, Derek & I made

our way from Loker to Dranouter to sign on, pay our entry fee, collect the road book etc before returning to Loker to affix our allotted start number 60 and associated advertising decals, then returning to Dranouter for scrutineering, this was a very laid back and friendly affair which went without a hitch. This left us plenty of time to watch the Belgian nationals tackle the course followed by a few beers and a tasty steak on a clear warm Saturday evening in the centre of Ypres.

With the first compulsory practice commencing at 9.00am meant an early start on Sunday, however the previous day's warm and dry weather was to change overnight as a light band of showery rain had developed during the night and early morning.

Our service crew, Tim, Paul and Lewis, set out about 7.30am from Loker bound for Dranouter to set up our pitch in the service road, upon their return, Derek and I having had a decent breakfast, drove the Porsche to the service road to make ourselves ready for our first practice run.

With the passing of 59 cars before our first practice, we anticipated the wet conditions would have dried out, so we opted to run on a new, relatively un-scrubbed set of Yokohama A048's, but this was not to be. Several places on the course were 'bloody slippery' to say the least and Derek did well to keep it out of the scenery with yours truly getting to grips with pace notes for the first time and the first competitive time for Derek behind the wheel since the Towncross Stages in February 2008 our time of 7m 09s was a little disappointing.

On our second practice run the Yokohama A048's came off and were replaced with Dunlop D83J's and with a drying course and much better grip levels we sliced the best part of a minute off our previous time and clocked 6m 20s.

For the timed runs during the afternoon, the majority of the stage was dry so we reverted back to the Yoko's. Over the three timed runs, both Derek's confidence in the Porsche's capabilities and my ability calling the pace notes smoothly and accurately improved as our times dropped even further, with the best time on our third run of 5m 56s finishing 4th in group D, 12th in class 4.

The Porsche ran with out missing a beat, the only problems which came to light, it appeared that the clutch had been slipping and the rear suspension needs to be stiffened up and greater ground clearance would allow Derek to take a cleaner and more committed line through some of the more rutted parts of the stage. As for yours truly, more practice with pace notes would ultimately lead to an

improved rhythm and consistency when calling the notes.

All things considered it is a great weekend of competitive motor sport and the Belgians made us feel very much at home.

Archie Pelling

Co-Driver to Derek Webb:
Car No 60 - Porsche 911 Carrera 3


Middlesex Challenge – 2009

Still time for some changes, but the current positions, following the 'Fun Run' are:-

	ROUND		1	2	3	4	
Position	Name		Valentine	MiddleWick	Brakefast	Foto-Genic	Total
1	Rob	Brook	81.61	0.00	95.94	0.00	177.55
2	Tony	Phillips	64.71	0.00	0.00	81.25	145.96
3	Christine	Wooster	0.00	0.00	76.24	50.00	126.24
4	Sarah	Wooster	0.00	0.00	67.07	50.00	117.07
5	James	Betchley	100.00	0.00	0.00	0.00	100.00
=	Simon	Fowler	100.00	0.00	0.00	0.00	100.00
=	Richard	Upton	0.00	100.00	0.00	0.00	100.00
=	Paul	Bareham	0.00	100.00	0.00	0.00	100.00
=	Richard	Edwards	0.00	100.00	0.00	0.00	100.00
=	Paul	Brown	0.00	100.00	0.00	0.00	100.00
=	Rob	Rolston	0.00	0.00	100.00	0.00	100.00
=	Mark	Webster	0.00	0.00	100.00	0.00	100.00
=	Andy	Greenland	0.00	0.00	0.00	100.00	100.00
14	Jon	Senior	0.00	0.00	99.66	0.00	99.66
15	Chris	Keys	0.00	0.00	96.23	0.00	96.23
16	Martin	Lush	0.00	0.00	93.73	0.00	93.73
17	Stuart	Cogger	0.00	93.32	0.00	0.00	93.32
=	Mike	Dawson****	0.00	93.32	0.00	0.00	93.32
19	Chris	Hedges	0.00	0.00	89.13	0.00	89.13
20	Mike	Trim	0.00	0.00	85.42	0.00	85.42
21	Tonya	Heap****	81.61	0.00	0.00	0.00	81.61
22	Val	Phillips	0.00	0.00	0.00	81.25	81.25
23	Malc	Farmer	0.00	0.00	0.00	73.53	73.53
24	Rose	Farmer****	0.00	0.00	0.00	73.53	73.53
25	Peter	Farmer	64.71	0.00	0.00	0.00	64.71
26	Mike	Cawthra	0.00	0.00	0.00	60.66	60.66
=	Lara	Cawthra****	0.00	0.00	0.00	60.66	60.66
28	John	Wilson	0.00	0.00	0.00	37.13	37.13
=	Carol	Wilson****	0.00	0.00	0.00	37.13	37.13
30	James	Grint	0.00	10.00	0.00	0.00	10.00
=	Graham	Samuel	0.00	10.00	0.00	0.00	10.00
=	Ross	Daniels	0.00	10.00	0.00	0.00	10.00
=	Paul	Mankin****	0.00	10.00	0.00	0.00	10.00
34	Peter	Cox	0.00	0.00	0.00	0.00	0.00
	****	Non Member					

Partner's Evening - 2nd September 2009



This is your ticket to
"Trigger's" Buffet 
& Music Quiz

Please support us at our event from which all
proceeds are donated to
Great Ormond Street Hospital.

It's on Wednesday 2nd September '09
At Gerrards Cross Cricket Club, Dukes Lane,
Gerrards Cross, Buckinghamshire, SL9 7JZ
Arrive from 8.30pm....Grub's up at 9pm!
Be there or be square...and HUNGRY!!

Ticket prices...£6 per adult, £3 per child under 10.

Invite who you can, invite who you like....

Invite as many people and pay on the night!!

Advance notice preferable please on numbers to
Mike 020 8864 0849/Chris 07932 376 835.

You are welcome to leave whenever you need but
don't miss 'Roll a pound for a bottle of Scotch' and
'Sarah's Guess the weight of the cake!'

SEE YOU THERE!!!

Hughes Rally - 24th May 2009

Following on from our recent trip to Belgium to compete in the 37th Monteberg Rallysprint, Derek Webb and I turned our attention The Hughes Rally, organised by the Balckpalfrey Motor Club of Kent. The event took place over the late May bank holiday, but instead of the Porsche 911 we were using our trusty 1972 1293cc Mini, which is used to campaign 12 car and regularity events organised motor clubs within Sussex and Kent.

The Hughes Rally has a long history dating back well over 40 years and was the first ever event Derek entered back in 1967 when, as he put it 'an all out restricted Road Rally' using Targa Timing with an entry of over ?? cars tackling 150+ miles over the Romney Marsh at night.

In recent years The Hughes has changed format into a 150 mile regularity event which includes a number of 'Special Tests' and is now established as a round of the HRCR Clubman Rally Championship.

This year's event attracted a near full entry of 59 crews, of which nearly half were HRCR Clubman's Rally Championship contenders, some travelling from Cheshire, Yorkshire, Lincolnshire and the Midlands to take part. The event was split into 6 classes, 3 for Experts in category 1, 2 & 3 historic rally cars and 3 for Novices in category 1, 2 & 3 historic rally cars with all competing cars being manufactured before 1st January 1982.

With the start at 9.00am from The Moat at Wrotham, it was an early start for those, like Derek and I, who opted to have their cars noise tested and scrutineered on the morning of the rally, this took place from 7.00am to 8.30am followed by signing on and the issuing of the road book, this was followed by a drivers briefing before the 1st away at 9.00am.

As we were seeded at car 47, this gave me plenty on time to study the road book and plot a lot of the route before our start time of 9.47am. The all tulip road book gave us the transport sections of the route including the special tests; however the first regularity route instructions (sections A & B) were to be handed out at the start control MTC1 in the minute leading up to our allotted start time.

Upon leaving The Moat, we had a short trip to Mereworth Woods Training Area, where a series of 4 special tests awaited us, all timed to the second, the first 3 took us on a series of short tricky tests using some of the lesser used tracks within the camp where a series of cones, some of which were out of view, had to be correctly negotiated, if not heavy penalties were incurred.

A series of code boards were strategically place along each test, where you had to stop in order to read and note the details before continuing, this was not as simple as it seems, as they were not always easy to spot, whilst concentrating on the undulating nature and varying grip levels of the test.

The 4th and final test, of what was to be our first visit of the day to Mereworth, took place over a short and extremely dusty section of loose gravel, pirouetting around a mound of gravel, some trees and through a series of cones before stopping astride the stop line in a cloud of dust.

After completing the first four Mereworth Tests we set off via Offham, Mereworth and Laddingford, for the start of regularity section 'A', the first of the five regularity sections to run through out the day.

Regularity section 'A' covered just under 12 miles with four changes in average speed, the all tulip navigation took us around the south of Collier Street, Marden and Staplehurst to finish a little west of Biddenden.

A short transport section, via Curties Corner, St Michaels and Tenterden took us on to the start of regularity section 'B' East of Tenterden, this had five changes in average speed, ranging from 28 mph down to 22 mph to maintain and utilised spot heights to take us via Shirley Moor, Appledore and across Walland Marsh to Old Romney and then named farm which we had to pass 'in order' around St Mary in the Marsh, Newchurch, Ivy Church and Brenzett Green finishing south of Warehorne. From Warehorne it was a short trip to the midday rest halt at The Rare Breed Centre near Woodchurch for lunch and a chance to check on the interim times and mull over our performance thus far.

After lunch we headed off to the start of regularity section 'C' south of Ruckinge, this section used a marked map covering 16 miles, with six changes in average speed to maintain over the western half of the Romney Marshes around Newchurch, Dymchurch, Burmarsh and Botolph's Bridge to Lympe.

From Lympe there was a 9 mile loop, for those like us who required petrol, to the start of Regularity section 'D' which was a self start section beginning a little south of Stone Hill, this returned to an all tulip format and 'benularity speed tables' containing thirteen changes in average speed throughout the 14 mile section, ranging from 30 mph down to 15 mph, in and around Aldington Frith, Stone Cross, Shadoxhurst and Brissenden Green finishing east of Bethersden.

From Bethersden we headed north to a new test venue for the Hughes, at Newhouse Farm, Pluckley this consisted of a confusing series of cones to negotiate through out the farm yard, alas like several other crews we came unstuck on this test and picked up a wrong route for our troubles. With the untimely wrong route on the New House Farm test behind us, we headed west to Headcorn Aerodrome for a grass auto slalom; this was great fun which we completed with out incurring any penalties.

From Headcorn it was sonly a mile away from the start of the self start of the final regularity section, section 'E', a seventeen mile 'jogularity' with eight changes in average speed to contend with, this was the first time I had encountered 'jogularity' and soon got to grips with the format, the route took us around Frittenden, Staplehurst, Rabbit Cross, Hunton, and Yalding finishing south of Waterringbury.

The penultimate standard section routed us through Waterringbury and Mereworth for the second visit and a repeat of the four tests within Mereworth Woods Training Camp. This time we were well aware of what lay ahead of us, however as we started test number 5, another crew were completing test number 8, the gravel test, showering us and the marshals in a thick cloud of dust just as Derek set off, leaving him totally un sighted for a couple crucial seconds as we approached the first slot right, and as the dust cleared we were heading straight towards a rather sturdy looking tree, so a quick slot left slot right around the tree brought us back onto the correct route and completed this and the remaining 3 tests with out penalties being incurred.

After completing the final test we made our way back to 'The Moat' Wrotham for a well earned refreshing drink and meal, where all the crews who had completed the event awaited the results, Derek and I finished 43rd overall and 17th in class E2.

This was the first time Derek and I had entered an event of this type, especially since there were some very seasoned HRCR Clubman's Rally Championship contenders making up nearly 50% of the field, however, although it was hard work for me, keeping one eye on the watches, the other on the trip as well as calling the route, it was great fun, and our trusty Mini brought us through with out any problems.

Archie Pelling

Co-Driver to Derek Webb:
Car 47, Hughes Rally.

MOTOR SPORT TO RETURN TO LONDON

Crystal Palace Park, in South London, will again roar with the sound of historic racing cars in 2010 - that is the plan of Sevenoaks and District Motor Club. "The plans are all in place and we are ready to go; we now need to raise the funds to pay for repair work to the track surface and the building of safety barriers," said a spokesman for the club.

SDMC last ran a series of successful events at the venue in the late 1990s, but had to stop in 2000 to make way for a London Borough of Bromley millennium project. In 2006, they

were approached by the London Development Agency to once again run motor sport in the park. The date for the first event is 30/31 May 2010.

The plans for the event are to make it a very special day out for the family in the heart of South London, taking the park back to it's heritage while supporting two local charities. The two-day event will include a sprint competition for both historic and modern racing cars, including classes for alternative fuel and electric vehicles, an old-style wall of

death show, static displays (including the AA Heritage Collection), retail stands, hospitality and something very special for the kids.

In order to allow the event to take place, funding is required to repair one section of the track and to install safety barriers in other areas. The organisers are therefore seeking sponsorship.

A colour brochure - detailing the planned event plus a history of motor sport at the

Palace - is available from
<http://www.motorsportatthepalace.co.uk>.

For further details contact:

Colin Billings
Mob: 07770 301675; Tel: 01732 847440;
Email: cbtradinguk@aol.com

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Mob: 07531 262298; Tel: 01892 832420
Email: mead.nigel@virgin.net

Kev's Komp Korner!

Right, first the BIG ONE, entries needed for the BOMB-ALONG stages, 6th September 2009, to be held at Debden. Regs are available (at Club or see www.bombalongstages.co.uk), so please get on with it! Oh and if you're not competing, MARSHAL please.

Also I have received some regs for events being run by other clubs, if you are interested in competing, please let me know - my contact number is in the back of the mag:-

Autumn Antics Autotest, 13/09/2009, organised by Falcon Motor Club, Location - Biggleswade.

Rally Day @ Castle Combe, 19/09/2009. Club Stand to be in attendance, please come along and say hello, details from myself or Darren Pike.

Hemicuda Rally, Belgium, hopefully Garry & Andy will have a car to compete in, and nothing will go wrong. If interested in

spectating, ask me on a club night, hotels are plentiful in Belgium and the rally is only a short distance from the French border and the coast.

Topographia Rally, Daylight Navigational Rally, 18/10/2009, organised by CSMA and set to last about 8 hours! Location - Near Newbury area.

South of England Tempest Rally – usual separate 2 and 4 wheel drive events, on 7th November.

Oh and finally, keep an eye out for Rockingham Regs, 5/6th December, as if the last few years are anything to go by, the entries will fill quickly. If you are not competing, then why not marshal, contact us on a club night to arrange. If any other events come to light I shall now keep a stock of regs for them and bring them to club nights, a-la the old days.

Kevin Fowler (Competition Secretary)

LICENCE TO LE MANS

The story of Lord Paul Drayson's quest to race at the 24 Hours of Le Mans will be shown on Dave - the home of witty banter - from the end of August.

The 12-part series follows the now British Science Minister, as he tries to overturn a rule banning drivers who have sight in only one eye from the world's most famous race. He also wants to prove racing cars can be both fast and green.

Lord Drayson stepped down from his position as the Defence Procurement Minister to pursue his dream of racing at Le Mans. After coming second in the British GT Championship, alongside hot young talent Jonny Cocker, they then headed stateside. In a biofuel-powered Aston Martin Vantage GT2 car, wearing race number 007 (of course), the duo took on the prestigious and hugely competitive regulars in the American Le Mans

Series, completing an 11-race season which criss-crossed the United States.

The Drayson/Barwell team had a year of highs and lows, both on the track and off it. Will Lord Drayson's campaign bring about the rule change he's been battling for?

The 12-part series begins on Dave at 18:30 on Sunday 23 August, and will be repeated.

Following episodes will be shown on consecutive Sundays.

Three tortoises

Three tortoises, Mick, Alan and Les, decide to go on a picnic. So Mick packs the picnic basket with beer and sandwiches.

The trouble is the picnic site is ten miles away so it takes them ten days to get there.

When they arrive Mick unpacks the food and beer. 'Ok Les give me the bottle opener.'

'I didn't bring it,' says Les. 'I thought you packed it'

Mick gets worried, he turns to Alan, 'Did you bring the bottle opener??'

Naturally Alan didn't bring it. So they're stuck ten miles from home without a bottle opener.

Mick and Alan beg Les to go back for it, but he refuses as he says they will eat all the sandwiches.

After two hours, and after they have sworn on their tortoise lives that they will not eat the sandwiches, he finally agrees, so Les sets off down the road at a steady pace.

Twenty days pass and he still isn't back and Mick and Alan are starving, but a promise is a promise.

Another five days and he still isn't back, but a promise is a promise.

Finally they can't take it any longer so they take out a Sandwich each, and just as they are about to eat it, Les pops up from behind a rock and shouts.....

'I KNEW IT...I'M NOT F**KING GOING !'

Chief Marshal's Comments

If you are not competing on the Bomb-Along, your assistance would be appreciated as a marshal. Please contact me or the event Chief Marshal, Eris Robertson, on 07865 058233 or email marshals@bombalongstages.co.uk to offer your services.

This year the Club are taking a stand at the Castle Combe Rally Day (19th September) will have some cars on display on the stand. If you are interested in displaying your car or helping at the event, please let me know. (See page 11 for further information on Rally Day).

The 2009 Jersey Rally is on 9th & 10th Oct and I have manage to get a good deal with the organisers for anyone interested in marshalling on the event –

£60 return ferry for 2 people & a car.

Accommodation at the Talana Hotel will be £20.00, and at the Mornington will be £25.00 both based on per person per night, bed and breakfast in a twin room. Single rooms at the Mornington only will be £44.00 pppn.

Marshals will receive £60

Timing Crews are needed to cover Arrivals, Service In and Service Out controls.

Should you want to have a look, the Regs are on the Jersey Rally website.

If you are interested in joining me on this event, please let me know (see last page for contact details).

Darren Pike (Chief Marshal)

ALISTER McRAE TO DRIVE MITSUBISHI WRC AT RALLYDAY

Rallyday organisers are extremely pleased to announce former British Rally Champion Alister McRae's attendance at Rallyday 2009, which takes place on Saturday 19 September at Castle ombe Circuit. Alister, who now lives in Perth, Australia, will make a very welcome return to this country to star at the UK's premier rally car show in front of an estimated 10,000 rally fans.

Alister will be driving a Mitsubishi WRC05 and the latest Mitsubishi Lancer EvoX Group N rally car developed and supported by MML Sports. John Easton, MML Sports Managing Director, commented: "I am delighted that MML Sports is able to support this year's Rallyday by running two of the most evocative rally cars from recent years. This will be the first time that MML Sports has officially demonstrated its range and we are excited about having both cars at the event, as well as the full support infrastructure."

Spectators will also be able to see the McRae Enduro on the McRae Vision stand in the centre of the main paddock. This Rally Raid car is similar to the vehicle in which Alister successfully completed the gruelling Dakar Rally at the start of 2009. For Rally Raid and off-road enthusiasts, Rallyday introduces the all-new, dedicated Rally Raid Zone, which will showcase numerous cars and trucks from this exciting sport. The Rally Raid Zone will give visitors a chance to see vehicles such as the incredible Bowler Wildcat in action and an opportunity to experience white-knuckle rides

on a special stage located behind the infamous Quarry Corner.

For newcomers to Rallyday, on-track action comes in the form of professional driving demonstrations, track sessions, circuit parades and the feature rally stage. There is also a separate spectator rally stage, using perimeter roads, plus a new sideways driving competition - "Strictly Sideways".

Off track, there is a host of displays where visitors can have a close look at some of the world's most iconic rally cars, which have made rallying history through the years. The paddock is packed full of static displays plus the main event stage, where rallying celebrities are interviewed. There are also numerous trade exhibitors, ranging from major car manufacturers to individual specialists offering a diverse array of rally merchandise.

Rallyday Interactive is where visitors can go further than just spectate; whether it's a rally simulator, radio-controlled rally cars, or a full-on, white-knuckle ride in a selection of rally cars, there are many activities for people to participate in.

Tickets are exceptional value and if booked before 31 August cost just £10 per adult and accompanied children go FREE! Tickets on the gate cost £15 per adult and £3 for children. (Speak to Darren before booking).

For further event details and ticket bookings, please visit <http://www.rallyday.com>.

A man is dining in a fancy restaurant and there is a gorgeous redhead sitting at the next table. He has been checking her out since he sat down, but lacks the nerve to talk with her. Suddenly she sneezes, and her glass eye comes flying out of its socket toward the man. He reflexively reaches out, grabs it out of the air, and hands it back.

'Oh my, I am so sorry,' the woman says as she pops her eye back in place. 'Let me buy your dinner to make it up to you,' she says.

They enjoy a wonderful dinner together, and afterwards they go to the theatre followed by drinks. They talk, they laugh, she shares her deepest dreams and he shares his. She listens.

After paying for everything, she asks him if he would like to come to her place for a nightcap and stay for breakfast. They had a wonderful, wonderful time and the next morning, she cooks a gourmet meal with all the trimmings.

The guy is amazed. Everything had been SO incredible! 'You know,' he said, 'you are the perfect woman. Are you this nice to every guy you meet?'

'No,' she replies.

Wait for it. .

It's coming.

The suspense is killing you, isn't it?

She says: 'You just happened to catch my eye.' (Oh shut up, and just enjoy it)