



September 2007

Number 498



The Three Shires Run

30th September, Starting at the New Inn, Heckfield

A gentle days motoring - *Contact AG for details!*

(Classic car welcome, but not necessary!)

Newsletter of the West Middlesex Group of the **csma**

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Your Editor Speaking...

Not a huge amount to say this month. Phew, I hear you say...

One new and one returning author for you this month - an excellent article about what appears to have been an excellent event, and an equally excellent article about what appears to have been an excellent day!

I have actually ventured into the garage / workshop for the first time in what seems

like months, but is probably closer to a year. I finished off the job that's been hogging the milling machine all this time and then set off in a frenzy of cleaning, tidying and organising. New shelves, new drawers and new homes for various bits and pieces.

I'll never find anything again...

Have fun!

Jez Boakes (Editor)

A Note from your Chairman

Good God! Another month!! I seem to have been soooooo busy coping with the affects of global warming, you know, holding back tidal waves, diverting hurricanes and deflecting the odd asteroid or two that I haven't had time to get on with the important things in life like putting a few words together for this august organ.

It's no joke about the tidal wave and hurricane – four days before the Summer Run/ Ride Out and BBQ, Jez and I did the final, final check of the route and Jez and Nikki actually inspected parts of it (the final, final, final, final check) the day before the run because of flooding (river 5/6ft above normal) in areas that the route went through. AG was also flitting about on his 'bike (he took the outriggers off and fitted floats apparently) checking various things. We took the decision to bring the BBQ indoors due

to the uncertain weather forecasts and generally 'iffy' conditions – aren't we good to you? Fortunately we didn't suffer any meteor strikes (now THAT'S what I call a BBQ!).

I'd like to thank Nikki and Jez, and of course AG, for all their efforts in making the day go brilliantly despite all the unsettled weather – bravo.

I also enjoyed the afternoon at Mercedes Benz World (unfortunately couldn't make the morning visit to Brooklands – I would have loved that) seeing a small piece of their history and lots of their new cars. They had cars to suit all (virtual) pockets from the slightly unaffordable to the 'dream on' variety, you know the McLaren Mercedes SLR and the Maybach, it was nice to also see that they are actually investing in the preservation of Brooklands instead of destroying it like British industry has. Is it just me

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or does anyone else see the irony in being taken to MB by an MG? Cheers Malcolm.

Ann and I couldn't make it to the Newbury Classic Show as we took the old Jag to a Rolls Royce Enthusiast Club/City Barge day at Wotton House near Aylesbury for a combination of my two favourite pastimes, cars and boats – oh and beer!. I'm looking forward to reading that report to see how much I enjoyed myself!

Amongst the events planned for the future are a talk on the **Peking to Paris Run** and a '**new members**' evening which will take the form of a treasure hunt. These will be the September and October club nights and would be enhanced enormously by a

The Sump September 2007

good turnout and your support, so, I'LL **SEE YOU ALL AT CLUB NIGHT!!!**

And don't forget **Noggin & Natter**. A little dickie bird (OK, it was a big old dickie bird, in fact, very dickie) told me that the pub has changed ownership so we will see if there is any change in the, usually, good treatment that we get there.

I'll leave you with one last thought. I heard on the radio this morning that there are less filling stations now than there were in 1912! If we are burning more fuel now than ever before, why are there less people selling it?????

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

Derrick Holden (Chairman)

Temp Sec Bit

Not much to say on the secretary front either - Mr Chairman seems to have said it all!

I would however like to reiterate the plea for your presence at the September Clubnight. Phillip Young is an excellent and very en-

tertaining speaker (I know - I've seen him before!) - I am looking forward to it immensely - so much so that I've turned down an evening's beer drinking to attend. How's that for an endorsement!

Have (more) fun!

Jeز Boakes ([Temporary] Secretary)

Greenhorn Novice 12-car

Friday 28th September 2007

Start and Finish at The Cross Keys, Gustard Wood, Wheathampstead – first car away at 20:31 – all on map 166

The Greenhorn is back! Designed for absolute beginners through to those who know what they're doing (and who just need the practice!). Beginners will be issued with a fully marked map; novices will have very simple plot 'n' bash navigation. The roads in the area are great fun and a challenge for every driver.



Experienced competitors will be on hand at the start to answer any questions you may have, and may be bribed by the pizza which will be available from the pub.

This is a perfect introduction to our winter 12-car series, so come and try it!

For further information/encouragement, call Cath Woodman: 07711 686181 or email lignator@aol.com



Back in about November of 2006 browsing the internet as you do I came across an advert for a banger rally across Europe in 3 days with a car of less than £200 value. The event was loosely based on the Italian job, running across France through Switzerland into Italy then on to Monaco and finishing in Nice.

E-mail was sent to Chris Foxley with the words "what about doing this then?".

At the beginning of December both Chris and myself had registered and paid the entry fee (£125) whilst in the back of my mind kept thinking, "is this a scam?" By the end of December a rally forum was up and running, with the ferries booked as well as the hotels. Still browsing the Ebay showroom for a suitable chariot.

March saw the arrival of "Pepe le Peu-geot" spotted on Ebay with less than 30 mins to go and purchased for the princely sum of £120.

A trip up to Birmingham the following week was arranged via hire van and "A-bar" to collect said car.

The next few months were spent sorting the car out - head gasket, lower arm, etc. The car was a 1.1 litre 5 speed Peugeot 106 in very good condition; no rust and 5 yes 5 very recent tyres. (Worth almost as much as the car).

We booked Norfolk line Dover Dunkirque, which was £42 return.

The car was fitted with a new windscreen (don't you just love fully comp insurance?) twice - the first attempt was so bad the company was called back to fit it properly.

A Saturday morning in May and the car was taken (the first time on the road since picking it up) to the MOT station for its test. There was a bit of an issue with the emissions (1992-3 car on a carb and no catalyst) but a few tweaks here and there ensured a positive result, one pass ticket.

The car was then taxed and our eldest son Ian became chief test pilot for the next month or so to find any faults, one was the speedo stopped working, the other it started to cut out. Both easy fixes.



The car leading up to the start day was duly cleaned and stickered (thanks AG for the csma stickers) the roof was very poor and so was hand painted with white Hammerite and a St. Georges cross-sprayed on, again using Hammerite red.

We had arranged to meet up with Chris and Sarah Foxley at the BP garage in Cracknell at about 14.00 on the Thursday (July 5th) where Chris issued us with a 2 way radio, we fuelled up and headed to Dover.

The crossing to Dunkirque was smooth, the food was quite good and the ship was only about half full. We arrived in Dunkirque, passed through border control and headed out towards Boulogne-sur-mer. The rain was coming down as we traveled to our hotel and after help from the Foxley sat nav we found the Ibis hotel. There were a few rally cars parked in the public parking area opposite the hotel, and with bags in tow we entered the hotel reception and handed over our confirmation sheets to book in. Problem, big problem - I had booked the hotel for the night before by mistake and the hotel was fully booked. Nuts! The receptionist explained that most of the hotels in the town were fully

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booked but he would try and find a room for us. Good man came up trumps and found us a room at the Metropole in the town centre.

We got directions, booked into the hotel and walked up to the Ibis for an evening drink with Chris and Sarah.

Friday 6th July

We arranged to meet up at the car park by the hotel at 8am, where it was very windy, cold and wet.

The start was just outside of Boulogne in a Brico depot car park. After signing on "for want of a better word" we had a stroll around some of the vehicles and met the other crews. Total cars that started were 65. The first casualty (that didn't even make it to the start!) was a V8 Land Rover.

The first day's challenge was to travel to Besancon, take photographic evidence of champagne labels and then make as many words as possible from the names. Yeah right, we're here to have a laff.



A mass exit of the car park and we're off on to the N42 to then pick up the A26 motorway to Reims. Everyone has the same idea and pulls into the first services for fuel and breakfast.

In Reims we pull off the motorway and run the N44, N4, N67, N19, D67 towards Besancon. We stopped for lunch at a roadside "shack" as it appeared that all the bars and restaurants en route were closed. We ordered coffees and sandwiches, which were plentiful and very tasty (why does food taste better in

France?). As well as a large map hanging on the wall there were champagne tops mounted onto a frame, "result" picture taken and word making was the aim for the rest of the run to Besancon.

One of the locals tried to ask about the rally - I think we managed to answer! Back to the vehicles and a steady run to the hotel in Besancon.

Chris F and myself dropped the girls off at the hotel and armed with directions set off to find the underground car park. After 2 runs around the block we manage to find it and park the cars. The car



park is secure and if you leave before 9am it only costs 1 Euro.

Suitably showered we head off into the town center, and find the control to hand in our paperwork. The evening was then spent spotting other crews whilst looking around for a restaurant for the evening meal outside. Back to the hotel for a nightcap and bed.

Colin Hiscock

To be continued!



STOP PRESS!!!

*September WMx Group Clubnight
'Special'!*

**PEKING to PARIS 2007
....the Impossible Drive !**

Thursday 13th September 2007 at 8pm

at Blue Mountain Golf Complex, Bracknell, Berkshire.

All csma members, their family & friends, are invited to attend a very special evening as guests of **csma West Middlesex Group** when **Philip Young** will be presenting his story of this classic adventure rally:

Peking to Paris 2007 - the Impossible Drive!

The Peking to Paris Rally in 1907 is widely accepted as being the first ever International motor rally when just five cars set out to drive across the World's greatest continuous landmass between two Capital cities. This year's event was to be, in part, a celebration of that monumental occasion of 100 years ago when, as Philip observes, the Wright Brothers had only just flown the length of a cricket pitch and cars had yet to be proven as a means of independent travel.

All PY evenings are entertaining but this one promises to be a very special Clubnight indeed and I extend an invitation to YOU to be a part of it.

Thursday 13th Sept. 8pm for 8.30pm start please

I look forward to seeing you all there....

Allan Goddard

07785 903000 or agoddard@csma-netlink.co.uk

North East London Group presents the

Hollstar Intergroup Competition

The Country Club, Theobalds Park, Lieutenant Ellis Way, Cheshunt, Herts
EN8 8YA

October 4th

Sandwiches available from 7:45pm and the Hollstar itself will start at 8:30pm

Are you interested in solving puzzles, crosswords or sudoku, then this is the event for you!

You will not be required to bring any maps this year and the only things you do need are a pencil, rubber and some enthusiasm!

There will be nothing difficult about the instructions to plot, it will be just down to who can do it the quickest.

Experts and Novices will have different Instructions so that the more experienced will have a challenge and the rest will enjoy themselves. Plenty of help and guidance will be available before the start, so don't worry if you haven't been before.

There will be awards for the best crew (ENELMS trophy), best team (Hollstar trophy), which is the best two crews from each Group, and for best Novice.

Please contact either Ron Barnett 01992 581007 or Mike Biss 01525 720299 for further details.



Motor Sport Coordinators' Bulletin

September 2007

Dates	Event (Status)	Club	Type of Event	Champ
Sept Sun 2	* Haymaker A/T (C)	csma WMx	Grass autotest	Centre
Sat 8	* Bullnose Enduro (Nat B)	Oxford MC	Enduro road event	
15/16	* Yorkshire Enduro (Nat B)	Ilkley & DMC	Enduro road event	
Sun 23	* Last Chance T/H (C)	Green Belt MC	Driving Treasure Hunt	
Fri 28	* Greenhorn 12 Car Rally (C)	csma NWL	Navigational rally	
Sun 30	* Autosolo (C)	Warwickshire DMC	AutoSolo on tarmac	
Oct Thur 4	* Hollstar Intergroup Comp ()	csma NEL	Table Top Rally	Centre
Sun 7	* Autumn Autotest (C)	csma NWL	Grass autotest	
Fri 12	12-car rally (C) - Cancelled	csma WMx	Navigational rally	Centre
Nov 8-11	* Lombard Enduro (Nat B)	ERA	Enduro road event	
Fri 16	12-car rally (C)	csma NWL	Navigational rally	Centre
Dec Fri 7	12-car rally (C)	csma NEL	Navigational rally	Centre

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

Previous Events

Photo Phrolic Three csma crews ventured out this year and although it was a very nice day, success was not forthcoming. Nearly all the pictures were easy to locate but the results were decided on lowest mileage and the winners spent a lot of time parked up, walking several miles during the day, to get to the locations. We did our minimum number and then went off and had a tour of a windmill and then had a game of crazy golf before heading back to the finish for the buffet and results. There will be a new organiser next year, so maybe some new ideas will also appear.

Welsh Enduro Just like last year there was a serious amount of rain and the tracks were in pretty bad shape. Also the roads hadn't been regraded after a stage event the weekend before. Things got off to a bad start for us when we weren't sure we were on the right track at one point as a junction number we came to didn't correspond with the one in the road book. Turned out the number displayed was



wrong and we ended up dropping 30 seconds. Jamie Turner had more serious problems on the next test when his gearbox in the Rover gave out. We then had a very good run on the next test but then had more problems on the third one when we almost did a manoeuvre wrong as the course car had demolished the barriers and markers and hadn't bothered stopping and putting it back. After four tests we were lying second to Owen Turner in the other white Rover. The next three tests went really well and we were flying but disaster hit on the 8th test when pulling away from a manned passage check, the bottom ball joint sheared and the wheel went sideways and the driveshaft pulled out. This was in the middle of an open area in 2" of mud. Although we put the wheel and triangle well out to the side, cars going past still splashed us with the stuff. It took ages to change the part and by then we were out of time. We handed in our timecards and went to the pub! Owen continued on his good run and won the event for a second time. Gill Cotton came home in fourth place, with Dave Smith/Pete Johnson 14th after suffering two punctures in the Astra. Andrew Dadswell/Mike Turner ended up 33rd after the suspension collapsed on their Metro, whilst Tom & Tony Brooks went out with a damaged radiator. It was a superb event, from what we did anyway, and I think we will be back next year, if just to have that run on the 20 mile test.

Future Events

Haymaker Autotest This will be held at a new venue which is much a bit closer to the Centre area, so no excuses for not going! The new venue is at Lowfield Stables, Lyne Crossing Road, Lyne, Surrey (MR 175/021670), which is a change from where it was going to be held. On offer will be a smooth grass field and there will be three attempts at each test with the best two times to count. The entry fee is £18 and regs are available from either myself or Jez Boakes on 01256 762865 or 07748 766409.

Bullnose Enduro This is a one day event run by Oxford MC consisting entirely of Special Tests (Selectifs) linked by easily navigated road sections; there will be no Night Rally at all! To ensure you experience the widest variety of tests, they will range from autotests, through farm tracks to a specially constructed, three and a half mile rally stage. The event starts in the grounds of Eynsham Hall to the west of Oxford, with signing-on opening at mid-day. Through the afternoon and early-evening they expect to offer 30 miles of Selectifs with just 120 miles of easy Road Book navigation. You will return to Eynsham Hall for a hot meal while the results are calculated. Entry fee is £100 and the regs can be downloaded from www.oxfordmotorclub.co.uk

Yorkshire Enduro This is the last round of the enduro championship for this year and consists of a 350 mile route from Saturday lunchtime to breakfast on Sunday morning. The event will be slightly shorter than last year and hopefully the plotting for the night leg will be less time consuming as well. This was a superb event last year and if you want to do these types of events, is a very good one to enter. Entry fee is £199 and regs can be obtained either from myself or from the event website at www.yorkshirerevivalrally.co.uk



Last Chance Treasure Hunt This is an invite to a Green Belt MC organised treasure hunt on the 23rd September and they are well worth having a go at. The event starts from the Golden Eagle pub (MR 165/976055) at Ashley Green, near Chesham with assemble at 1pm for a 2pm start. Maps 165 & 175 will be required and the entry fees are £7.50 per car (2 person crew) plus £2.50 per extra person. See advert for further contact details. Cath and I will hopefully be out again, so why not try something different; there is usually a cream tea somewhere on the route!

Greenhorn Novice 12 Car Rally The Greenhorn has been revived for this year and is aimed at the beginners and novices, prior to the start of the 12 car season. Experts will be allowed to enter if there are any spare places, but won't be eligible for overall awards. The navigation is going to be straightforward and is designed for you to get round the route and find out what these events are all about. Cath Woodman is doing the route and Dave Smith the navigation! There will be nothing difficult and any help required will be given by either the organisers or the experts helping out. The event starts from the Cross Keys pub at Gustard Wood, near Wheathampstead 166/174164. Entry fee is £10 and the whole event of about 45 miles will be on map 166 edition C3.

Autosolo We have an invite to an Autosolo being run by Warwickshire Drivers MC at the truck stop on the A5, alongside the Rugby radio station/M1 (between junctions 18 & 19). The entry fee is £25 and only a club membership card is required. An AutoSolo consists of a number of timed, 'all forwards' tests, on hard surfaces, within test areas not exceeding 200 x 200 yards. The courses don't require specialised manoeuvres such as spin turns, and their design and marking are intended to make the routes easy to follow. Compared to traditional autotests, speeds through corners may be a little higher, and the tests longer, with cars starting at timed intervals rather than waiting for the last one to

finish. Competitors also act as course marshals, on a rotating basis. You can also enter if you are only 16, so long as you enter in a saloon car. Regs are available from myself.

Hollstar Intergroup Table Top Rally The Hollstar moves to its new date in the autumn and will be run by North East London Group on Thursday the 4th October, at their clubnight venue at Cheshunt. This is an intergroup competition for all Groups in the Centre and there will be some variations on previous events, to try and get more non rally people along, but it will at least involve finding a route on a map. You will not be required to bring any maps this time and the only things you do need are a pencil, rubber and some enthusiasm! There will be a light buffet available from 7:45pm, with the start proper at 8:30pm. Crews of two people have to plot the route against the clock and then answer some questions on what they have passed (to check you have gone the correct way). Penalties of a Fail are awarded for getting these questions wrong and time penalties awarded for being late. Obviously you have to balance accuracy against speed. There will be nothing difficult about the route cards to plot, it will be just down to who can plot it the quickest. There will be awards for the best crew (ENELMS trophy) and best team (Hollstar trophy), which is the best two crews from each Group.

Autumn Autotest Running on the first Sunday in October, it will be held at the Studd Farm site near Leighton Buzzard, which is the same one as used by the Greenacres and Grasshopper events. The event is a passenger carrying one, so more fun in the navigation department, but the tests are usually straightforward. Entry fee will be £17 and the regs are now available. Contact Lee Craker on 020 8959 3399 for more details.

October 12 Car This event has unfortunately had to be cancelled for this year, due to a shortage of organisers in West Middlesex. The January event is still planned to go ahead.

Mike Biss: NLC Motor Sports Coordinator **Tel:** 01525 720299

E-mail: mike.biss@btinternet.com

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Marshalling Matters



Enjoy your spare time and keep yourself active.

Events include:-

Sunday 16 September

Borough 19 MC Sprint, North Weald, Essex.

Sunday 23 September

Kings Lynn & District Motor Club Lynn Charity Stages, Sculthorpe, Norfolk.

Friday 28 September

csma North West London Greenhorn 12 Car Navigational Rally.

Sunday 7 October

csma North West London Autumn Autotest, Studd Farm, Leighton Buzzard.

For further information on any event or to volunteer your services please contact Graham McLean on 020-8553-4700 (evenings 1900-2130) or e-mail him on graham.mclean@bt.com Do it today and get involved.

Snippets...

BMW has blown the dust off a patent dating from 1914 for a 'steam auxiliary drive' which increases the power and efficiency of internal combustion engines.

They are considering its production around 2010 if the line of research proves viable. A water jacket around the exhaust manifold produces steam at 550 deg C., this in turn drives a pump which is attached to the crankshaft thus converting waste heat back into mechanical effort and reclaiming 80% of the otherwise lost exhaust energy.

It is said to reduce fuel consumption by 15%, increase power by a similar amount and can, more or less, be fitted to a conventional internal combustion engine.

Michelin man (you know, the symbol used on advertising hoardings and often seen lit up on the front of juggernauts) is called 'Bibendum'. It may be a stupid name, but it translates as 'and now it is time to drink' – which makes it OK with me!

Derrick Holden

A Fete Champetre

or

A Grand Day Out

Mea Culpa!

Your chairman and I could not make the Newbury Show and therefore missed out on the chance to raise money for the very important cause of leukaemia research. Well done, however to everyone who helped out on the day.

So what was our excuse?

Most of you know that Derrick's 3 sporting loves (excluding me of course) are motors, rowing and watching rugby, which as Graham Hill once famously remarked, can all be achieved sitting down.



So how could he refuse a joint picnic between the Rolls Royce Enthusiast's and the City Barge Rowing Clubs, the latter of which own a number of traditional Venetian craft at their Oxford base, sallying forth on the Thames within shouting distance of another bastion of vintage motoring - namely the original Morris factory opened in 1902 in a garage in nearby Longwall Street.

So imagine if you will, 50 or so magnificent Rolls Royces, many of coach built vintage overlooking a beautiful lake on which a dozen or more graceful Italianate boats glided with the swans in the summer sunshine.



Many of the Boaties were more than willing to give free rides in their vessels, including 2 gondolas. With a ride in one of these in Venice costing upwards of £55, this was an opportunity not to be missed. It seemed the RR drivers were less keen to provide joy rides, but were more than happy for us to admire, poke under bonnets and share their knowledge with us.

This magnificent specimen, for example, was originally custom built in Derby for a high ranking military man to be exported to India for his use - which was why the body work



remained polished aluminium as paint work soon dulls and flakes off in the blistering heat of the sub – continent. The owners were unable to confirm it was actually exported but do know he later gave it to his sister. What an officer and a gentleman!

Certainly currently maintained in good condition, the master advising us that it managed about 20 – 25 to the gallon on unleaded petrol (with the aid of an additive) whilst the lady of the house – or should that be car – confessed to modern E cloths, intended for stainless steel kitchen appliances and suchlike, being just perfect for buffing up the chassis and bringing it up a treat!

Not just boats and cars, but at the appointed hour, a Fly Past by a Hurricane returning from the Touring Car championships at nearby Silverstone, gave us a couple of laps of it's best, whilst we were free to go and admire this magnificent Tiger moth, called Myth

(the moth) owned by one of the City Barge chaps. He had attempted to fly it to Venice one year, but after several attempts failing to get enough height to cross the Alps, parked it in Geneva and arrived at his destination by more conventional transport. Imagine therefore his wife's dismay when he announced his intention of flying it to Aus-



tralia, meeting her there for a holiday. Wisely she defrayed booking her passage until he called to say he had arrived safely, which amazingly he did – 3-4 months later.



I mentioned earlier the Morris factory in Oxford. One late arrival which stole the show was this fine and freshly restored boat tailed Morris, looking far from out of place amongst the distinguished company and blending the elements of the day superbly, though your chairman was heard to inquire whether the owner intended to

park it or launch it!

So all in all, not so much a fete champetre (What ever the heck that means?) – but certainly a Grand Day Out!

Ann Holden

WMx Summer (What summer?) Run and BBQ

Shortly before the Summer Run and Barbecue you'll have noticed that the country experienced serious flooding. The worst of it was of course around the River Severn, and my sympathies go to all those who were affected, but those of us in the Thames Valley didn't escape the effects of the torrential rain.

The Friday that the heavens opened, I was sat like many others, looking out of the office window wondering where it was all coming from. When it came to trying to get home, my thoughts turned to where it was all going to go to. The M4 was still at a stand still after an earlier land slide and flood caused the police to close a section of it so I set off into the lanes south of Reading (yes, across the flood plane). After half an hour of turning round and trying new routes I found a way through to higher ground in the general



Most of the cars and bikes which took part...

direction of home. Even then, I had to negotiate one very flooded junction by Mortimer station where the headlights (under water) were making very pretty patterns in the murky flood. Good old Lexus – it got me through (unlike some other unfortunates whose cars had been abandoned). You may wonder why I braved the deep water – well by this point, I had run out of options – other lanes were even

worse and it was either that or head back to the M4 and join the car park.

I was glad that our house is in the highest part of the village. Friends were reporting that their gardens had been flooded up their houses and the new development near the M3 was cut off when the waters rose to waist deep at the height of the deluge.

Over the next few days, as Jez and I watched the news coverage and the warnings that the flash floods were running off into local rivers, our thoughts turned to the Summer Run. The warnings were that the Thames could flood in the coming days and, as sections of the route passed very close to the river, concerns were that the event may have to be called off. Mid week, Jez and Derrick drove round the route. The Thames was a very dramatic sight at the start in Maidenhead (where a flood bypass scheme was working well) and the coffee stop and Benson (where the river was up part of the garden). Fortunately though, the route itself was completely



**Some of the food, and a strange person
(and the chairman sneaking some nosh!)**

passable. By the time Jez and I had the final run round the route the day before the event, the waters had subsided noticeably and all was well.

Whilst the car and bike runs were now looking safe, the barbecue was not. The forecast was for more rain and lots of it. Our garden wasn't too wet under foot but it was too soft

for the boules and we were concerned that if it did rain again, we wouldn't have room in the house for all those who were planning to attend the Runs and BBQ. Never let it be said that the WMX committee are not a resourceful bunch. Some local enquiries revealed that the church hall in the middle of Hook was available for the afternoon. It was promptly booked and only a minor amendment to the end of the road book was required to take participants to the new finish venue.

Entries for both the car and bike runs were disappointingly low. All the bikers had withdrawn (fortunately AG still turned up on

his bike as one member turned up on the day to take part and keep him company). The car entries were low too, whether this was due to the change of date or other commitments, we don't know but it was a great shame that the events weren't better supported after all the hard work put in by the organisers.

Despite the poor turnout, both the Runs were greatly enjoyed by those who took part and after their tours of the Thames Valley, the cars and bikes arrived at the indoor barbecue where Ann had helped me arrange the catering. As well as salads, potatoes and quiches, we even managed to have hot dogs!

The boules tournament was replaced by an indoor bowling challenge which was equally as competitive as in previous years although more down to luck than skill when the water filled plastic boules set off in bizarre directions. Congratulations to the winners who managed to exert a degree of control over their attempts to reach the jack.

The weather may have done it's best to deprive us of a summer this year but we weren't going to let a little thing like that get in the way of our plans. Hopefully next year will return to being dry and sunny and we'll see you all back out in force.

Nikki Wild



The Bowling in full swing!

The deadline for articles for the

October

Sump is September 19th!

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.

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