

# BRITISH MOTORSPORT



# MARSHALS CLUB

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| r | RALLY    |
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SAFER MOTOR SPORT

MOTOR SPORTS ASSOCIATION RECOGNISED

FOUNDED 1957

Issue 10

OCT. 2019



Mini is 60 year old and still going strong.

**NORTHERN IRELAND REGION MAGAZINE**

# Newsletter

**Issue No. 10**

**Oct. 2019.**

**Cover Story.**

**With this Year being 60 years from the first 848cc Mini's appeared in Austin and then Morris showrooms its worth taking a look at some significant Mini's.**

**The cover picture features what is probably the most extreme road legal Mini in the world , the fact that it was designed and built by a 22 year old English engineer makes it even more special. The Car has a Honda VTEC engine mated to a large ( very large ) Garrett GTR turbocharger , a quick shift 5 speed gearbox 4 pot calliper disc brakes all round and highly modified coil spring suspension. Performance is not disclosed but with 360 BHP in a car which weighs less than a modern Mini Cooper it will outrun a GT3 Porsche.**

**In spite of what many people think the Mini was not an instant success , 1959 and 1960 Mini's were beset with problems not least a poorly designed crankshaft oil seal which leakd oil into the clutch housing , many slipping clutches replaced after only a few months only to start slipping again. Up to the end of 1962 BMC sold many more Morris Minor 1000's than Mini's. A number of factors changed the fortunes of the Mini , thanks to people like Downton Engineering and Don Moore engines who were turning Mini Coopers into pocket rockets and Harold Radford and Hooper , coachbuilders who were upgrading Mini's into little luxury cars for rich clients.**

**On the sporting side Pat Moss entered the Tulip Rally in 1962 in the new Mini Cooper and won the Rally ! Paddy Hopkirk a year later won the French Tour Auto In a Cooper and sales in France increased tenfold. 1964 Hopkirk wins the Monte Carlo Rally , in a inspired piece of publicity Paddy and the car appear on Sunday night's London Palladium watched by over 20 million viewers.**

**On the owning side 999 FLY garnered more publicity when Princess Margaret took delivery of a 1071 cc Cooper S , engine tuned by Downton and interior replaced by Hooper and Co. Coachbuilders.**

**In addition to a bespoke maple dash , leather seats , MotoLita steering wheel and wind up windows ( yes in 63 the Mini still had no wind up windows !) it was Downton who made the biggest difference. The 1071cc engine was changed to an experimental 1293 cc block giving the car over 105 MPH performance at a time when most family cars struggled to get over 70 MPH.**

**Suddenly the demand was there , Peter Sellers and Brit Eklund bought Radford Mini De Ville's , Peter's car the one in the Pink Panther Movie and Twiggy , Ringo Starr and other celebrities were seen driving around London in very nice Mini Cooper S cars. It was a love affair that has lasted 60 years and early Mini's continue to appreciate in value , Princess Margaret's car and ex Paddy Hopkirk cars currently valued at £100,000.**

### **Concept Cars.**

**Italian Coachbuilders have for many years dominated International Motor shows with wild and wonderful concept cars , few of which ever reach production, in fact many are body styles only lacking power trains. In other countries concept cars were put into production to recoup costs quickly , think Audi T.T. the 1994 VW Concept now Beetle and the 2009 BMW Vision , now BMW i8.**

**The Genesis Essentia G.T. is a new concept car likely to go into production within the next 18 months.. This all electric supercar hits 0 to 60 in 3 seconds and has a top speed close to 200 MPH.**

**The Genesis brand is unknown outside the United States where it has developed a reputation for cutting edge technology . Biggest surprise is that Genesis is not even an American company , it is the luxury wing of humble Korean Car maker Hyundai !**





**The Genesis Essentia G.T.**

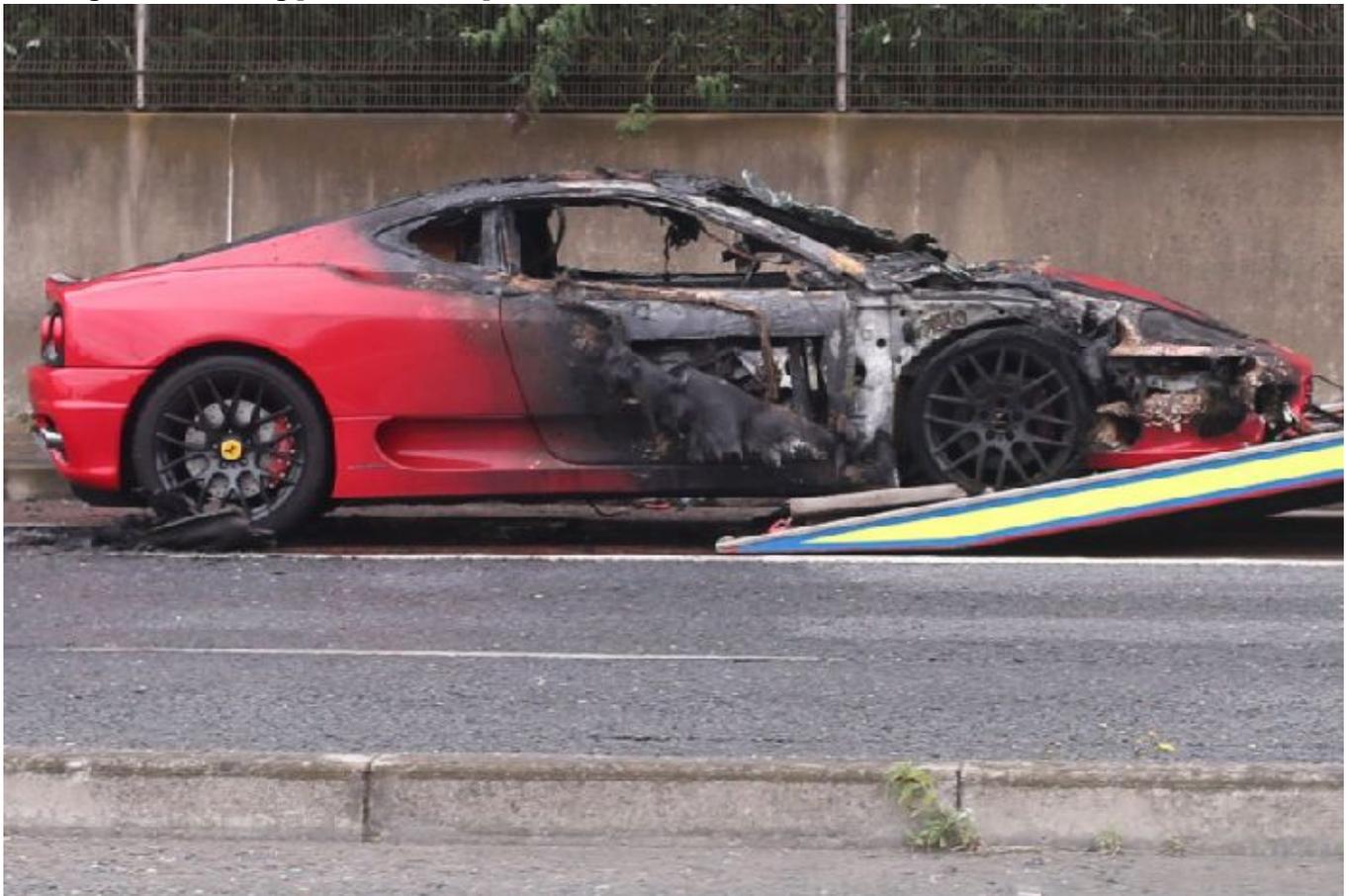
**Cars n Coffee Morning September.**

**Down Royal in early September was by far the most successful yet. With over 300 cars including not one but two new McLaren's , several Ferrari's and more Porsche cars than I could count it was a spectacular display.**





**Sadly the day did not end well for one Ferrari owner as this picture taken on the Sydenham bypass a couple of hours later shows !**



## **Auction Results.**

**Classic Car Auctions are a midpoint auction , not selling the top end value cars like Bonham or H & H but catering to classic car owners rather than rich investors. As expected at the end of the summer several summer cars remained unsold. Prices for MGB's Triumph Spitfires and Stag's were well below estimate and most were unsold. However the good news was that the collectors had money to bid on good low mileage cars and as a result the**

**auction achieved some results way above estimate. The rare 2005 Clio Sport V6 sold for £34,400 , a record ? , and a nice `1965 Ford Mustang fastback sold for £27,700. Honda NSX in manual form are sought after and a 2000 car in mint condition was not considered expensive at £53,000. A 1972 Rover 3.5 Coupe sold for over £39,000 way above estimate and a 30% increase in value over 2017 prices. The 2000 Mitsubishi Evo 6 reaching £27,700 was also a surprise. A bigger surprise was the 1959 VW Karmann Ghia in nice condition but with non original engine ( fitted with a tuned 2.3 engine and much later 5 speed gearbox ) still sold for £22,000 around the value condition 1 original model.**

## **New Car News.**

**Aston Martin DBX. Aston follow Lamborghini into the luxury SUV market with a choice of V12 Aston or V8 AMG engines. A hybrid version is promised by 2021.**

**Porsche Cayman GT4 Many Porsche fans were dismayed when Porsche replaced the free revving flat 6 engine in the Cayman or a four cylinder unit that never quite sounded like a Porsche. Porsche have responded in a way only Porsche can with a 4.0 litre flat six with 414 BHP and a note above 4000 RPM that could only come for a Porsche.**

**In contrast Renault (who fans of hot Megane and Clio models have stuck with Renault for years ) are to be honest taking the P\*\*\* with the new Renault Megane RS Trophy-R. Taking out the back seats of a four door car , using loads of lighter materials to get the weight down is all very well but the cost with carbon pack is £60,000 and with full Renault Sport pack is over £70,000. Are they mad ?**

**Land Rover Defender. The all new Defender was on show at Goodwood. The new car will have a choice of petrol , diesel or hybrid engines with the base model costing £45,250. However the car is offered with a massive range of options and fully specced models are close to £100,000 which is Range Rover territory.**

**BMW had a new Series 4 Coupe concept car on show which looks dramatically different from current BMW models , and not in a good way ! The car goes on sale early 2020 with an all electric i4 coupe coming in 2021. Engines are four cylinder 2 litre or 3 litre straight 6 and with a choice of rear or four wheel drive.**

**No prices yet but expected to be above £50,000.**



**All new and rather ugly BMW 4 Coupe. Are they really going to build this ?**

### **Forgotten Hero's Win Percy.**

**I met Win Percy a couple of times both at the N.E.C Racing Car Show 10 years ago and a long time ago at Donington Park. Win Percy born in 1943 serviced his time as a motor mechanic and in 1964 , aged 20 , entered the family Ford Anglia 1200 in a local race and won it. He kept up with local races but it was not until 1973 that he received national attention. The 1993 Rallycross Championship was televised that year and the winner was 28 year old Win Percy. His reward was a drive in a Datsun 240Z in the B.S.C.C .which he won. In 1975 he entered the British Saloon Car Championship 9( now the B.T.C.C. ) and finished 2<sup>nd</sup>. 2<sup>nd</sup>. Again in 1976 he won in 1980 , 1981 and 1982.**

**In 1984 he won the E.T.C at spa in a Jag XJS and in 1986 finished 2<sup>nd</sup>. In the E.T.C. in a Rover Vitesse. He won again in 1989 driving a Ford Rs 500 Cosworth.**

**1990 He went to race in Australia winning his first Bathurst race and in 1991 finishing 2<sup>nd</sup>. He also raced at leMans several times without success and when working with Tom Walkinshaw helped develop a number of successful racing cars. He has raced Ford , Datsun , Mazda , Toyota , Jaguar , Holden and Rover over the last 50 years and has won races in all of them.**

| <u>FANTASY G.P.</u> | <u>AUS</u> | <u>BAH</u> | <u>CHI</u> | <u>AZE</u> | <u>Sp</u> | <u>Mon</u> | <u>Can</u> | <u>Fra</u> | <u>Aus</u> | <u>Bti</u> | <u>Ger</u> | <u>Hun</u> | <u>Spa</u> | <u>ita</u> | <u>sin</u> | <u>ru</u> | <u>SCORE</u> |
|---------------------|------------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|--------------|
| <u>James C</u>      | <u>23</u>  | <u>26</u>  | <u>29</u>  | <u>26</u>  | <u>26</u> | <u>27</u>  | <u>34</u>  | <u>26</u>  | <u>20</u>  | <u>20</u>  | <u>14</u>  | <u>21</u>  | <u>18</u>  | <u>18</u>  | <u>20</u>  | <u>21</u> | <u>369</u>   |
| <u>Robert C</u>     | <u>23</u>  | <u>23</u>  | <u>26</u>  | <u>24</u>  | <u>26</u> | <u>26</u>  | <u>30</u>  | <u>24</u>  | <u>20</u>  | <u>21</u>  | <u>16</u>  | <u>22</u>  | <u>15</u>  | <u>15</u>  | <u>20</u>  | <u>22</u> | <u>353</u>   |
| <u>ROY B</u>        | <u>26</u>  | <u>20</u>  | <u>33</u>  | <u>26</u>  | <u>23</u> | <u>22</u>  | <u>27</u>  | <u>26</u>  | <u>20</u>  | <u>17</u>  | <u>11</u>  | <u>21</u>  | <u>18</u>  | <u>17</u>  | <u>20</u>  | <u>15</u> | <u>342</u>   |
| <u>Tony M</u>       | <u>21</u>  | <u>20</u>  | <u>26</u>  | <u>23</u>  | <u>21</u> | <u>20</u>  | <u>25</u>  | <u>24</u>  | <u>20</u>  | <u>21</u>  | <u>14</u>  | <u>21</u>  | <u>21</u>  | <u>18</u>  | <u>19</u>  | <u>21</u> | <u>302</u>   |
| <u>Nigel McC</u>    | <u>21</u>  | <u>19</u>  | <u>21</u>  | <u>26</u>  | <u>24</u> | <u>30</u>  | <u>22</u>  | <u>23</u>  | <u>15</u>  | <u>20</u>  | <u>16</u>  | <u>20</u>  | <u>10</u>  | <u>9</u>   | <u>21</u>  | <u>21</u> | <u>318</u>   |
| <u>DANIEL C</u>     | <u>26</u>  | <u>20</u>  | <u>20</u>  | <u>23</u>  | <u>23</u> | <u>17</u>  | <u>25</u>  | <u>20</u>  | <u>20</u>  | <u>17</u>  | <u>11</u>  | <u>18</u>  | <u>18</u>  | <u>18</u>  | <u>26</u>  | <u>15</u> | <u>300</u>   |
| <u>Colin W</u>      | <u>16</u>  | <u>26</u>  | <u>23</u>  | <u>20</u>  | <u>10</u> | <u>12</u>  | <u>21</u>  | <u>15</u>  | <u>18</u>  | <u>29</u>  | <u>8</u>   | <u>20</u>  | <u>27</u>  | <u>21</u>  | <u>18</u>  | <u>12</u> | <u>260</u>   |
| <u>Paul B</u>       | <u>18</u>  | <u>13</u>  | <u>17</u>  | <u>18</u>  | <u>21</u> | <u>14</u>  | <u>23</u>  | <u>14</u>  | <u>14</u>  | <u>16</u>  | <u>11</u>  | <u>16</u>  | <u>19</u>  | <u>15</u>  | <u>18</u>  | <u>20</u> | <u>267</u>   |
| <u>Wright H</u>     | <u>19</u>  | <u>20</u>  | <u>14</u>  | <u>20</u>  | <u>14</u> | <u>15</u>  | <u>23</u>  | <u>17</u>  | <u>14</u>  | <u>15</u>  | <u>5</u>   | <u>12</u>  | <u>21</u>  | <u>20</u>  | <u>19</u>  | <u>15</u> | <u>260</u>   |
| <u>Rab C</u>        | <u>25</u>  | <u>16</u>  | <u>18</u>  | <u>21</u>  | <u>18</u> | <u>20</u>  | <u>16</u>  | <u>17</u>  | <u>18</u>  | <u>11</u>  | <u>13</u>  | <u>17</u>  | <u>8</u>   | <u>9</u>   | <u>18</u>  | <u>15</u> | <u>231</u>   |
| <u>Rory O'N</u>     | <u>22</u>  | <u>13</u>  | <u>15</u>  | <u>18</u>  | <u>17</u> | <u>15</u>  | <u>18</u>  | <u>13</u>  | <u>15</u>  | <u>11</u>  | <u>5</u>   | <u>10</u>  | <u>21</u>  | <u>12</u>  | <u>11</u>  | <u>8</u>  | <u>222</u>   |
| <u>Colin W 2</u>    | <u>17</u>  | <u>18</u>  | <u>13</u>  | <u>14</u>  | <u>16</u> | <u>10</u>  | <u>14</u>  | <u>18</u>  | <u>11</u>  | <u>15</u>  | <u>0</u>   | <u>12</u>  | <u>16</u>  | <u>20</u>  | <u>10</u>  | <u>18</u> | <u>222</u>   |
| <u>Paul 2</u>       | <u>15</u>  | <u>13</u>  | <u>15</u>  | <u>17</u>  | <u>12</u> | <u>17</u>  | <u>20</u>  | <u>10</u>  | <u>13</u>  | <u>7</u>   | <u>14</u>  | <u>9</u>   | <u>5</u>   | <u>8</u>   | <u>12</u>  | <u>8</u>  | <u>195</u>   |
| <u>Rodger C</u>     | <u>16</u>  | <u>12</u>  | <u>13</u>  | <u>14</u>  | <u>14</u> | <u>12</u>  | <u>14</u>  | <u>12</u>  | <u>18</u>  | <u>8</u>   | <u>6</u>   | <u>11</u>  | <u>10</u>  | <u>14</u>  | <u>11</u>  | <u>9</u>  | <u>194</u>   |
| <u>Colin R</u>      | <u>16</u>  | <u>10</u>  | <u>9</u>   | <u>14</u>  | <u>12</u> | <u>14</u>  | <u>13</u>  | <u>10</u>  | <u>13</u>  | <u>10</u>  | <u>11</u>  | <u>9</u>   | <u>4</u>   | <u>7</u>   | <u>12</u>  | <u>8</u>  | <u>172</u>   |
| <u>Goff E</u>       | <u>7</u>   | <u>8</u>   | <u>7</u>   | <u>8</u>   | <u>7</u>  | <u>9</u>   | <u>8</u>   | <u>9</u>   | <u>9</u>   | <u>3</u>   | <u>13</u>  | <u>11</u>  | <u>1</u>   | <u>3</u>   | <u>10</u>  | <u>1</u>  | <u>114</u>   |
| <u>CHRIS W</u>      | <u>10</u>  | <u>5</u>   | <u>4</u>   | <u>8</u>   | <u>7</u>  | <u>8</u>   | <u>7</u>   | <u>5</u>   | <u>12</u>  | <u>2</u>   | <u>11</u>  | <u>12</u>  | <u>4</u>   | <u>2</u>   | <u>10</u>  | <u>3</u>  | <u>110</u>   |

**FORMAL NOTICE OF 2019 A.G.M. Northern Ireland Region.**

**The 2019 A.G.M. will take place at Shandon Golf Club on Thursday 7<sup>th</sup>. Nov. In accordance with Club rules the following Committee members are required to step down and seek re election. Rory O'Neill and Colin Robinson.**

**There is also a vacancy on the committee if any member is interested.**

**Nominations for Committee must be in writing and sent to the Secretary by the 30<sup>th</sup>. October.**

**I wish to nominate ..... to the N.I. Region Committee**

**Proposed by**

**Seconded by**

**Post to Sec. Rory O'Neill 83 Kilrea Road Upperlands BT46 5SB**

# Robert's RallyBuzz

## Henry Stars On Gravel

Desi Henry from Portglenone in Co.Antrim has become a real title challenger for the 2019 McGrady Insurance Northern Ireland Rally Championship. Since switching to a Ford Fiesta WRC Henry has won the last two gravel rounds of the popular Motorsport UK series. He has only contested three Championship rounds so far this year, but won them all. Back in April he finished first on the new closed road Maiden City Stages driving a Skoda Fabia R5.

The LAKELAND STAGES RALLY took place on Saturday 7 September. Organised by Enniskillen MC the event used six gravel tests, SS 1/4 Belmore 3.65 miles SS 2/5 Ballintempo 11.24 miles and SS3/6 Big Dog 3.35 miles. A total of 89 competitors started the rally which as well as being round five of the NI Championship was also the final round of the Valvoline Irish Forest Rally Championship.

We represented BMMC/BRMC on Belmore, covering rescue, start timekeeping and radio. Then club members covered finish timekeeping and radio on Big Dog. All told there were at least nine members on duty including radio controller Duncan. A huge thanks from all of us on Belmore must go to our own Rory O'Neill for breakfast and "super huge" burgers at lunch time.

The day passed without any major incidents and as a bonus the weather was good. Desi Henry co-driven by Damien Connelly won in the Fiesta WRC with Sam Moffett/James Fulton second in a Fiesta R5. Newly crowned Valvoline Irish Forest Champion Cathan McCourt and Barry McNulty were third in a similar car. With regard to the Northern Ireland Championship, Stephen Wright was eighth in his Fiesta R5 and Derek McGeehan finished 12th in the MINI WRC. Derek McGarrity retired his Fiesta WRC with mechanical woes. Altogether 55 cars made it to the finish.

Two weeks later we were out once again on the BUSHWACKER RALLY. This gravel event is known locally as "The Tyrone Grand Prix" due to the fast nature of the West Tyrone Stages. Omagh Motor Club had laid on 10 fairly short but challenging stages in Lough Bradan and Killeter forests. Apart from rescue we would be covering timekeeping and radio points. Around eight club members were involved.

I was acting as finish timekeeper on SS5/9 Glenderg with new BMMC/BRMC member John Gains. This would be John's first experience of line of sight timing and he took to it like a pro. John Comiskey was on radio and the craic was mighty all day! We had no major problems despite a warm, windy and dusty first stage and then a wet second test.

The surprising star of the Bushwacker was Lithuanian driver Martynas Samsonas. The sponsor of the Fivemiletown Rally back in February was back rallying in Co.Tyrone. Unfortunately he retired on that gravel non-championship event. Since then he has converted his unique self-built BMW E46 from rear-wheel to four-wheel-drive and the fierce machine was putting out 450 bhp. Samsonas and co-driver Mindaugas Varza led the 68 starters from stage one.

It wasn't until stage nine that Desi Henry/Conor Mohan in the WRC Fiesta finally passed the flying BMW for the lead. Henry consolidated his position on the final test and won the rally by 8 seconds from Martynas. Niall McCullagh and Ryan McCloskey from Omagh were third in a Fiesta R5. Stephen Wright collected second place championship points as he finished sixth. Derek McGarrity had problems again with his Fiesta WRC but managed to finish seventh. Derek McGeehan had a tough event in his Mini WRC, he was 11th in the end. Adrian Heatherington in his Mk.2 Escort was top 2-wheel-drive finisher.

He and Gary Nolan had a rally long battle with Shane McGirr/ Denver Rafferty's Toyota Starlet. The crews were separated by just 3 seconds in the end. By the end of the final stage 10 there were 48 finishers.

Following the Bushwacker there are now just two rounds of the McGrady Insurance Northern Ireland Rally Championship left. This month sees the Tyrone Stages on the smooth tarmac of the Magilligan military roads near Benone beach in Co. Derry. Then the final round is the Glens of Antrim Rally on Saturday 9th November. This gravel event will use the forests around Slieveanorra.

The NI Championship is turning out to be one of the most exciting in years. Four drivers are in contention for the 2019 title:

At the moment DEREK McGEEHAN is officially on top with 162: STEPHEN WRIGHT has 141: DEREK McGARRITY 115: DESI HENRY has only 90, but on dropped scores he could win the title as he could score maximum points on both remaining rounds. The other 3 must disregard their worst event points. I know it's complicated, but I think that's the position!

As a footnote; the 2020 Motorsport UK Northern Ireland Rally Championship takes on a new look. Apparently there will be just five tarmac rounds. A separate ANICC Gravel Rally Challenge will contain four events. Disappointing? Well perhaps. In my humble opinion the unique mix of sealed and loose surface events was what made this series such a success and a proper challenge! Times change I can appreciate, let's just hope it all works out well.

## Looking Back

### 30 Years Ago.....October 1989

Stephen Mawhinney won the Bushwacker Rally in his Lotus Sunbeam from Kenny McKinstry's Ford Escort Mk.2 and then Mervyn Hill was third also in a Sunbeam.

In the fourth year of the Circuit of Ireland Retro winners were Ronnie McCartney and Gordon Noble in a VW Beetle. No less than 100 cars started from Balloo House in Killinchy (there was a reserve list of 50) The event ran from Friday to Sunday and finished in Galway.

Meanwhile at Nutts Corner in Co. Antrim, Tony Brady won the latest round of the Belfast Car Ferries Rallycross Championship in his 16-valve Vauxhall Astra GTE. Denis Biggerstaff had been leading in his Metro 6R4 but a puncture dropped him to fourth behind Derek Boyd's Mazda RX7 and Pete Rucroft's Nova.

### 20 Years Ago..... October 1999

Robbie McGurk dominated the Bushwacker Rally with Derek McGarrity second, both in Subaru Impreza Gp. A cars. Denis Biggerstaff was third in his Metro 6R4. Biggerstaff and Robin Phillips in his Toyota Celica would go into the final round of the Northern Ireland Rally Championship the Toshiba Rally in the Co. Antrim forests separated by ONE point. Phillips had been leading by 30 points earlier in the season but Denis had pegged him back and was now just behind.

### 10 Years Ago.....October 2009

Drew Stewart and David White won the Enniskillen Motor Club organised System Signs Clubman Rally. The victory was enough for the Escort Mk.2 pair to clinch the inaugural Pacenotes Magazine ANICC 2WD Rally Challenge with one round remaining. We were timekeeping on the 12-stage tarmac event. There were two venues, the five-mile Lough Navar Forest Drive and a short mile-long Bothwell test.

The three-day 2009 Circuit of Ireland Retrospective Trial had only 30 entries and started and finished in Lisburn. Most of the tests were in Northern Ireland. I was timing a test in Newtownards on the Saturday. Frank Lenehan and Anthony Preston won in their Datsun Cherry.

Derek McGarrity won the 2009 Northern Ireland Rally Championship. He finished second to Kenny McKinstry on the loose surface Down Rally. McKinstry and Noel Orr were in a Subaru S9 WRC while McGarrity and James McKee crewed a 2002 Ford Focus WRC. The Down was the penultimate rally in the 10-round series and used the forests of Tollymore, Rostrevor, Castlewellan and Drumkeeragh. I was Chief Timekeeper and had lots of support from BMMC/BRMC club members who covered all eight stage finishes. Unfortunately the entry was low, only 46 competitors started the event. The rally was observed by officials from Motorsport Ireland and they were impressed. An announcement was subsequently made to the effect that the Down Rally would be included in the 2010 Irish Forest Rally Championship as well as the NI series, so it should attract a larger field.

## Rally Diary

### Saturday 12 October Orchard Country Targa Rally

North Armagh MC are running this Targa based at Loughgall Football Club. Sponsored by Ballylisk Car Sales. The tests are within Loughgall Country Park and the surrounding areas. Timekeepers are welcome contact the organisers for more details. Starts 10am.

### Saturday 19 October Tyrone Stages Rally - In Benone!

Cookstown MC are the organisers of this the penultimate round of the exciting 2019 McGrady Insurance Northern Ireland Rally Championship. Based at Benone Tourist Complex Co.Derry. The 14 tarmac stages will take place nearby on closed private M.O.D. roads at Magilligan Point. We are assisting with rescue and timekeepers.

### Saturday 2 November Autumn Lanes Rally

This Targa Rally is organised by Ballynahinch and District MC. Timekeepers are again welcome. Contact the organisers for information.

### Saturday 9 November Glens of Antrim Rally

The final round of the 2019 Motorsport UK ANICC McGrady Insurance Northern Ireland Rally Championship. The organisers are Mid Antrim Motor Club. We are providing rescue and possibly timekeepers.

Who will win the Championship? Will it be Stephen Wright, Derek McGeehan, Derek McGarrity for the umpteenth time or could it be late charger and local hero Desi Henry? All will be revealed after this event! The gravel stages will include the famous and challenging Slieveanorra test.

**CRAP CORNER.**



The Queen has issued instructions to James Bond #BrexitShambles #embarrassing



**The European vision of Heaven is simple , All cooks are French , All Policemen are British , All engineers are German , All lovers are Italian and the Swiss take over the European Parliament.**

**The European vision of Hell is also simple , All engineers are French , All cooks are British , All Police are German , all lovers are Swiss and it is left to the Italians to take over the European Parliament.**

**The reason the E.U. continue to call Holland ' The Netherlands ' is because when Holland joined the Benalux countries the name would have been something like ' The Behollix '.**

**Had the U.K joined the euro in 2007 we would no longer be able to ' spend a penny ' instead we would like the rest of Europe have to ' euronate '!**