



April 2007
Number 493



The Award Winners at the 2007 Annual Dinner!

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Your Editor Speaking...

It's Friday night and I'm desperately trying to get the Sump done before the Barton Stacey weekend 'cause I'm fairly sure it's going to be a busy one... (I really should get out more!)

The only action in the garage this month came when I went in to start the compressor to restore the Omega's front tyres to something like their correct pressures. To the considerable surprise of both of us a mouse shot out from behind the compressor and scurried away. Meanwhile I was sprinting in the opposite direction - gradually beginning to wonder who was more

alarmed by who... A trip to B&Q and a pair of (humane) traps later I found myself looking into a tiny pair of bright eyes when trying to determine whether or not the trap had actually been sprung. It had. Apparently mice really **really** like chocolate. A second one was caught later that week, but unfortunately fared slightly less well - the poor little blighter was in the trap for up to 12 hours (we were out all day) and managed to peg out. This was discovered after a short drive to release him as he fell out of the trap with a very small thud. Oops.

Have fun...

Jez Boakes (Editor)

A Note from your Chairman

Where does the time go?! It seems like only two minutes ago that I was telling you how much I was looking forward to the annual dinner, now I'm about to tell you what a great time was had by all.

Well done to AG for his usual well organised bash, the venue providing great food and service as usual – and the odd tincture or two (just to be sociable, you understand) were forced down my neck and everyone else got so drunk that I could hardly see them.

It was a great occasion to give out the awards and trophies to the worthy winners (including AG!) and generally celebrate people's achievements – well done all.

The Barton Stacey practice day will have occurred by the time you read this – at the

time of writing the weather has taken a decided turn for the worse (bl***y freezing in fact) but I'm hoping, fool that I am, that it will improve for the event this weekend. See you there.

Also, speaking of future events, it is becoming the season for AG's Tuesday ride-outs which, after visiting wondrous parts of the countryside, culminate at the Jolly Woodman for the Noggin 'n Natter – come along to either, or both.

And finally, the AGM is on the 12th April at the Liberal club. It was a small turn-out last year and yours truly was elected as Chairman (serves you right!) so lets have a good attendance this year to demonstrate the strength of the club and show support for your hard working committee.

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

Derrick Holden (Chairman)

www.csmawmx.com

Mack's Mutterings

Another month over and we are starting to get out of winter. You can tell this because it has gone from 16 degrees and sunny to 5 degrees, rain and a biting cold wind. I just love the English weather!

Still, at least the rain might help fill the 2000 litres of water butts we now have in the garden. I bought these to give Gail something to water her vegetable plot with. Great value at £30 for the two (ebay of course) but I didn't realise quite how much hard work it would be to clean them out - the problem was they were used industrial containers so needed the residue draining and cleaning before use. Why am I mentioning this? Well, if you need a few gallons of PVA glue then I am your man!!

What else is there weather related? Well, the cold and damp is stopping me going out in the garage to fix my Westfield (yes, I am a wimp aren't I...) but I have at least had time to modify the chassis (to fit a 5 speed box), fit two shiny new fuel pipes (needed for my fuel injection conversion) and fasten down all the brake pipes and wiring loom. This last bit was a bit scary. Apparently the guy who built it did not believe in P clips so everything in the transmission tunnel was just flapping around. Not a nice thought when I consider the consequences of a brake pipe fracturing! I guess that is the problem with buying a second hand old kit

car that has not been through any sort of SVA test. Still, at least it is sorted now....

As far as the West Middlesex Group is concerned, the clubnight visit to the History on Wheels Motor Museum was definitely a highlight. Hopefully there will be more on that elsewhere in the sump but suffice to say I was amazed what was tucked away at the end of a lane in Eton Wick. A fascinating (if a bit cold!) evening. Unfortunately (for me at least) that was it for March.

So, what about the next month? Well, by the time you read this we will have had our Barton Stacey Rally Track Day. I have been reliably(?) informed by a BBC weatherman that the weather will be good. Lets hope he gets it right this time! Regardless, I'll be there to help out with the marshalling and I am sure it will be an excellent event as always. Then there is the Motorcycle ride out and Noggin & Natter followed shortly by the AGM & quiz night. I think I might have mentioned this before but it is worth repeating - the AGM is for you to have your say so please do your best to be there! Then there is the Group weekend away, a NLC 12 car, Karting, another Noggin and Natter (with motorcycle ride out), a visit to Prodrive and the Spring Autosolo. Not a bad round up for just one month, maybe winter really is over after all!

Have fun,

Toby Mack (Secretary)

Spring Autosolo!

Barton Stacey

April 29th

Get your entry in quick - it's filling up fast!

Contact any committee member for regs & entry form

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.

99% Dry – The Scottish National Motorcycle Rally 2006

Sorry this article is a bit late folks - AG and Jez have been both nagging me to complete it, Jez because he says he needs copy (is this enough, mate? [Yep! - Ed]) and AG because he says he can't remember what happened! The delay has been mainly due to the fact that so much happened on the trip that the article has just grown like Topsy. I've re-read it and trimmed it down a couple of pages by removing the boring stuff (the bits we usually called 'the truth'), but it's still a bit like War and Peace, in size if not in quality, so I hope that there's not much else to be published in the Sump this month!!

I have to admit that I had been nagging Allan for several years about doing the Three Nations Challenge, comprising the Welsh, English and Scottish National Rallies in order to gain the coveted extra award. In spite of the fact that there are usually at least 500 entries for the Welsh and regularly over 1,000 for the English events, the Scottish is a much smaller affair with typically under 100 competitors entering the various challenges that make up the rally. Given that not all of these entrants do the Welsh and English events too, the Three Nations is actually a fairly exclusive club to belong to, with only around two dozen being awarded each year. AG had expressed an interest in doing the Scottish for a couple of years, but 2006 was the year that he finally made space in his diary to do all three events. I led a team on the Welsh, as already reported, but was unavailable for the English. I had hoped to twist a couple of other arms to join us in Scotland but was unsuccessful, so in the end it was a very small party (two to be exact) that made the rendezvous at Twyford one September morning for six days of derring do...

WEDNESDAY

There's an old proverb that says that a journey of a thousand miles begins with a single step; our journey turned out to be well over a thousand miles, but unfortunately, our first step involved getting stuck behind a JCB at Wargrave! AG was leading and I was willing him to overtake, but he seemed strangely reluctant and we were stuck for miles! We left Henley on the A423 then turned off through Stoner to Christmas Common, a solitary red kite floating up the valley above us. After Christmas Common I got fed up of AG's somewhat pedestrian pace and rudely pushed my way in front to move things on a bit. We went through Thame, Bicester and Buckingham and then stopped for lunch at Jacks Hill Café on the A5 at Towcester. Once we had stopped, AG reminded me that he had only had his new tyres fitted two days previously, which is why he had been taking it easy and then struggling to keep up with me. He had told me about that when I phoned him but I'd forgotten – sorry Al, my fault!

Inspection of the said tyres after one of Jack's filling cholesterol specials showed them to be nicely scrubbed in, so we resumed our trip at our more usual pace. One of the nice things about starting off on a long bike trip is getting beyond the normal range of 'just a day out,' and as we skirted around Northampton then headed up through Market Harborough and Melton Mowbray a definite feeling of being on holiday began to sink in. Another great thing about being on a bike is that people will stop and talk to you, and at our second tea stop at the Limes Café in Ollerton we ended up deep in conversation with a bloke whose job is to collect and deliver vans for a rental company. He told us had been to a place called Leadhills in Scotland with a group of friends earlier in the year and assured us that they had a wonderful time. He also recommended the roads in the area and I made a mental note to try and incorporate them in our route if I could.

Tea and coffee finished, we resumed our long trek north via Selby and Tadcaster and Ripon. Finally, we approached our destination for the night, one of my favourite pubs in the Yorkshire Dales. We were just in time to watch the weather forecast for the next four

days, which gave cause for cautious optimism, before treating ourselves to a well-deserved feast and several pints. AG pronounces himself impressed with both board and lodgings, and in particular with the extremely large fillet steak that he had demolished. The very attractive barmaids said goodnight at 10pm leaving us and the landlady as the last three people in the pub, so after 279 miles and a couple of hours of putting the world to rights, we retired to our comfy rooms replete and content. Who says it's grim oop north??

THURSDAY

Thursday's mission, following a large and very tasty breakfast, was to get to the Isle of Arran where we had digs booked for the night. The last ferry left the mainland at 6pm so unlike Wednesday we had a deadline to meet. I had planned to wait until the rush hour was over and be on the road just after nine. I couldn't have set a more superfluous objective; we had the A6108 to Richmond virtually to ourselves and it was an absolute belter. AG and I later agreed that when the Council get around to re-surfacing it they should also paint the kerbs red and white and make it one way for bikes only on Saturdays and Sundays in the summer!

We skirted around Richmond and headed up into the Pennines, aiming for the Scottish border at Carter Bar. The scenery was stunning and the weather fine as we headed through Weardale on the B6278 and joined the A68 at Carterway Heads near Consett (well north of the infamous Tow Law Chinese Takeaway, scene of a disgraceful incident involving AG on the RAC Rally many moons ago). We stopped in the lay-by at Carter Bar for the compulsory photos of our bikes next to the huge stone that marks the border, helpfully emblazoned 'Scotland' on one side and 'England' on the other in case you don't know which way you're going. After a fine romp along the A6088 to Hawick we took the scenic route through Eskdalemuir forest, familiar territory for anyone who came with us on the old RAC spectator trips, and stopped for a spot of lunch at the Tushielaw Inn, which is located precisely in the middle of nowhere. I had stopped here just once before whilst touring in July 2003 and amazingly the landlord remembered my bike – obviously they don't get too many yellow VFRs around that neck of the woods.

Relaxed and refreshed we headed for Moffat via the A708. It started as a brilliant road running alongside St Mary's Loch and I'd just begun to open up a convincing distance between the VFR and the Pan when we crossed the county boundary into Dumfries & Galloway. Immediately the road surface changed from racetrack to cart track, bringing us both down to about 35mph with our teeth rattling and our knees and elbows acting as shock absorbers for the next fifteen miles; we were very glad to get to Moffat and back onto some decent tarmac. I had decided to incorporate the roads the vehicle rental man had told us about yesterday, which turned out to be both interesting and scenic, and soon we arrived at Leadhills. This, unsurprisingly, was a former lead mining village which now houses a visitor centre, working beam engine, a narrow gauge railway and most importantly, a very nice tea room with clean toilets. AG treated himself to some home-made peppermint slice and eulogised so much about it that I had to have one to see what all the fuss was about. He was right – it was excellent!

Conscious of having a ferry to catch, we finished our coffees and headed northwest on the A76 to Kilmarnock. It was rush hour by the time we got there and the traffic was building; unthinkingly, I filtered through the middle of a queue for a roundabout, got to the front of it and was gone, like bikers do. Looking in my mirror on the Irvine road, there was no sign of AG – I'd forgotten that with his panniers he can't squeeze through the gaps like I can on the VFR. Never mind, he must have seen the great, huge, gigantic, enormous sign saying "FOR ARRAN FERRY FOLLOW IRVINE" mustn't he? Guess

what – he hadn't and I spent ten minutes waiting in a lay-by and was just about to go back to the roundabout when a familiar headlight hove into view. AG later admitted to having used the 'Trial and Error' method of road selection rather than actually reading the signs – typical driver, probably couldn't find his way to the khazi without a navigator to give him instructions!!

We made our way to Ardrossan, parked on the pavement right outside the front door of the ferry terminal (try doing that in your car!) and bought two sets of combined ticket for the five ferry crossings that we would need to take over the next 26 hours. At £66 for bike and rider we reckoned that it was pretty good value for money, and more particularly it meant that we wouldn't have to worry about queuing up to buy tickets the following day when we were going to be on a much tighter schedule than we had been so far.

The ferry to Arran is like a cross-channel ferry in miniature as it's the island's main supply line and needs to sail regardless of the weather. However, unlike most cross-channel ferries, motorbikes are last onto the car deck so by the time ours were lashed down and we had got up the stairs, the ship was nudging out of its berth for the fifty minute journey to Arran across a calm Firth of Clyde. AG expressed concern about having the sun straight in his eyes for the final ride to the hotel as his helmet doesn't have a flip-down dark visor like mine. However, he needn't have worried; the middle of Arran is large and extremely lumpy, so as we headed up the east coast of the island the shadow cast by the mountains meant that we were able to see where we were going fairly easily for most of the final 15 miles of the day.

AG has specifically instructed me on pain of death to inform all Sump readers that nothing unusual happened on the night of the 9th September 2006 in the car park of the Catacol Bay Hotel, Isle of Arran. So I would like to assure everyone that there apparently nothing unusual about seeing a maroon Pan European lying on its side to have its tummy tickled! I didn't actually see the incident, but did hear the crash and on looking around was somewhat concerned (for a fraction of a second) to see AG lying motionless on the ground a few yards away from the remains of his bike. Instead of following me into the main bit of the car park, he had chosen to do his own thing (that's drivers for you!) and head towards the front door of the hotel, not noticing their 'No Parking' sign. Too late, he had tried to paddle the bike backwards on the car park, the surface of which appeared to be a continuation of the pebble beach on the opposite side of the road, and had lost his footing in the process. By the time I'd safely parked the VFR (no point in having two damaged bikes, I thought) and got out the humane killer I've been carrying for 20 years just waiting for this moment, AG was sitting up and trying to get his breath back, still alive and only slightly injured. Unfortunately the same couldn't be said of his trusty Pan, Dora; we managed to pick her up between us and assessed the damage. There was nothing vital bent or broken but the mirror housing looked distinctly second hand and the pannier had broken too (although AG didn't actually notice it until Sunday).

The remainder of the evening comprised AG getting himself sorted out and sitting with an ice pack on the large swelling that had come up beneath his knee, below the armour in his leathers. Still full of a Yorkshire cooked breakfast I didn't really feel like eating much and settled for a sandwich. One of the highlights of the trip after what had been an excellent day (until arriving in the car park) and 260 miles riding was finding the rare Arran Sunset beer on sale and sitting outside the hotel watching a picture postcard sunset over the Mull of Kintyre with a pint of it in my hand. Or maybe it was two pints. Or I suppose it could have been three...

Dave Rillie

...to be continued!

West Middlesex Group motorcyclists:

***April... Springtime... A time when a
young man's thoughts turn to.....
MOTORCYCLE RIDES-OUT!
(Crumbs, I'm getting old!!)***

**Our second mid-week Ride Out of the year
will be on**

Tuesday 24th April.

We'll meet at Jenner's Café alongside the river almost opposite Boulters Lock in Maidenhead at 9.30am for breakfast and leave at 10am. We'll then ride North & West into Warwickshire to another riverside venue for an excellent pub lunch with a coffee stop en route. A meander back to the Jolly Woodman at Littleworth Common in Burnham Beeches will complete our day out. I anticipate getting to our regular Noggin' an' Natter venue by around 6.30pm.

As far as possible this will be a relaxing 'bimble' using B and C class roads wherever practical – however it's almost certain that we will have to use a bit of 'A' road at some point on this trip just to make the day fit the time allowed! But, as usual, we'll go, come rain or shine – just give me a call on the day if the snow is actually lying on the ground when we wake up!

If YOU are planning to join us on the April Ride Out a quick call before the day would be appreciated please.

AG ~ March 2007

H) 0118 934 5726 M) 07785 903 000

agoddard@csma-netlink.co.uk

Concorde PCT

Sunday
15th April
2007



Organised
by
csma
NL Centre

Held at Mile Tree Farm, Leighton Buzzard, Beds

(Cars have to get as far up the hills as possible,
without stopping or hitting the markers)

Regs available from:-

Mike Biss 01525 720299 / 07753 137415

Offers to marshal to:-

Graham McLean 020 8553 4700

The deadline for articles for the *May Sump* is April 18th!

West Middlesex Group Committee Member Contact Details

<p>Chairman Derrick Holden</p> <p>01628 440807 Derrickholden@yahoo.co.uk</p>	<p>Secretary Toby Mack</p> <p>07770 365797 wmx@ghatzo.co.uk</p>	<p>Treasurer Nikki Wild</p> <p>07778 161572 (Mobile) 01256 762865 (Home) nikki@jez-nikki.net</p>
<p>Committee: Jez Boakes (Sump Editor)</p> <p>07748 766409 jez@jez-nikki.net</p>	<p>Allan Goddard</p> <p>07785 903000 agoddard@csma-netlink.co.uk</p>	<p>Malcolm Grubb</p> <p>01784 435447 malcolm.grubb@btconnect.com</p>
<p>Bob Head</p> <p>0207 8341367</p>	<p>Ann Holden</p> <p>01628 440807 annmholden@yahoo.co.uk</p>	

Annual General Meeting

Thursday April 12th, 8pm

The Liberal Club,
Victoria Street
Windsor

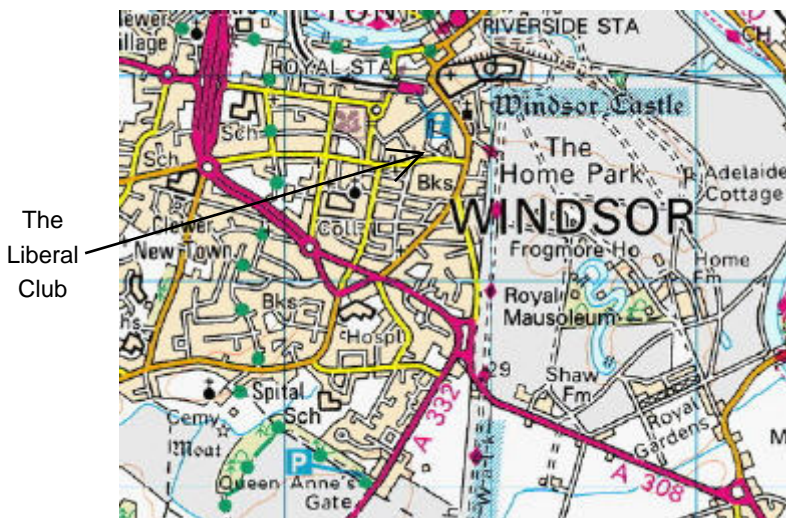
We need as many people as possible to attend the AGM - have your say in how the Group is run!

We won't know what we're doing wrong (or right!) if you don't tell us, and this is the **ideal** opportunity!

Following the AGM there will be some entertainment and a small supper courtesy of West Middlesex Group.

(Please bring along your own copy of the officer's reports which were circulated last month)

Please try to attend!



Motor Sport Coordinators' Bulletin

April 2007

Dates	Event (Status)	Club	Type of Event	Champ
Apr Sun 15	* Concorde PCT (Nat B/C)	csma NLC	Production Car Trial	Centre
Fri 20	* 12 Car Rally (C)	csma NEL	Navigational rally	Centre
Sun 29	* AutoSolo (C)	csma WMx	<i>See below for details</i>	
May 12/13	* Miglia Quadrato (C)	UH&ULMC	City of London T/H	
18-20	* CB Weekend (C)	csma HQ	Rally / TH / Autotest	
Sat 26	Quadruplex ()	csma Surrey	Inter Group Comp	Centre
Jun Sun 3	Juniper A/T (Nat B)	csma NEL	Tarmac autotest	BTRDA

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

Previous Events

12 Car Rally – February The second attempt at the event went off ok and although it was a bit wet, at least there wasn't any ice about. A nice run around the Chesham countryside saw all the crews back safely and with two crews clean, Ted decided to leave it at that, rather than invoking tie deciders.

1st	Car 9	Mike Biss/Ian Buxton	Exp	NEL/NWL	0 Fails	0 Mins
1st	Car 10	Dave Smith/Cath Woodman	Exp	NWL	0 Fails	0 Mins
3rd	Car 8	Allan Goddard/Tony Brooks	Exp	WMx	0 Fails	4 Mins
4th	Car 7	Alan Thurbon/Lee Craker	Exp	NWL	0 Fails	15 Mins
5th	Car 2	Derek Newbould/James Newbould	Exp/Nov	NEL	1 Fail	6 Mins
6th	Car 3	Pete Gregory/Dan Austin	Exp/Nov	NWL	1 Fail	7 Mins
7th	Car 1	Philip Brent/Graham Robinson	Nov	NEL	1 Fail	27 Mins
8th	Car 4	Sarah Harrison/Mike Harrison	Nov	NWL	6 Fails	6 Mins

12 Car Rally - March Bernard Ward was running this event, with the navigation having been done by Dave Rosher, from his home way down on the south coast. Unfortunately the navigation was a little over complicated at times and caused most crews a bit of a problem. The route also suffered a bit with the proliferation of rural 30mph zones which are making running events in this area more of a problem.

1st	Car 8	Dave Smith/Cath Woodman	Exp	NWL	0 Fails	5 Mins
2nd	Car 7	Mike Biss/Ian Buxton	Exp	NEL/NWL	0 Fails	11 Mins
3rd	Car 3	Steven Harrison/Mike Harrison	Nov/Exp	NWL	3 Fails	10 Mins
4th	Car 1	Derek Newbould/James Newbould	Exp/Nov	NEL	4 Fails	17 Mins
5th	Car 4	Gill Cotton/John Cotton	Nov	NEL	4 Fails	25 Mins
6th	Car 2	Philip Brent/Graham Robinson	Nov	NEL	6 Fails	27 Mins

President Slot Car Stages This annual event was organised by Allan Goddard and was the normal format of three circuits laid out and teams consisted of two people, one driving and the other putting back on (if the driver is too enthusiastic) for half the laps and then you change over to complete the rest. This year the tracks were the longest on record and some of the cars were interesting to drive. With a bit of moving people around, we managed to make up two teams from each group, but in the end it was NWL who came through to win again. In the final run off, Cath Woodman managed to fend off Dave Smith, to pick up the individual winner award.

1st	Dave Smith / Cath Woodman	NWL	744
2nd	Mike Biss / Ian Buxton	NEL	759
3rd	Bob Head / Dave Wiles	WMx	840
4th	Simon Mummary / Allan Goddard	WMx	845
5th	Lee Craker / Alan Robins	NWL	888
6th	Bernard Ward / John Foster	NEL	957

Future Events

Concorde PCT Please make a note to either come along and marshal or compete at this production car trial, which will be held at Mile Tree Farm, near Leighton Buzzard. All you have to do is try and get as far up the hills as possible without stopping; the further you go, the fewer penalties you get. The Clubsport part of the event allows you to compete without a competition license. Regs are now out and any offers to marshal will be gratefully received by myself. You will be pleased to know that the entrance to the site has now been filled and the ruts from last year have gone.

12 Car Rally - April Advance notice of a new event being organised by James and Derek Newbould, which is running on Friday 20th April and uses the roads around Silverstone. It is being run as a stand alone event as it so far out of their normal area, but it will count towards the Centre series, so please support it. The event starts from at the Green Man PH, A43, Nr Silverstone, MR 152/648418, and all the route is on map 152 edition D1. James can be contacted on 07752 033122 for either entries or offers to marshal.

AutoSolo West Middlesex are jointly organising this event with Farnborough DMC down at Barton Stacey. 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. The entry fee is £30 and I have regs available if you would like a copy.

Miglia Quadrato This is running on the night of 12/13th May and 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 £11. Contact me if you want some regs.

Curtis Bennett Motor Sport Weekend The event will be running again this year, along similar lines to 2006, but this time it will be based near Cheltenham rather than White-mead Park. There will be the two 12 car rallies on the Friday evening, then there will be the Windrush Run (which is a touring assembly/pictorial treasure hunt) on the Saturday and the Dunlop autotests on the Sunday. All three of these events will count towards the Curtis Bennett trophy. The awards presentation will be on Sunday afternoon at 4pm.

Quadruplex Inter Group Competition Surrey Group will be organising the event on Saturday 26th May and the venue is still provision at present. Mark the date down in your diaries now and more details will be forthcoming when known.

Juniper Autotest Well this could well be the last time we visit the site at Hatfield as the site will definitely be sold off shortly after the event (but hopefully not before). This is one of the best venues on the championship calendar, so come along and watch the best drivers in the country doing their handbrake turns and using superb car control to get round the courses. Offers to marshal either to Graham McLean or myself, as we will need a lot to make this event happen.

WMx Annual Dinner and Awards Evening 2007

March 3rd saw a goodly selection of West Middlesex faithful (although not as many as in previous years) at the Aurora Gardens Hotel in Windsor for the Annual Dinner and Awards Evening. And a jolly fine looking bunch they were too - all dressed to the nines in their finest! In some cases a second or even a third glance was needed to positively identify certain individuals not normally seen looking quite so smart... (Me included, I'm sure!)

Before sitting down to dinner there was a good chance to mingle, drink in hand, and catch up with some of the crowd - some of whom are rarely seen specimens!



Stuart and Angie - the last two in heads & tails

The food was, as ever, extremely good - as was the wine! I make no apologies if this sounds like a very early plug for next year's event - but the evening is extremely good value for money! As last year, we had a "bonus" cheese course to finish the meal with before the serious business of the evening began. Heads and tails!

A pound covered the entry fee for this keenly fought contest of skill and judgement - or put another way a completely random prediction of whether a coin would come down heads or tails. Incorrect predictions resulted in immediate

expulsion from the game until a single player remained. By dint of prodigious mathematical skill or sheer luck (you decide!) Stuart Cairney walked away with the £20 prize.

Next up was the prize-giving where the great and the good of the group were called forward to receive awards for their significant endeavours over the past year. This year, the winners were as follows:

The Beetle Trophy (for the best non-placed WMx crew on the Curtis Bennet Rally) - Malcolm & Caroline Grubb.

Goddard's Globe (for the best WMx crew on the C-B Rally) - Allan Goddard.

The Endeavour Award (for outstanding contribution to WMx activities by a non-committee member) - Simon Mummery (for the second year running!)

The West Middlesex Social Championship (most points in the Social Championship) - Allan Goddard.

The Performance Shield (for outstanding performance in Motor Sport) - Dave Edmunds and Dom Jeans.

The Off-Road Trophy (for the best performance in the off-road championship) - Steven Grubb (the award was received by Madeleine Grubb).

The Charlie Turner Trophy (for the most points in the Motorcycling championship) - Allan Goddard. Sadly Charlie was not well and so could not present the trophy in person.

The Champion Navigator Trophy (most points in the Navigator championship) - Dom Jeans (for the fourth year running!).

The WMx Champion Driver's Trophy (most points in the Drivers championship) - Dave Edmunds, also for the fourth year running).

The All-Rounders Award for the most points across all the championships went, very deservedly, to Allan Goddard who (as ever) has either organised or had a significant hand in most every event the group has held.



Allan receiving the Turner Trophy

The prize-giving over for another year, it was time for that traditional part of every WMx dinner - the fines... Lots of small transgressions of one sort or another again (do we never learn!?) led to a reasonable sum being added to the growing pile of cash for charity! Towards the end of the fines, someone remembered that AG had pulled out all the stops to arrange for the Earth to get immediately between the Moon and the Sun to give the party-goers a total lunar eclipse to look at!

When it got too cold to stand and gaze at the moon (which took a suprisingly long time for March - maybe the quality of the wine list had something to do with it...) we returned to the dining room for a bit of silliness from AG, involving yours truly and your Chairman Mr Holden...

Next on the packed agenda was the raffle. An assortment of prizes ranging from a miniature toolkit to a toilet roll (the bottom prize - groan...) were arrayed on a table - between them Nikki and Ann ensured that we sold out of raffle tickets. Such were the numbers of prizes that almost everyone present ended up with something - I found myself with a biography of Chris Amon, and very interesting it is too!

With the excitement of the raffle over, it was time to repair to the lounge (it was gone midnight at this point) and just time for one more drink before retiring - at past two in the morning!). Sadly negotiations between AG and Bernie Ecclestone broke down for the second year running, meaning that we had no Australian Grand Prix to not stay up and watch...

Thanks to AG for a hugely fun-packed evening, very good food & drink and good company, which raised £280 for charity! What more could you want?

My only question is why more people weren't there... Make sure **you** are next year - AG has promised us a stormer!

Jez Boakes

History on Wheels Motor Museum, Eton Wick

March clubnight was a visit to this motor museum in Eton Wick. I had never heard of it and assumed it was some barn somewhere with a few rusty old vehicles but Jez assured me it was worth a visit so off I went.

Getting there did tend to confirm my suspicions - Google maps shown it was somewhere



down a narrow road past some farms, no obvious signs and not exactly the sort of road to take lots of traffic. Then on arrival I found the only place to park was in front of a load of police cars etc. I wasn't convinced blocking in a police car was a great idea but there didn't seem to be much choice! Outside there were a few armoured vehicle type things but it was wet and raining so I ignored them and quickly found the entrance – a smallish area with lots of display cabinets full of wartime uniforms and other memorabilia. Ok, not so bad but not that great either. While waiting for all the rest to arrive I wandered into the next room. Lots of old push bikes, prams, old signs etc – Still not that inspiring but maybe just about enough to keep me interested for an hour maybe. Oh well, I was there so I waited around for everyone else to arrive.

So, shortly we were all assembled and the owner took us through a door in the corner. Ah, so that is why we were all there, a very

large building packed with all sorts of vehicles of one sort or another ranging from the early 1900s to the 1950s – both military and civilian. Maybe this was going to be interesting after all? Well, it most certainly was! Not only were there some fascinating vehicles but the owner appeared to have an encyclopedic memory of them and their

history. We were taken on a very personal tour with a detailed talk on the cars – where he had got them from, what they had been used for etc etc. Now this might sound a bit much to cope with but his obvious enthusiasm and ability to make each story fascinating kept us all interested, even after the 20th car! Apparently the collection was mainly formed from his business of supplying cars to the film industry. At some stage he decided that he had had enough of managing the business and set up the museum with his favourite cars. His son is carrying on with the business but is no longer allowed to hire out these particular cars. I think the business might explain the rows of



police cars in the parking area though!

So what did we actually see? Well, 1st up was a 1930s(?) four wheel drive BSA sports car. Apparently this belonged to his parents and he had tracked it down and restored it. Then there were a couple of old Mercs. I can't remember the story behind them but it was something fascinating about government officials getting favours and various other dodgy deals.



Then a funny looking old Renault that I last saw being chased across some desert in an Indiana Jones film! Next door a Citroen that was used in 'Allo 'Allo (Gruber's Tank was round the other side!) An old post office van (complete with rubber wings!), various old tanks etc, a Merc staff car that had a spare axle in the middle that could be used to help it out of ditches, a Tatra Kubelwagen that proved that VW did not invent the famous Beetle engine and various other fascinating cars my memory is not good enough to remember! All described in huge but fascinating detail.

One not already mentioned was General MacArthur's Staff car, as used by him after the war in Japan and other parts of Asia. Apparently this car was bought (along with another) for specific use on a film (Evita – the story of Eva Peron's life). Only this specific sort of car could be used so he checked out every one (of 5) in the country - only one owner would consider selling so a deal was done. Apparently the owner made much of some unique feature in the back of the car but nothing of its history. Only when the car was being collected did he refer to it as MacArthur's car and had to be pushed to explain why. Apparently that unique little widget was much more important to him than the fact it was owned by one of the most flamboyant and famous of American wartime Generals!

What more can I say, well, the talk continued into the entrance area with a history of the uniforms and memorabilia. Now this doesn't sound much fun but trust me, the way he managed to convey the reality and human nature of the war made it absolutely fascinating, if a little sobering at times!

Oh, and at half time we had time for a cup of tea in a little café area. Although I am not so sure about the wartime sign displayed behind the counter.....

Toby Mack



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