



March 2011
Number 538



Oli Wakeman in the MX5 at Silverstone, during round two of the Blendini Scholarship.

Contents

Davetorial.....	2
A Note from your Chairman.....	3
Secretary's Scribblings.....	3
Hot Rock.....	4
Hot Rock (2).....	6
Blendini Mazda MX5 Scholarship.....	7
Wmx Committee contact details.....	9
North London Centre Co-Ordinator's Bulletin.....	10

Davetorial

Oh dear, another year has passed, and it's March already. Dear, very dear, being the operative expression.

As the owner of a Honda Civic Type-R, any time of the year is expensive, especially with fuel now costing around six pounds a gallon. But, March is the most expensive time of the year for me, with the annual service (£350), Road Fund Licence (£245) and Insurance (£850) having to be paid for... I sometimes think that I only go to work so that I can run the Civic. But, it is soooooooooooooo worth it on a long motorway run.

This year, I took the Civic back home to Basingstoke for its annual service and MOT, and had requested a loan car... I arrived at the dealership, booked the Civic in, and was given a set of keys for my loan car, an almost brand-new 1.2 litre Honda Jazz with only a thousand or so miles on the clock.

With the weather being so horrid today - constant drizzle, grey skies - I had decided that we would spend the day, well, lunchtime at least, in the warmth and dry of a pub or restaurant. The New Inn at Heckfield seemed to fit the bill, so, having moved my belongings and mother (she enjoys the day out...!!!) to the Jazz, we set off, rather slowly. I just could not understand why this Jazz was so sluggish. I had driven a couple of other Jazzes in previous years, and had

thought them decidedly slow, but, there was something really dead under the bonnet of this one. What the hell have Honda done to the new Jazz...???

We arrived at The New Inn at about 10.30am, unfortunately, the bar doesn't open until 11.00am, damn...!!! The car park was empty, and, it was still drizzling, what could we do for thirty minutes...???

It was at this point that I dropped the ignition keys, and, whilst groping under the seat for them, discovered a rather large switch, and I mean LARGE. It is positioned very low on the right-hand-side of the dashboard, marked, as I recall "VSA OFF". No, it cannot be, can it...???

Surely not, no, not on a 1.2 litre engined car....???

Arrrrrrggggghhh.....!!!!

A quick flick through the Vehicle Handbook confirmed my fears.

Yes, I was correct in my assumption... The new 1.2 litre Honda Jazz is fitted with "Stability Control", or, "Traction Control" for the un-initiated.... But, for the life of me, I cannot understand why...???

It appears that the VSA defaults to ON, and the "VSA OFF" switch temporarily turns the Traction Control off, but, only whilst the engine is running. If you turn the engine off, the VSA switches back on again. The VSA effectively puts the car's computer in control of the accelerator, so, no matter how far you push your right foot into the shag-pile, the computer controls just how fast you go...

Grrrrrrrrr...!!!!!!

I now knew what we were going to do for the next thirty minutes, and, it involved something to do with the "VSA OFF" switch.

With the VSA switched off, the Jazz was almost a joy to drive, we whizzed (relatively) down the B-road to Hook. The new Jazz handles very sweetly, the 1.2 litre engine is more than ample to whizz you along, at, or near, the national speed

limit, although, admittedly, the Jazz has never been known as a rocket sled. We arrived at Hook in what appeared no-time at all. I just cannot understand why Honda have fitted VSA, but, that said, when you turn it off.....

Until April...

Dave Wiles

A Note from your Chairman

Hello everyone,

Here we go into March. What can we look forward to? One hour less in bed, as the clocks go forward later this month, plus lots of wonderful activities to get involved in; not forgetting to order your tickets for the Olympics. Have you chosen which events you would like to watch? As rallying isn't an Olympic sport just yet I'll probably spend some time at the rowing lake at Dorney (Eton) instead. Rowers do it backwards, you know!

The end of January saw the re-instatement of the WMx 12 car Rally – many thanks go to AG & AW (plus the numerous other volunteers, without whom it wouldn't happen) for their work in getting this event off the ground again. I'd already sent my contribution to the 'sump'

before the event occurred so I can only just comment about it now. I had the great fortune to be navigated by Tony Brooks who got us home in first place – I had the easy job of keeping it all on the island, as it were, but he made it look easy. In fact, the only thing that he asked me to look out for - I missed! Tony still got us back in good time, but I don't think I'm causing Loeb any sleepless nights!! Thank you for a great night.

The Gangshow (in lieu of N&N) will have happened by the time you read this, but we still look forward to the Annual Dinner and Awards evening, plus the March Clubnight will be AG taking us along to Prodrive once more. A fascinating place – will the new Mini WRC be on view?

As ever, keep your foot in it.....

Derrick Holden

Secretary's Scribblings

March is fast approaching and the start of my new job with VMware. A whole month of gardening leave (VMware are a competitor to Oracle) flew by, but at least the 106 is now well prepared. Just a few more cars to go!

So where was everybody for the Scalextric Stages? Did anyone go to the Liberal Club by mistake? The function room at the Pinewood Cafe and Bar was great, way bigger than what we're used
www.csmawmx.com

to. Allan, Dave and Simon had set out two huge stages, plus a little nadgery stage. I've never seen such Scalextric stages, if you didn't go you missed out. Local knowledge clearly was a benefit as Andy took the win.

The President's Slot Car Stages also didn't attract many people – was it Saturday which was the problem? The 12 Car the night before? Oli and M were playing hockey spread across the Thames Valley so we couldn't make it.

The Sump March 2011

Talking of the NWL 12 Car, Oli and I were out in preparation for round 1 of the National Endurance Road Rally Series. I hadn't navigated for years and I must admit I was a little disorganised at first. Still, we got round, dropping two minutes on the last section as we were too lax getting in to the last control in the pub. We also missed a code board, I don't know how as we were on the correct route.

Then of course was the Britvic. I'd sorted out my side of the car with pockets, a working map light, and my biking "pi** pot" helmet. The Britvic started with bumpy selectifs around fields. I'm happy I had my helmet, the number of times I hit my head hard against the grab handle. Oli started cautiously then went quicker, he had only been driving on tarmac at karting and the Blendini Scholarship so was a bit rusty. The third selectif we were flying, overtaking one car and catching two others (there were splits) then we came across the Edmondsons stuck in the mud blocking the road so a nominal time. At the end of the fourth selectif Mike Biss at the finish control commented on the smell from the car. Nothing we could do so we pressed on. However the clutch failed on the next selectif, end of playtime, darn. We'll do better on the Bustard.

So what's coming up ? It's Annual Dinner

Hot Rock

I was going to call this a "newsfeed from the sandbox" but to be honest I don't have a lot of 'news' - life here is a universal routine, with little to distinguish between the days. Indeed, only two things mark the days out from each other - which routine tasks have to be done on which day, and the mythical Friday morning lie-in till 09.30hrs (I've been out here for just over nine weeks now, and have only

csma West Middlesex Group

time on 5th, must dig out a decent suit. Visit to Prodrive on 10th (contact AG quickly if you haven't booked). I want to see the Minis. NEL 12 Car on 11th March, we'll be out again with a new Kevlar clutch ! Noggin on 29th preceded with a motorcycle ride out. More details in the calendar.

So a lot on again. But if none of this is of interest come and tell at the AGM on 14th April at the Liberal Club, and ideally join the Committee to guide the CSMA in to the future. The CSMA is a club for its members so let us know what you want, and what you don't want.

Looking ahead, there are some major CSMA events to put in the diary :

22nd-24th July Silverstone Classic

26th August Newmarket Race Day

28th -29th August Dunsfold Wings and Wheels

Each of these events will also have Camping and Caravanning Rallies – we'll be there in the motorhome.

Plus there will also be Thrupton in August with Truck Racing, plus the unmissable Goodwood events. See you there, if not beforehand.

Alan Wakeman

once managed it).

The tent is a bit on the chilly side first thing; I poke a reluctant hand out to silence - temporarily - the alarm, but it won't go away. A quick 'ship' shower (water on, water off, soap, water on, water off, out you get) and breakfast, then into work by 8.00AM. The first routine is collecting data from yesterday's events and feeding the main database - this takes about four hours if undisturbed, so as you can see

it's a major part of the day. And this is in winter when the operational temperature is lowest. On a bad day in summer, you can spend all day just feeding the database. Once it's done, though, you can then start on the actual analysis tasks - mostly looking for trends in different types of event, trying to answer questions about the effect that different technologies have. We generate data and occasionally short analysis pieces that are used by the Commander, Task Force Helmand, in his weekly report back to the UK - I was pleased this morning to spot three of my graphs and some words of discussion of what the lines meant. Hurrah for Operational analysis... So I tend to spend about another nine hours or so - wrapped around lunch and dinner - working on the unending stream of tasks that come in from every direction. If I'm lucky, I can squeeze in a gym session before dinner; it's supposedly a good way of de-stressing but being naturally lazy I find it just adds another layer of woe!

We are well catered for with a great cookhouse - the food is certainly the best in the UK area of Afghanistan. There are always plenty of choices and loads of fruit and salad, even if the tomatoes look as if they have been frozen for a while and the bread at breakfast time sometimes still has ice crystals on it! Breakfast comprises porridge, cold cereals, fruit, croissants, toast (dodgy toaster, put it through once and it comes out raw still, put it in again and it catches fire) or the traditional cooked option, with orange, grapefruit or apple juice, yoghurts and tea and coffee. Lunch and dinner are a huge range of choices, with various bits of something that moored, bleated

or clucked (or neighed, I suspect) plus cakes, puddings, waffles, more fruit, angel delight or cheese and biscuits. Of course it's a dry theatre, so no port or wine, but otherwise it's superb. Portion control is an individual responsibility!

The day is also dominated by the noise of helicopters - large ones that make the buildings shake, medium size ones that just deafen, or the US Osprey (basically an aeroplane whose engines rotate from pointing forwards to pointing upwards). Most movement around the theatre is by helicopter. They fly low and fast (it's only when you ride in one that you remember just how powerful and agile military helicopters are), with machine-gunners at the doors and frequently an Apache as escort. All the major bases and most of the lesser ones have a helipad (military-speak is HLS or Helicopter Landing Site) and the food, water, people and even the post come in by helicopter. You can see why those extra Chinooks would have been handy, Mr Brown. Everyone wears full body armour and a helmet, gloves and goggles, earplugs and usually ear defenders as well - if the noise outside is bad enough, inside it's like being inside a huge mis-tuned musical instrument being played by a giant. And everyone apart from me is armed, which makes me feel left out. Even the American civilians (we have two teams of American analysts here in the UK HQ) go out with at least a sidearm.

Talk of helicopters reminds me that in about seven days I will be flying in one - back to Camp Bastion, then into a 'proper' aircraft for my precious two weeks of R&R. Then back out again for the second half of the tour, with

The Sump March 2011

hopefully a new mouse for my computer, plus improved anti-virus and a cleaner hard disc - oh, and a bit less dust under the keys and in all the slots, too. Because dust is the biggest bugbear out here - as soon as the wind gets up it's like a gritty version of fog, getting into every corner and clogging your lungs.

Anyway, back to the daily routine - because we normally finish work around 23.00hrs, and I've spent the last 30 minutes of my precious hour of down-time typing, so it's now midnight. So time to sign off with love and best

Hot Rock (2)

Oh, Hellfire and Eternal Damnation

There I was, all set to fly back to the UK, when the aircraft broke its rubber band or something, and we (me, the R&R posse of disaffected military, several contractors and a BBC correspondent) are now stuck in Kandahar for 24 hours minimum. Earliest possible return to the UK is now Thursday, and the RAF's reputation sinks even lower.

Hello, by the way.

Kandahar is a dump. Even more so since it's been raining, so there are puddles of slurry everywhere and my boots are now soggy along with my socks. We are stuck in a transit camp (Detention Centre, more like) on the edge of the airfield, nothing but a handful of tents and a tiny WIFI force-field, one Berko boiler and an empty milk-carton. Come back Dan-Air, all is forgiven. The entertainment options are limited - a box of Jenga is amusing four of the R&R mob (thankfully - the only thing more dangerous than bored soldiers is bored officers, who are even more creative and have soldiers (the tools of their mischief) at their disposal to cause even greater

csma West Middlesex Group wishes to you and catch you again soon...

Ian Perry

Editor's note...

I hope Ian doesn't mind me giving his series of articles the title that I have, but, there is a phrase clattering around my brain.: "Afghanistan Banana Stand", which is used in the film *Hot Rock*, starring Robert Redford and George Segal. I could have used "Afghanistan Banana Stand", but, I feel "Hot Rock" is a little more appropriate...

mayhem). The Danish soldier next to me is reading *Loaded* (well, actually he's just looking at the pictures) and there are a couple of lads playing cards. The rest of us are plugged into the internet. An unreliable bus service could take us into the main part of the base, but to be honest there is precious little to do there either.

There could be worse places to be stuck, I guess. If you can look past the Hesco walls and barbed wire, the stacks of ISO containers and the random stacks of rubbish that are everywhere, the scenery outside the perimeter is spectacular. Mountains that look close enough to touch, set afire by the last rays of the setting sun. A crystal-clear sky, the blue now replaced by a velvety blackness pierced by the pinpricks of Orion. The giant moon hangs low, white and cold above us.

And we are surrounded by the sound of other people's aircraft thundering up and down the runway.

Ah well, there's always tomorrow!

Take care!

Ian Perry

Blendini Mazda MX5 Scholarship

Two days at Silverstone. Freezing cold. Enter the circuit before the sun's up. Heading for the race track. This can't be me. At this time I'm normally heading for a disused airfield or a forest to thrash cars around, not a race track. But this was Oli's day(s) and the Blendini Mazda MX5 Scholarship.

To cut a long story short, Oli was competing in round 2 of the Blendini MX5 Scholarship, time to get in the MX5 cars themselves. We had no idea what to expect from the others trying out for the scholarship – age, ability, background. We were surprised to find a lot of young drivers moving up from karting, most seeming to have gone through the MSA Academy (a program which helps talented young drivers mix school and motorsport “work”). The competition looked tough. There were some older drivers there, but they looked quick. Even the guy with one leg was quick ! Around 60 drivers on the day, 15 drivers to make it through to the final the next day.

First driving with a little instruction. Oli learned a lot, but found the transition from kart (and rally car) to MX5 something to get used to. The Mazda's stiff-ish suspension inevitably allowed more roll than in a kart, which had to be allowed for. This meant balancing the car more in the corners and waiting to get on the power. Oli didn't like the waiting, he wanted to be on the power earlier. When driving on the loose you always want the car a little unbalanced so you can change the attitude of the car a little if the bend tightens, there's a big hole, whatever. On the day Oli's technique on a dry track would have worked, but in the rain maybe a different story.
www.csmawmx.com

Next fitness. Resting heart rate, 3 minutes of step ups, stress heart rate, strength test. Somehow Oli's resting heart rate was 82, a combination of having to run to collect his health form and stress on the day. A week ago he was in the low 60s. Heart rate after step ups was 144, not high, but higher than expected. Even Oli's blood pressure was high, totally different to the tests he'd had carried out at work two weeks earlier. The strength test was holding a weight at arms length and turning it (like a steering wheel) for three minutes. Some good tests. Oli's figures were high, like everyone else's, but he passed.

Next the driving assessment. Same car and instructor as before, but no instruction, just marks out of 10 from the instructor for lines, braking, steering, balance, ... A spin was an immediate disqualification as you were supposed to get those out of the way in the morning.

Last was the media interview, mimicking a post-race interview and also probing in to other areas. We'd run a few sample questions before, how to respond, how to create interest, how to make people want to hear from you again, who to thank, ... all those days doing similar with Peugeot at Silverstone in my rallying days were worth it. The GB BMX team at the World Champs in the US aged 8, youngest ever competitor in the National Downhill Racing Series, getting into karting when the knees suffered at age 14 when in the British Cycling Talent Team (leading to the Olympic squad), first under 16 at the hardest mountain bike race in the World, the story of the CSMA kart championship, being first Peugeot on his first stage rally event, all crafted to sound interesting.

The day was done around 3:30 so we headed for the hills, via Grand Prix Racewear, I hadn't been there for years,

The Sump March 2011

but we met “Mr Karting” Martin Hines, also now proprietor of GP Racewear. We were to be notified by text that evening as to whether Oli had made it through to the final of the scholarship. Had he made it, no idea. There was a lot of Schmoozing going on and we identified a few drivers we thought had to get through, based on what they looked like, who they were talking to, etc. At all times it was stressed the “whole package” was being sought – driving, media skills, appearance, media interest, etc. The tall girl with the long, long legs and the guy with only one leg had to have an advantage !

The expected time for the text came and went. Our expectations gradually fell. Oli's phone rings. A long discussion, letting him down gently. Call ends, a smile, back to Silverstone tomorrow morning for the final, bugger !

Blendini Scholarship Day Two

Darn early mornings.

Well we were wrong, the schmoozers weren't there. The girl with long legs was absent, but the guy with one leg had made it, he looked quick the day before. Also present were two apparently mad Japanese, lots of young faces from all over the UK, plus accents from many other countries and a real feeling of intense competition in the air.

Driver's briefing, the warning about spinning again, with one allowed in the morning. The “look” in everyone's eyes. The competition was going to be fierce. The driving day would end with 10 final finalists, with the decision being made that evening after more interviews. Let battle commence.

Oli was in the third set of drivers going out, with around 3 to 4 drivers on the track at the same time. Overtaking was

csma West Middlesex Group encouraged, but also being sensible. Oli's first session came. Each car was different but Oli seemed to be adapting well. This session he was clearly good under braking, but also seemed to be having trouble balancing the car in corners. Having said that, he still closed in on the car in front. Then disaster, at the slowest turn on the track, right behind the car in front, Oli spun. A short trip on the grass, on the power, spin round and off again, trying to catch the car in front again. Was this the end of the road due to the spin ? Others were also spinning, making the most of their “spin allowance”. Relief.

After two days of hard use the cars were starting to complain. Brake pads were being consumed rapidly and there were concerns that the area around Silverstone was soon to be an MX5 pad-free zone ! Head gaskets were also failing. This seemed to be a common failure from the speed with which the mechanics were removing heads and fitting fresh heads – they always need a check for flatness after a gasket failure.

Despite all the creature comforts of a race track, it was still freezing outside. As Oli had now donned his overalls and everyone seemed to have white helmets, it was hard to work out who was who. I must admit to encouraging the wrong driver for two laps !

It was clear that this set of drivers were very similar in terms of lap times, just a little bit here and there making the difference. This meant that some limited catching was happening, but overtaking wasn't really possible. Oli had proved very good under braking earlier, but he was now trying to balance the car more, meaning a little less entry speed, or that's how it looked to me. He wasn't the fastest out there and was far from being the slowest, but we're talking differences of

csma West Middlesex Group

around 1 second across all drivers for a lap. It was also interesting to see how a car could appear a "dog" with a few drivers, but then be a rocket in another driver's hands. Everybody seemed to be quicker in different cars, no consistency across cars, each driver preferring different set ups.

Lunch, two more sessions and decision time. We re-group, it seems to be going ok. I resolve to visit the pit area to ensure I know which car Oli is in (they all look so similar when in the car) and because it's so cold. I can also have a good look around the cars and dig into the preparation, I wouldn't mind one to mess about in. The atmosphere is also becoming more relaxed as time goes by, the pecking order is being established. Oli looks up there.

Top 10 time all too soon, but the day is running late due to the poor old cars having a hard time. Everyone gathers, the first name is read out. Everybody has their expected drivers, but everybody wants

The Sump March 2011

their name to be called first. The maddest Japanese guy makes it. A Portugese guy. One of the MSA Academy guys. The bloke with one leg, fair play, he was quick. Down to the last name, it's not Oli. Apologetic looks from the top 10 to those who didn't make the cut, especially between those who had clearly known each other in the MSA Academy.

For Oli the scholarship is over, but it was a great experience in many respects. However we did receive an offer of an arrive and drive deal for Oli, but we could do the whole Endurance Rally Championship for the cost of one race. The MX5s are a lot cheaper than the British Rally Championship however. Money, the great liberator, for motorsport anyway.

In the end the Portugese guy won the scholarship, he was quick. We'll be following the series on TV. Now to change the inserts on the 106 ready for the Britvic Rally.

Alan Wakeman

West Middlesex Group Committee Member Contact Details		
Chairman Derrick Holden 40 The Ridgeway, Marlow, Bucks, SL7 3LL 07905 005963 wmxchairman(at)csmaawmx.com	Secretary Alan Wakeman wmxsecretary(at)csmaawmx.com	Treasurer Pauline Jordan wmxtreasurer(at)csmaawmx.com
Committee: Allan Goddard 2 Arnside Close, Twyford, Berks, RG10 9BS 07785 903000 allan.goddard(at)csmaclub.org	Committee: Simon Mummery	Committee: Dave Wiles Sump Editor wmxsump(at)csmaawmx.com

The deadline for articles for the

APRIL

Sump is MARCH 16th !

Opinions expressed in this newsletter are those of the contributors, and not necessarily those of the csma, csma West Middlesex Group Committee or the editor.

Motor Sport Coordinators' Bulletin

March 2011

Date	Day	Event (Status)	Type of Event	Club	Champ
Mar	Fri 11	* 12 Car Rally (C)	Navigational rally	CSMA NEL	Centre
	Sun 20	* AutoSolo (C)	Cross between autotest/sprint	Harrow CC	
	Sun 20	* AutoSolo (C)	Cross between autotest/sprint	Farnborough DMC	
	Sun 20	* Woodbridge Gymkhana (C)	Longer version of an AutoSolo	Chelmsford MC	
Apr	Mon 4	* Bedford Autodrome Track Day (C)	Thrash round a race circuit	CSMA MSG	
	Sun 17	* Concorde AutoSolo (C)	Cross between autotest/sprint	CSMA NEL	Centre
May	Sun 1	AutoSolo (C)	Cross between autotest/sprint	Farnborough DMC	
	Sun 8	AutoSolo (C)	Cross between autotest/sprint	Oxford MC	
	Sat 14	Quadruplex ()	Intergroup competition	CSMA Southend	Centre
	Sun 15	Woodbridge Gymkhana (C)	Longer version of an AutoSolo	Chelmsford MC	
	Sun 22	Gravel Autotest (C)	Loose surface autotest	Bedford CC	
	Tue 24	Castle Combe Track Day (C)	Thrash round a race circuit	CSMA NL	

Licence required: (I/Nat A/Nat B/Cm) = MSA Licence, (C) = Club Card, () = Nothing, * = Regs available

Previous Events

WMx 12 Car Rally Results are shown below.

1st	Car 2	Derrick Holden/Tony Brooks	WMx / WMx	Expert	0 Fails	13 mins
2nd	Car 5	Derek Looker/James Tapner	CSMA/Dolphin MC	Novice	0 Fails	28 mins
3rd	Car 3	Alistair Flack/James Hasler	WMx / WMx	Expert	0 Fails	32 mins
4th	Car 6	Steven Harrison/Mike Harrison	NWL / NWL	Novice	1 Fail	8 mins
5th	Car 8	Philip Brent/Graham Robinson	NEL / NEL	Novice	1 Fail	24 mins
6th	Car 7	John Bryant/Peter Pratt	NWL / NWL	Novice	2 Fails	39 mins
7th	Car 10	Jez Boakes/Toby Mack	WMx / WMx	Beginner	0 Fails	4 mins
8th	Car 9	Sarah Harrison/Antony Cox	NWL / NWL	Beginner	3 Fails	29 mins

NWL 12 Car Rally The entry for this event had a last minute rush and ended up with a very healthy 11 entries.

1st	Car 2	Alan Thurbon/Lee Craker	NWL	Exp	0 Fails	1 mins
2nd	Car 7	Matt Smith/Andrew Dadswell	NWL	Beg/Nov	0 Fails	6 mins
3rd	Car 5	Fiona Turner/Owen Turner	NWL	Nov	0 Fails	8 mins
4th	Car 1	Derek Newbould/James Newbould	NEL	Exp	0 Fails	10 mins
5th	Car 6	Philip Brent/Graham Robinson	NEL	Nov	0 Fails	19 mins
6th	Car 3	John Bryant/Steven Jenkins	NWL	Nov	1 Fail	0 mins
7th	Car 4	Allan Edmondson/Elliot Edmondson	HRCR	Nov	3 Fails	14 mins
9th	Car 8	Mike Biss/Bernard Ward	NEL	Exp/Beg	0 Fails	0 mins
10th	Car 9	Antony Cox/Sarah Harrison	NWL	Beg	0 Fails	5 mins
11th	Car 10	Oliver Wakeman/Alan Wakeman	WMx	Beg	1 Fail	2 mins
12th	Car 11	Matt Augustine/Andrew Horner	NWL	Beg	3 Fails	2 mins

President's Slot Car Stages The annual scalextric event had a very poor turn out this year, with just 12 people attending (and four of them were the setting up team). We just about managed to make up enough teams, but the event is now very unlikely to run again, which is a real shame. 1st NWL 1338 2nd NEL 1438 3rd WMx 1472.

Britvic Enduro Jamie Turner put on a tough event, which wasn't helped by the wet conditions encountered. Several people got stuck at times and the event had to keep amending the timetable to try and keep it on track. Only 32 of the original 47 starters made it to the finish, but several of them had had trouble on the way.

Future Events

NEL 12 Car Rally The 12 Car rally season continues with the first NEL event and will be organised by James Newbould. The start venue will be at the Green Man PH, Brackley Hatch, on the A43 SW of Silverstone, MR 152/648418 and map 152 will be required (current edition is D3 but the old D2 may still work – *still checking that one*). Food will be available at the start. Please contact James on 07752 033122 for entries and offers to marshal.

AutoSolo The 20th March sees three events on the same day to choose from. Firstly there is the Farnborough autosolo down at Borden. The entry fee is £35.

AutoSolo/Autotest The second event this weekend is a dual permit autosolo/autotest, both running at Bovingdon airfield by Harrow CC and Middlesex CAC. The entry fee is £17.

Gymkhana Thirdly we have the first of the Chelmsford MC gymkhanas, this one being held at RAF Woodbridge, which is the other side of Ipswich. The entry fee is £40.

Bedford Track Day The Motorsports SIG are running a track day at the Bedford Autodrome on Monday 4th April. Entry fee is £125 and they can take up to 35 cars for the event. For this you will get 20 minutes in each hour for CSMA Club members to have a thrash (sorry, fast drive) around the circuit.

HAMILTON *Classic* LTD

Car Care and Motorsports Products.....



Bespoke



Car Covers

Indoor



Outdoor



Indoor Air Storage

The Car-D-Port

Caracalla Bags



Battery Care

CTEK



Tyre Care

Cases/Trainers/Gauges



Instant Marquees



Piloti



MINILITE

**15% Discount
To CSMA
Members**



Mota Lita

Please call us for advice, information or if you wish to order.

Alternatively visit our website and put in CSMA11 in the offer box.

Telephone 0118 973 7300

Web www.hamiltongrouponline.com

Email office@hamiltonclassic.co.uk

THE BEST MOTORING VALUE AT...

EDMUNDS EXHAUST & AUTOCARE LTD

LOCAL INDEPENDENT BUSINESS WITH OVER 20 YEARS EXPERIENCE

**TYRES • EXHAUSTS • BRAKES • BATTERIES • OIL SERVICES • TYRE
RES • EXHAUSTS • BRAKES • BATTERIES • OIL SERVICES • TYRES •
S • EXHAUSTS • BRAKES • BATTERIES • OIL SERVICES • TYRES • EX
EXHAUSTS • BRAKES • BATTERIES • OIL SERVICES • TYRES • EXHA**

CALL IN (WE'RE JUST BY THE SAINSBURY STORE) OR TELEPHONE:

0118 989 1123

OPEN 7 DAYS A WEEK

370 Reading Road, Winnersh, Wokingham, Berkshire RG41 5EJ

