



April 2005
Number 469



WMx Annual Dinner 2005!

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Your Editor Speaking...

A busy time this month - what with the AGM supplement as well as a Sump to prepare... Not a good time to come down with 'flu... :- (It started in earnest while I was doing the timekeeping for the FDMC Autosolo and proceeded to keep me off work for two days - unheard of! The event looked excellent though - made me rather

angry that I'd left my entry until too late... It won't happen again next year...

A few enquiries were made at the Autosolo about the state of my Westfield project... Suffice it to say that progress is slow. OK - stopped... But I'm definitely getting all fired up for a serious onslaught. Honest...

Oh, who am I trying to kid...

Have fun!

Jez Boakes (Editor)

Chairman's Scribblings...

And it came to pass that the Sump deadline did arrive.....

As I have missed most of them already this year, this one will arrive a full 48 hours before the appointed date, which is probably a one off in all honesty. I have to admit to missing the deadline for the AGM reports by a full 5 days, (sorry Jez)

This will be the last bit I will write this year, but I need to mention the fantastic Annual Dinner held in Windsor a few weeks ago. The event was totally sold out and was a great success, due in no small part to all

the effort put in by the csma's very own Captain AG.

Thanks Allan for a great night, can we do it again next year please?

The last 12 car rally of the year is fast approaching and will be held on April 8th. The start will be the Lambert Arms and regs are available from me or Malcolm Grubb, who is Clerk of the Course.

That's it for now...

See you all at the AGM I hope.

Big J (Chairman)

Mack's Mutterings

March has been a pretty good month! From a personal point of view, our building work has got to the stage where we are no longer sleeping on the floor; we **might** have a bathroom in the next few

weeks and - most importantly - I have found some time to start rebuilding my Westfield's engine! (ok, I've only checked bearing clearances and fitted the crank and cam but it is a start!)

csma West Middlesex Group

A lot has happened in WMx as well. The big event of the month was our Annual Dinner that was held at the Aurora Garden Hotel (same as last year) where we were very well looked after. An excellent evening, the only real problem being that the official photographer (yours truly!) maybe had a bit too much wine so I am not convinced the photos are of the highest quality! Regardless, I will get them on the website as soon as I can.

Following soon after the annual dinner was our March Clubnight. This was a talk and slideshow by Philip Young on his exploits in international long distance rallies - mostly concentrating on the 1997 Peking to Paris that he organised. This was a fascinating talk; Philip is a natural speaker and had loads of fascinating stories on the events and the characters who entered. It sounds like Philip is willing to come back to a future clubnight to tell us more so keep you eyes open for this as it is certain to be another excellent evening.

March has also been an excellent month for motorsport. No WMx organised events but the NEL and NWL 12 cars will have taken place by now, as did the FDMC Solo to which we were invited. Solo's are a

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relatively new form of motorsport but obviously very popular as the entries were full over a week before the event. A report of the event can be found on the FDMC website (<http://www.farnboroughdmc.org.uk/SS2005repub.php>) which shows that both Ian Perry and Michael Grubb got 1st in class. Well done guys! It was also interesting to see that 1st overall was a Westfield so, if I enter next year, I can't blame my car. Hmm...

In the coming month the big event is our AGM. As always, this is your chance to show support and have your say so please make every effort to be there. Remember that we need to have a quorum or the AGM is not valid and without an AGM we do not have a group! Anyway, as further incentive there will be entertainment (another of AGs excellent quizzes) and supper! Last mention goes to our 12 car on the 8th. Organisation is well in hand so make sure you have your entries in. If you are not competing there is always space for more marshals!

That is it for this month, have fun!

Toby Mack (Secretary)

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Revival Rally 2004 – The view from car 9

The Event – day 2 (Carlisle to Chester)

Whilst we had been asleep at the Carlisle Holiday Inn the organisers had worked through the various protests, timing anomalies, disputed cone penalties and so on and had reseeded the running order based upon the revised finishing order from day 1. As a result Mike and Cath were 8th, Steven and I at 20th, Dave and Pete 34th, Alan and Ian in 84th and finally Pete and Graeme 94th. The latter two crews had amassed significant penalties following car problems forcing them to cut parts of the route, missing a number of controls, but of course allowing them to remain in the event.

So, after a good nights sleep and hearty breakfast we set off for the first selectif of the day ,a 4.5 mile gravel run in Kershope Forest known as Sleetbeck. This proved to be fast, open and flowing, however there were a couple of tricky, muddy sections through some trees which caused a number of crews to go off. In our case we got through the worst of it without losing much time, or speed, however we were very sideways a couple of times, and that was on the straight bits! We also took a 'T' right where we should have gone left, but a quick 3 point turn soon saw us back on the right route. It was whilst waiting at the finish we discovered that the two cars that followed us into this selectif had both gone off and would need to be towed out. Both were subsequently recovered and managed to continue, albeit with less bodywork than before!

After this it was a return trip to Carlisle to refuel and pick up the M6 and begin our journey south towards Penrith.

The next selectif was held at the Lowther Deer Park which offered 1.35 miles of tarmac and gravel (actually it was mud). Because this was effectively a loop around the park (dodging the odd deer on the way) the organisers were able to run the selectif twice by interleaving those on their second run amongst those on their first giving a start line gap of 30 seconds between the cars. This seemed to work well and it was surprising how much quicker most crews were on their second run, due no doubt to the fact that the blind crests were treated with much caution on the first run, and taken flat on the second!

Then we headed south east to Warcop where we faced 2.47 miles of tarmac and gravel, starting in the valley and finishing at the top of the adjoining ridge which afforded great views over the countryside, made even better by the regular flypasts of RAF Jaguars on low-level training flights.



Breaks Hall

Next stop was at Breaks Hall, a 1.38 miles tarmac sprint with only 1 junction to negotiate, however there were some severe 'yumps' which had to be treated with caution.

As we continued our journey south we took in a group of five 'mickey mouse' selectifs, Bank Head (0.8 miles tarmac), Gilthwaiterigg (0.3 mile tarmac) farmyard, High Biggins (0.34 miles tarmac and gravel), Gunnerthwaite

(0.78 miles tarmac) and finally Halton Camp (0.6 miles tarmac) which was, in effect, a large autotest.

Due to the shortness and simplicity of these I don't think they had much bearing on the overall results but it was then on to the 'Big Daddy' selectif of the day at the Leyland Test Centre just south of Preston. This was enormous fun to drive as it offered over 5 miles of tarmac action using all the facilities of the purpose built vehicle (primarily lorry and bus) proving ground. Our route included high speed banked tracks, steep ascents and descents, watersplashes, handling circuits and so on, with copious cones to make it even more tricky. Not only that, but the external loop was to be driven two and a half times, so with cars merging and demerging at different parts of the lap it got quite busy at times. *(NB. for those of you familiar with the Chobham military vehicle test facility (formally known as MVEE and now operated by Qinetiq) it was pretty similar)*



Pickering

We started the selectif in the dusk and in the dry, by the time we finished it was dark and raining. The placement of labelled cones (i.e. A,B,C,... which had to be negotiated in strict sequence) was often confusing and made the co-driver's assistance vital in order to get the route right, Steven did an excellent job here and twice saved me from a wrong test!

An extra bonus for Steven and I was arriving at the finish time control and finding it manned (womanned?) by Madeleine and Caroline. We got a great cheer as we screeched to a halt but did not have time to stop and chat as we were now off to Blackpool promenade for the next test.

The drive from Leyland into Blackpool was a pain, mostly due to the fact we were in the middle of the evening rush hour and the local drivers seemed to be averse to letting each other in or out from side roads and so on resulting in localised gridlock. When stationary or in the slowly moving traffic I often let waiting cars out which was met initially with disbelief and then effusive thanks. Obviously this was a rare experience for these drivers. Eventually we arrived at Blackpool Promenade where we faced 0.8 miles of tarmac slalom along the promenade. There were plenty of spectators here however I don't think it was a great spectacle as the cars are pretty quiet, apart from tyre squeal that is. Dave Smith did however entertain the crowd with a display of 'rapid driveshaft change' as one of his failed half way through the test. Needless to say he fixed it and was able to continue with only a small time penalty. The exit from the stage and back on to the Golden Mile was fortunately marshalled by a local policeman who kindly stopped the local traffic to let us out. After thanking him with a friendly wave I turned left only to have him shout NOT THAT WAY! His intervention was much appreciated as I was about to follow the tram route! Once on the right road I was astonished to see so many speed cameras, they seemed to be one every hundred metres and so I guess it would be possible to lose your licence in this single stretch!

Having finally escaped from Blackpool our next selectifs were at two sewage works, namely Clifton (0.65 miles tarmac) and Hoscar (1.5 miles tarmac). Great credit should be paid to the marshals here as neither were particularly pleasant places to be, especially as they had to stand outdoors as well. I think most competitors did both of these with all windows firmly closed and took great pains not to go-off as the chances of a speedy (and willing) recovery were slight!



Uphill

Then it was back to the Leyland Test Centre for a second run through the facility. Like everyone else we took a while to realise that, although the route was exactly the same as before, many of the cones had been subtly moved resulting in a more open and flowing test than before and thus most crews were significantly quicker. Once again we



Hamsterley

met Madeleine and Caroline at the finish line and this time were able to have a brief chat before heading off to the overnight halt at the Holiday Inn in Chester, some 80 miles further south. The girls still had another hundred cars to go after we left and then they would be making their way to overnight at the Travel Lodge in Chorley.

Day 2 had proven to be basically a long link section with the objective of getting the Rally from the Scottish border to the Welsh border by means of a number of bitty selectifs and a couple of really good ones. Once again reseeding took place overnight and as a result Mike would start as

first car, we would start in 24th, Dave in 26th, Alan in 80th and Pete in 89th place.

Tomorrow, the final day, would be a north to south journey through Wales, taking in some of the most famous stages of the old RAC. We all went to bed in anticipation of a great days rallying ahead of us, weather permitting of course!

The final day write up and summary will follow next month.

To be continued.....

Malcolm Grubb

How to Recognise You've Become a "Rally Addict"

1. You drive the long way round grass triangles on the way to work
 2. The local petrol station has banned you from using the jet wash
 3. You wait until it is dark before driving your car
 4. You can't use the same back roads twice within a fortnight
 5. Your local tyre dealer knows your first name and asks where you're rallying next
 6. You don't leave home in the car without a tow rope and tool kit.
 7. You always get your money's worth from your Britannia Rescue membership.
 8. Roundabouts and chevron boards are a challenge
 9. The words 'not suitable for road vehicles' don't apply
 10. You get lost going to the shops but can navigate round a 120 mile route in the dark
 11. Your sump guard looks like it fell off a main battle tank
 12. The red line on the rev counter is purely a guide
 13. Cable ties and gaffer tape can fix anything
 14. You spend more time under the car than driving it
 15. When someone gives you directions you ask for a grid reference
 16. Your practical hatchback now only seats two.
 17. Your lights are spotless but the rest of the car hasn't been washed for months.
 18. You can't drive any car without seeing how well it handbrakes.
 19. You can't look at any map without wondering if this white is a 'goer' or not
 20. Your OS map collection is bigger than your CD collection
 21. You kick yourself when you get a 'wrong approach' to Tesco in an unfamiliar town
 22. When taking directions you write them down as 'tulips'
 23. You call out 'pace notes' to the taxi driver on the way home from the pub
 24. You try to memorise every grass triangle you see, just in case
 25. You try to kid everyone you meet that staying up all night standing in the cold and wet waiting for cars to appear so that you can stamp their time card is a really cool idea
 26. You've put www.wetroads.co.uk on your 'favourites' or 'desktop'.
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The deadline for articles for the
May
Sump is April 23rd!

**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.**

Curtis Bennett Weekend 20-21st May 2005

What's New for 2005 ?

Whitemead Forest Park. Using Whitemead Forest Park in 2004 as the focal point of the **CB Weekend** proved to be a great success. All those taking part and the organisers were located together with all the important facilities - the swimming pool, beauty salon, shop, snack bar, restaurant, bar, and other weekend attractions all immediately to hand. There is a wide choice of accommodation to suit all tastes and pockets - chalets, apartments, caravan and tent pitches - all available at specially discounted rates.

Curtis Bennett Rally. The **CB Rally** is one of the main attractions of the Weekend. This year Nigel Nelson will be in charge, and as a very experienced current competitor, he appreciates what makes a good nights sport.

Whereas in previous years some competitors experienced difficulties finding and completing the right route, this year the route will be defined in the simplest possible way, quite suitable for Experts and Beginners alike. They will all know the whole route and at what time they need to be at each control point as they leave the start, there will be no further handouts or tricky bits on the way. A run out to Monmouth sees the start of the 100 competitive mile route around Abergavenny. Here the sections using the demanding Welsh lanes, some timed to the second, will add extra spice to the event and guarantee a winner from amongst the Experts. Nigel says *"I want everyone to complete the whole route and to reach the finish with a smile on their face"*

Metropole Run. As a warm up for the CB Rally there is the **Metropole Run**. This is an easy run of approximately 30 miles during the early part of Saturday evening that is open to all. It requires no specialist equipment, past experience, fast driving or a degree in rally navigation, you don't even need to read a map!

Dunlop Autotest. Using a smooth grass area the **Dunlop Autotest** starts on Sunday morning. Maneuvering around the course as quickly as possible takes some practice but as there is only one car on the test at a time you can complete it at your own speed. The event is quite suitable for anyone in their family car.

Further Weekend Attractions

Firstly, road safety:-

- Visit the **RoSPA Advanced Driving** stand and arrange a test drive
- Visit the **I.A.M** stand and discuss present day motoring

and for all the family:-

- Take part in a **motor gymkhana** – a slow speed driving skills test
- Take the family on a **walking treasure hunt** around the Park
- Take a **Scenic Drive** around the Forest
- Have a go at **slot car racing**
- Have a go at the **radio controlled car autotest**
- Help out as a **marshal on a rally**;
- Bring your **caravan** to the meeting on the Park

For further details of the above attractions, the rally regulations and a programme for the Weekend, contact: **Terri Jacobs** in Brighton, 01273 744773, or email: terri.jacobs@csma.uk.com

The Annual General Meeting for the Group will take place in the Liberal Club, Windsor on Thursday 14th April. We will be starting the business of the meeting at 8:30pm prompt. The Committee have arranged for supper to be provided and there will be some entertainment in the form of a quizette after the AGM.

Please take time to read through the Annual Reports from your Officers. Questions will be taken on the night but if you've all read them in advance, it saves an awful lot of time in the meeting. The reports need to be adopted (subject to any necessary amendments) by those at the meeting.

In addition, this year, you will notice that you have a copy of the Group Rules. HQ have asked us to supply them with an up to date set of the WMx rules and to have had them ratified at the AGM. These are the standard Group rules from HQ with the addition of sections 17 and 18 and WMx has been working to them for many years. However, the membership should be aware of their content so please take time to read these too.

The only significant change is that there is now a formal code of Conduct, which applies to every csma member. The committee have discussed this at length and feel that as responsible members, the behaviour outlined by HQ is already followed as a matter of course. However, we would like to take this opportunity for every WMx member to read the rules as they have been sent out and, again, you will have the opportunity to comment on these at the AGM itself.

I look forward to seeing you all at the AGM.

Nikki Wild (Treasurer)



Motor Sport Coordinators' Bulletin

Dates	Event (Status)	Club	Type of Event	Champ
Apr Fri 8	* 12 Car Rally (C)	WMx	Navigational Rally	Centre
Sun 17	* Concorde PCT (Nat B/C)	NEL	Production Car Trial	Centre
Sun 24	* Services (C)	HQ	Motor Cycle Trial	
May 14/15	* Miglia Quadrato (C)	UH&ULMC	City Treasure Hunt	
Sat 21	* Metropole (C)	HQ	Regularity Run	
21/22	* Curtis Bennett (C)	HQ	Navigational Rally	
Sun 22	* Dunlop (C)	HQ	Grass Autotest	
Jun Sun 5	Juniper (Nat B)	NEL	Tarmac Autotest	BTRDA
18/19	* Britvic Enduro (Cm)	Chelmsford MC	Endurance Rally	
Sun 26	Greenacres (C)	NWL	Grass Autotest	Centre
Jul Sun 24	Grasshopper (Nat B/C)	NEL	Grass Autotest	Centre

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

Past Events

March 12-Car Rally The weather was quite nice until half an hour before the start when it started raining. Bernard had put on a nice route around the east side of map 166 and although he had planned to put on a bit of a thrash, the navigation turned out to be a bit more difficult than anticipated, especially for the novices. Bernard even managed to use the other route around the house on the Dowsetts Farm road, but unfortunately only three crews went round it. The short section caught everyone out as we tried to go one way but the navigation didn't quite work and it was only when you try it down a different road at the first junction did it actually work. Everyone made it back to the finish for a drink, whilst AG got his dessert that he'd ordered before going out to do course car.

1 st	Car 3	Mike Biss / Ian Buxton	NEL/NWL	Exp	0	Fails	8	mins
2 nd	Car 2	Alan Thurbon / Lee Craker	NWL	Exp	0	Fails	13	mins
3 rd	Car 1	Malcolm Grubb / Michael Grubb	WMx	Exp	7	Fails	22	mins
4 th	Car 8	Derek Newbould / James Newbould	NEL	Nov	9	Fails	31	mins
5 th	Car 6	Phil Brent / Graham Robinson	NEL	Nov	17	Fails	28	mins
6 th	Car 7	Colin Hiscock / Chris Foxley	WMx	Nov	18	Fails	25	mins
	Car 10	Mike Harrison / Claire Harrison	NWL	Beg	1	Fail	20	mins

February 12-Car (Take 2) First off my apologies to Cath for last months comment about a little help towards this event at it was very much a joint effort with Dave. The rally ventured into a rare visit to Bedfordshire and used some roads Dave hadn't even seen before. Although the routecards were "doable", the mileage seemed a bit long, which made the sections tight. Malcolm and Steven were late getting to the start and had to stop off during the event to fill up with petrol, yet they still managed to finish second. Alan and Lee had the engine boil over whilst sitting and plotting the route, purely down to a faulty switch rather than the navigation, whilst Alan and Matt on their first event managed to get the terminally sick car around the route and only had the engine seize after the last control, half a mile from the pub. Dave was going to change the engine the next day anyway.

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The Sump April 2005

1 st	Car 1 Mike Biss / Ian Buxton	NEL/NWL	Exp 0	Fails 2	mins
2 nd	Car 4 Malcolm Grubb / Steven Grubb	WMx	Exp 0	Fails 14	mins
3 rd	Car 3 John Evans / Ted Manktelow	NWL	Exp 0	Fails 20	mins
4 th	Car 6 Derek Newbould / James Newbould	NEL	Nov 10	Fails 19	mins
5 th	Car 2 Alan Thurbon / Lee Craker	NWL	Exp 20	Fails 4	mins
	Car 5 Alan Robins / Dave Robins	NWL	Nov	Non-starter	
	Car 6 Andrew Duerden / Claire Duerden	NWL	Beg 2	Fails 5	mins
	Car 7 Alan Nash / Matt Smith	NWL	Beg 6	Fails 22	mins

Farnborough Auto Solo There were 10 entries from the **csma** on this event and there were two class wins, Ian Perry and Michael Grubb, and two seconds for Simon Harris and Michael Duncan. The event consisted of four test layouts during the day, each run twice, with the best time at each counting.

Future Events

April 12-Car Rally This is the West Middlesex rescheduled October event and has a new organising team in the shape of Malcolm Grubb and John Wright. The start will be at The Lambert Arms PH, Aston Rowant, nr Stokenchurch, MR165/723982, with first car starting at 8.30pm. Maps 165 edition D and 175 edition C1 will be required for the 50 mile route. Further details and the usual offers to John on 01923 689152.

Concorde Production Car Trial Don't forget to put the Concorde production car trial in your diaries for April 17th. The event takes place at Mile Tree Farm near Leighton Buzzard and is just off the A5 north of Hockliffe. We need plenty of marshals to mark the scores by competitors, no previous experience needed, just some enthusiasm to help out. Several courses are laid out on some steep hills and the cars have to traverse the routes without hitting the markers or stopping.



The further they get up the hills, the less penalty points they get. Anyone wishing to help out on the event, can they please give me a call.

Services Motorcycle Trial This will take place at Slab Common, Bordon in Hampshire. The Services Trial is one of the oldest events in the trials calendar, with 2005 seeing the 60th running of the event. It is in 3 stages; the first stage being a normal observed trial, the second timed and observed, and for the third competitors have to complete a set number of laps against the clock. The event is designed to be suitable for almost any off-road machine with classes for trials, trail, enduro, pre 65 and standard service machines. The marshalling team usually have a presence at the event, but if you want to an observer (marshal) then contact John Ward on 01344 648380.



Curtis Bennett Motorsport Weekend This is the **csma** annual motorsport weekend which is based at the Whitmead Forest Park, down in the Forest of Dean. The weekend comprises of the Metropole Run, which is a 30 mile regularity event starting at 7:30pm, followed by the Curtis Bennett rally at 10:15pm which is a 120 mile road rally. The CB this year will be mainly pre-plot navigation and the aim is to get everyone around the route and enjoy themselves. Back in bed about 3am for some sleep before the Dunlop autotest at 11am. This is an all forwards grass autotest, with passengers compulsory. There will be six different tests with two runs at each and with the best time only to count. At around 4pm, the awards for all the events will be presented. In addition to the three

main events, there will also be lots of other activities being held during the weekend to suit all members of the family. I have regs and details of all the events being held if interested in a good weekend away.

Miglia Quadrato This is the City of London treasure hunt that involves looking for 60 clues in the Square Mile. You plot the clues, given by map references on a 1:10000 map, drive to the locations and then try and find the answers. They are split into 20 easy, 20 medium and 20 hard and you have five hours to find them all. As long as it isn't raining, this is a fantastic event to do and all for the princely sum of £10.

Juniper Autotest Soon it will be that time of year when I plead for marshals to come forward and help out on this tarmac autotest event. If you want to see some spectacular motorsport by some of the best drivers in the country, then come along and watch the action from close quarters. At its simplest, marshalling just involves making sure competitors cross a line properly and don't hit any cones. We even give you free food and drink from the chuck wagon. If you want to know more, then please just give me a call.

Greenacres Autotest The date for this event is now a week later than originally planned so that it doesn't clash with Le Mans or the Britvic Enduro.

Other News

Enduro Rallies – Well this new category of motorsport certainly seems to have hit the right note with competitors new, current and previous. It is enticing new people to the sport and also getting some of the retired crews back out again. Russell Brookes looks like he is interested in having a go at the Lombard Revival after watching and reading about last years event. The **Britvic Enduro** has got a full 75 car entry already, which is pretty good considering it hasn't run before. This will start in Chelmsford and us some of the old Britvic stages on its way to Norfolk, then have a night rally, before some more tests on Sunday morning. The **Welsh Enduro** will be running in August this year and again it will all be held at the Caerwent training ground in south Wales. Comprising of several tests during the day, before a night rally around the complex, then a rest halt and kip. The next morning there will be some more tests and then the finish at lunchtime. The **Lombard Revival Rally** will again be running at the end of November and by the 1st March, the entry list was full. Over 130 entries have been received and the organisers are still turning them away. A nice vote of confidence in the event and the organisers. This year the rally will start from Oxford, go via Nottingham to overnight at Chester, then down through the borders to Newport and have the third day back up through Wales to finish at Llandudno. Such is the popularity of these events that other clubs are planning Enduro rallies. Cheltenham MC will be running one in the Cotswolds in October, South Hams MC will have a three day event next January in Somerset and even the Isle of Man are in the planning stages for one on the island. It certainly looks like there will be enough events for there to be a championship created for the Enduro format in the near future.

Mike Biss: NLC Motor Sports Coordinator **Tel:** 01525 720299 **E-mail:** mike.biss@bt.com

Farnborough and District Motor Club Autosolo

Using the old WMx 'track day' venue of Martinique Square (comments from WMx-ers of "Oooh - this would make a great venue for a track day..." were noted...) the FDMC Autosolo was a capacity entry. Irritating for me 'cause I failed entirely to get my entry in before it filled up... Following a jolly nice phone call from one of the organisers I decided to turn up anyway to help out with the timekeeping and to see if the event format was all it was cracked up to be.

Short version: Yes, it is.

Long version: A couple of hundred cones (I counted...) laid out into a large forward only, 1st / 2nd gear autotest plus a capacity entry of a hugely varied selection of cars was the recipe for an excellent days motorsport.



Ian Perry on course for a class win

Everything from an MG M Type to a Mazda RX7 turbo via a Westfield and a Vauxhall Carlton GSi played out, including our own Ian Perry and Charlene Gibson (Suzuki Swift), Colin Hiscock (Fiesta XR2), Chris Foxley (Golf GTi), Michael Grubb (Renault Clio) and Andy & Nicki Shepherd (Peugot 205GTi).

Throughout the day, 4 different courses were used around the same basic cone layout by dint of changing the course using cones as arrows, and then by reversing the direction of progression (clockwise in the morning, anticlockwise in

the afternoon). Each course was driven twice by each competitor, with the best of the two times counting. A couple of cars were on track at any one time which made for a quick turnaround of competitors, but limited scope for 're-tracing and correcting' in case of driver error! Such errors are minimised however by the use of arrows to show the way - no trying to remember the course (in vain in my case...!)

The entry was split into three groups - at any one time one group was driving, one was spectating and one was marshalling. The changeovers between groups took a while at first, but by the end of the day was running like clockwork.

Times for the runs was just over one minute for all but the fastest (FTD was 56.9 seconds and went to a 2 litre Westfield). It appeared from my standpoint that some of the crews (well - one certainly!) were not out to record the fastest time, rather to record the most time spent sideways! In terms of 'grin factor' the winners were certainly the pair in the Sierra - they may be known to some of you as the pair who were having huge amounts of fun in another Sierra at the Barton Stacey track day...

At the end of the day WMx had claimed two first place class wins - well done to Ian Perry and Michael Grubb! For the full results see www.fdmc.org.uk/SS2005repb.php

Summary: A fantastic event - enjoyed by all, suitable for a huge range of cars and very well organised. Better get your entries in early next year - for sure mine will be!

Jez Boakes

Our thanks to FDMC for the use of the pictures in this article, as well as for inviting csma.

March Clubnight Guest Speaker – Philip Young

In response to all those members who said they'd be interested in hearing a guest speaker, the Committee invited Philip Young to attend the WMx March Clubnight.

Endurance rallying is one area of motor sport where my knowledge is vague so I didn't really know what to expect. But we were treated to a feast of stories and amazing feats.

Philip Young has both competed in and organised many events, including running over fifty major events. Amongst his competitive successes have been a dozen international rallies, including the 1977 London to Sydney and the Paris Dakar.

Philip was the instigator and co-founder of the Historic Rally Car Register and initiated the first Monte Carlo Challenge, an event for classic cars, which he went on to organise for another fourteen years.



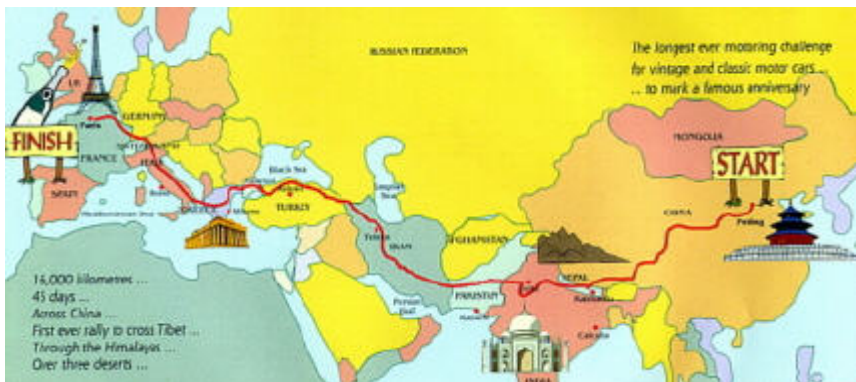
Prince Borghese's journalist navigator with their car which had mud guards made from the floor boards of their hotel room!

To mark the millennium, he organised the first ever timed lap of the world with "Around the World in 80 Days".

In 1997 he resurrected the Peking to Paris rally which ran in 1907 and it was this that was the focus of Philip's Clubnight talk.

The original event was the world's first ever international rally with an entry of just five crews. Prince Borghese in a four cylinder 40hp Itala led the way as car no.1 and a 6hp, one cylinder, two stroke Contal tri car brought up the rear.

There were no permits and the Chinese authorities said that no car was allowed to start but despite that they set out from Peking. There were no regulations, no rules, no



1997 Peking to Paris route

maps and no organisation other than knowing that they were heading for Paris. The competitors' positions were recorded by sending telegrams to relay stations at towns and railway junctions along the way.

The Prince's challenger for victory was one Mr Goddard. No, our AG hasn't been competing for quite that long, this was Charles Goddard who had borrowed his car, tyres and money and even relied on his rival for fuel. But in true Goddard style, he eventually finished second to the Prince.

Ninety years later, an anniversary event became possible thanks to a change in international relations. 94 crews from two dozen nations took to the start for the epic 16,000km challenge in cars which ranged from 1907 to 1972 classics.

The original rally had passed through Russia, but the new event took a more southerly route. During the 43 days, they passed through 11 countries, experiencing everything from the Himalayan mountains to Iranian desert plains. The rally was the first ever to cross Tibet and the first to cross Iran for 20 years.

Philip brought with him a collection of slides to illustrate the event. It helped to bring home the enormity of this challenge which had taken four years to organise.

The scenery was breathtaking. Notable images which have stuck with me include the camps in the shadow of Mount Everest, crowds of people welcoming the rally through their remote towns and the contrast of the roads in some of the deserts with those in Iran where the oil money has paid for smooth tarmac.



One of the many mountain roads

It was interesting to hear Philip talk about the different cultures in the places they visited and to hear first hand experience rather than the impressions gained from politicians and news broadcasters.

One of the entrants was Lord Montague, who didn't win any friends the morning he held up the organisers' departure from camp. He hadn't brought his own tent and ended up in a make-shift construction. The next morning, he was heard to be moaning and groaning but not emerging for the restart. There was much speculation as to what he was up to and eventually, Philip went to tell him to get a move on. It transpired that, feeling the night cold, Lord M had zipped his sleeping bag right over his head. The freezing over-night temperatures had then caused the sleeping bag zip to ice up and he was completely stuck with no idea which way was up. Philip had to cut him out!

The whole evening was filled with anecdote after anecdote – so many, in fact, that I'm struggling to recall specific stories and there were one or two that are probably best left between those who were there on the night.

We later moved on to talk with Philip about his motor sport history in general and touched on the success of the Revival Rally which several WMX crews enjoyed last year. It does seem that endurance rallying has very strong support and will be around for a long time. Let's hope that it remains accessible and that the powers that be allow us to continue without getting carried away with the red tape.

I'm very grateful to Philip for spending his evening with us and I have a new found respect for those who take part in the international cross-continent rallies.

Philip has agreed to come back and talk to us again and I am really looking forward to the next instalment.

Nikki Wild

April Clubnight

The
csma
West Middlesex Group
Annual General Meeting

If you only attend one clubnight a year,
please make it this one!
Your support is **vital!**

The Liberal Club
Victoria Street
Windsor

(175 / 967 766)

Thursday April 14th 8:00pm for 8:30pm

