



August 2004
Number 462



Barton Stacy Rally Track Day!

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Your Editor Speaking...

Good morning / afternoon / evening (delete as not applicable) to you all, and welcome to another issue of The Sump! Another couple of mind hurtlingly dull Grand Prix have passed under the bridge with the usual red car winning. Unfortunately I don't think it's possible to say in either of them that it was purely down to the superior car or better strategy... In order for the unorthodox strategy to work in both cases Shuey was required to put in a burst of incredible lap times - something he appears able to do on command. Though it pains me to say it - they were very impres-

sive drives. Not that this made the race much more interesting to watch, mind...

Nice to see El Matador in winning form again - and more importantly to see Markko Märtin and Michael Park walk away from their almighty prang...

Along with Toby, I'm going to Gurston Down hillclimb school next week - looking forward to it immensely - it'll help make up for having to miss the autotest training day in September. I mean - can't people organise their weddings to avoid important things like motorsport... ;-)

Have fun!

Jez Boakes (Editor)

Ladies and Gentlemen This is your Captain Speaking...

Well firstly I must apologise for my lack of article last month. This was unfortunately due to the breakup of my marriage and **csma** had to take a back seat for a short while. Thanks to all those who gave me words of encouragement and support in my time of need, it was much appreciated. I have now purchased a 2 bedroom maisonette (with garage of course) and will be moving at the end of August. I will circulate the details in due course.

I'd like to add my personal thanks to Mike Scott, former mayor of the Borough of Windsor and Maidenhead and member of WMx. Mike gave us a very interesting walk around Windsor and the Guildhall which was well attended and very enjoyable.

Mike has a wealth of knowledge about Windsor and we now share in just a small part of it.

The Barton Stacey Rally Promotion Day was again a huge success. I'd like to thank all those who helped make it such a wonderful event. I would especially like to thank WMx's own "fat controller" Allan Goddard for all the time and effort he put in to make it such a successful event. He even took on the might of the British Army and won when they arrived in the middle of our event to take over the venue to set up a helicopter refuelling depot for an exercise happening on Salisbury Plain later that evening.

Unfortunately the tarmac is so badly cut up in places that the venue is now not suitable for standard road cars. Hopefully we will be

able to find another suitable venue in due course.

get your entries in soon for the Haymaker Autotest.

That's it from me this month. Hope you all enjoy the summer break and don't forget to

Give it beans.....

Mack's Mutterings

I think that last month I started by wittering on about all the things I had to do to my Westfield before I could get it back on the road. Well, I never thought I would be saying this but it is all done! (well sort of...) The MOT is booked for tomorrow and a fighting chance it will pass! Perfect timing as I am booked on a hillclimb school day at Gurston Down next week. Followed in September by the autotest practice day and haymaker then the retro run the weekend after. It might be half way through the summer already but it will be good to use a proper car for a change. Not sure if I need factor 30 suncream or a waterproof suit though!

Aside from the progress on the car front it has also been a good month for the WMx group. Clubnight last month was the Windsor Walk and Talk hosted by Mike Scott. This was a fascinating event! I guess it was helped by Mike being a former mayor of the Borough of Windsor and Maidenhead but he certainly knows his stuff and gave us an excellent insight to Windsor that you just could not get by touring round on your own. Tea in the Guild Hall surrounded by huge portraits of former royals was a nice touch too!

Next event for me was the Barton Stacey rally day. Unfortunately for me a Westfield

isn't an ideal rally car so I was marshalling but I still had fun putting cones and straw bales back after drivers with slight more enthusiasm than skill :) Seriously though, marshalling was very instructive, watching how different drivers took the same corner different ways taught me a lot about what works and what doesn't. It also showed that you don't need to spend thousands on a rally car to have fun and it is driver skill that counts, there was a certain little Vauxhall Corsa that was surprisingly fast through the corners compared to some much more impressive looking cars!

August is fairly quiet (it is the holiday season after all!), the vineyard clubnight visit had to be cancelled due to lack of venue but by the time the Sump goes to press we will have had a committee meeting so the calendar should confirm if there is a clubnight or not. Still, don't forget the Natter and Noggin on the 31st.

September gets more busy. As previously mentioned, there is the Autotest training day on the 4th followed by the Haymaker autotest on the 5th. Plus the clubnight on the 9th is a slotcars night so that should be fun too!

I think that is enough rambling from me for now: have fun!

Toby Mack (Secretary)

Dave Patten

**West Middlesex Group and Committee are sad to report the passing
away of Dave Patten on Friday July 16th.**

Condolences from the Group and Committee to Sheila, Alan and Lynn.

Round Britain

I forget how it was exactly that I came to be involved in the 1997 Club Triumph Round Britain Run. As with so many of our ventures, it seemed like a good idea at the time. The clincher was when Ian mentioned to me that the chosen charity for this year's event was Macmillan Cancer Care. We both had personal reasons for supporting Macmillan at the time, and after all, a weekend's jaunt round the UK to raise money for a worthy cause couldn't cause too many problems surely? Just shows you how wrong you can be.....

Preparations for the event were virtually identical to those undertaken by a certain fledgling rally crew at Salford University in the mid 1980's. These comprised:- bolting two Raydot Fireball spotlights onto the front of an aging Triumph Toledo; jamming one of Ian's toolboxes in the navigator's footwell to act as a footrest, and; decanting the rest of the contents of his garage into the boot just in case we needed to rebuild the car at the side of the road.

And then we set off.

Friday 2nd October - Oil, Oil Everywhere.....

We head for the start, which by tradition is at an otherwise undistinguished pub at Enfield, North London. First impressions that we may possibly be doing something less than intelligent (again) are gleaned from the condition of the other competing cars - most look as though they've just come from a *concours d'elegance* and appear equipped for something akin to the Safari Rally. Our (t)rusty steed, by comparison, looks as though it's in transit between scrapyards, a view obviously shared by the start marshal who directs us to park next to the dustbins behind the boiler house, presumably in order not to spoil the numerous photos being taken of the other cars. Ho Hum, never mind that for now, food and beer (for one of us) beckon. As we have previously agreed that Ian will drive the first leg, he gets to sulk with a bottle of Kaliber whilst I enjoy a couple of excellent pints of McMullen's.

Start time comes as darkness begins to fall, much to the relief of the organisers no doubt, as they beckon our self-propelled heap of scrap from its secluded parking spot to the start line. The first leg is to Blyth Services on the A1, about 150 miles away. Negotiating the Friday night traffic on the A10 is not fun, especially as there's been an accident, but we make reasonable progress to arrive about 20 minutes into the 1 hour 'window' that each control is open for. The customary under-bonnet check carried out by Ian brings forth a loud Anglo-Saxon expression. There is no oil showing on the dipstick. That'll be because it's spread everywhere around the engine bay, all down the doors, over the boot and all along the underside of the car. Something is clearly not well - we quickly add all the oil we are carrying to restore the level to normal and I fork out an outrageous £26 for two small bottles of Esso super - all that was available in the forecourt.

We decide to press on - carefully - another 150 miles to the next control at Corbridge, on the A68 in RAC Rally territory of yesteryear, roughly level with Newcastle. Much discussion takes place within the car as to what might be wrong and we finally decide that if we lose as much oil on this leg as we did on the first, we'll have to retire and limp our way home. Corbridge is reached just after midnight and this time we find that we are "only" down to just over half on the dipstick. Encouraged by this and all of our fellow competitors telling us that we can't possibly give up yet (Oh no? Just watch...) we decide to continue to the next control at Edinburgh Airport, estimated time of arrival about 02:30 on Saturday morning.

Edinburgh comes and goes, and regular checks of the dipstick indicate we are losing much less oil as we go on. Our next control is at Perth, due time 03:30. The leg after this is a long one, to Thrumster five miles south of Wick. Ian returns to the driving seat and I doze as he negotiates the A9 to Inverness. We stop just over the Kessock Bridge to change over and check the oil (again). I've definitely got the best deal - the sun is rising over the North Sea as we head north along the smooth, empty, sweeping A9 and despite only two hours sleep I'm thoroughly enjoying myself, evidently so much so that when we stop to take pictures of the stunning sunrise Ian demands to be allowed to drive again - well alright, it is his car....

After checking in and out of the control at a delightfully old-fashioned garage at Thrumster, we set off for the John o'Groats Hotel. After a quick breakfast, overalls are donned and the thick twins set about the roadside dismemberment of their propulsion unit with the selection of handy tools brought especially for this eventuality. A small but interested crowd gathers to offer useless advice as the rocker box and breather unit are brought out into the daylight in an attempt to locate the oil leak. I diagnose a blocked breather - although the tube appears sound from the outside, it's so old that the middle has collapsed restricting the airflow. This in turn has pressurised the crankcase and caused the oil to blow out of the dipstick hole. This is one of the few spare parts that we don't have with us, but a replacement is kindly provided by another crew and quickly fitted. A thick layer of instant gasket is also applied to the rocker box seal, which is suspected of having played a supporting role in our problems. Confident we have it all fixed we throw everything back into the car, make a dreadful mess in the gents trying to clean ourselves up then drive the half mile to the northernmost town in Britain for photographic proof that we made it at least this far.

The official route now takes us via Tongue and Lairg back to Inverness and we set out towards Thurso brimming with confidence - we've had our share of bad luck for this event. However, as we nudge our way through the traffic in the town, there's a horrible rattle from the front of the engine at low revs. These sorts of noises are, generally speaking, what the mechanics amongst us call "Not Good" or "Expensive."

IP "D'You hear that?"
DR "Yup"
IP "What d'you reckon?"
DR "Either alternator, or more likely camchain tensioner on the way out."

Just twenty minutes after having cured one problem, ignominious retirement was once again a real possibility - failure of the camchain tensioner would ensure this in spectacular fashion and we were, of course, as far away from home as we could be without leaving the country. (I later calculated that we would actually have been nearer home in Geneva than in Thurso.) The road book was quickly consulted; our next control was at Inverness and despite there being a prescribed route, there were no penalties for cutting straight there. We immediately decided to drive gently in the direction of civilisation (South) at a discreet speed and see how long the tensioner would hold out. Every mile would be a mile nearer home, and there can't be too many places where you see signs saying "Inverness 99" whilst driving south.

"Bizarre Incident of the Event" award goes to the driver of a Safeway lorry that we discovered quietly napping on its side in a ditch on the A9 some 20 miles south of Thurso. Despite the fact that we were theoretically driving on one of Britain's main trunk roads, we had encountered virtually no vehicles on this section of the route and felt compelled to stop and see if the driver was alright. Ian climbed up to have look in the cab, and

couldn't see anything or anybody but did ascertain that the door was locked, presumably in order that nobody could steal the wreckage. Apart from ourselves and the lorry, the road was deserted as far as the eye could see. A cold wind blew and I looked around nervously waiting for the tumbleweed to go rolling past. Was this the motoring equivalent of the *Marie Celeste*? A trip to a cottage several hundred yards away found the driver recovering inside in the care of the couple living there. He thanked us for stopping, and although no admissions were made, it seemed fairly obvious that he must have fallen asleep at the wheel.

Just before we reached Helmsdale, still some 60 miles north of Inverness, it was deemed to be my turn to drive again so we stop in a lay-by next to the sea. Ian goes under the bonnet to check the oil in order to see if our handiwork has done the trick and leans on the alternator to reach the dipstick. The noise stops. He takes his hand off the alternator and it starts again. The tool kit gets its second outing of the tour and once again most of the contents of the engine compartment are thrown out into the verge to get at the alternator, which is - or was - held on by two bolts. The bottom one has snapped into two pieces and yes, you've guessed it, we don't have a spare. Why would we need one? In over thirty years combined mechanical experience, neither of us has ever known an alternator bolt to break on a BL 'A' series engine.

We persuade the broken bits back into place and do the other bolt up VERY tight (torque wrench setting FT for mechanically trained readers) before limping on to Inverness to see if any other crews might have a bolt we can cadge. Of course, no one does - they all say, "I've never known one of those to break before!" By this time we are becoming something of a *cause celebre* in the event (some things don't change) and everyone is full of encouragement. Unfortunately, encouragement alone is no good to us - we need a bolt, because we still have one night's driving to go, and no bolt means no alternator means no lights.

We have an hour at Inverness, which we spend visiting every dealer and motor factor that anyone can recommend, all to no avail. Finally, in desperation we try ATS. The bloke there does us proud - he hasn't got a bolt, but he straightens out an exhaust clamp of the right diameter, cuts it to length and puts two nuts on each end to give us a threaded bar that will replace the broken bolt. And he doesn't charge us for it either. We are suitably impressed - and grateful - because it's the sort of thing that any one of the places we tried could have done for us, but he was the only one who could be bothered to actually do it.

Problems solved again, our next stop is Sterling via Fort William and at last we are confident that our luck has changed. The oil problem is definitely cured and with the weather holding fair, the next section of the event is the one that we enjoyed the most with great roads and stunning scenery. We have a good blast down the Great Glen along the A82 past Loch Ness to Fort William and then end up in convoy with a variety of other Triumphs. This results in a bit of friendly rivalry as we make our way through Glencoe and over Rannoch Moor to Crianlarich, where we strike east on the A85 for Sterling and the control.

It's getting dark again as we leave Stirling at 16:30 and we're not looking forward to the next and longest leg of the event, a monotonous drive down the A74, M6 and M5 heading for Easton-in-Gordano services near Bristol, some 400 miles away with a due arrival time of 02:30. The A80 grinds to a halt due to a big accident as we head for Glasgow, and this is where the years of road rallying experience pay off. Ian dives for the first exit - any exit - off the dual carriageway as brake lights go on all around us and we find ourselves in the middle of a housing estate in Cumbernauld. We haven't got any OS Maps with us (204 of them would have taken up too much space) but a combination of road atlas and

navigator's logic enables us to cut through to the A73 heading south for Carlisle. We re-join the A74 about 20 miles south of Glasgow and are now comfortably ahead of the field; not that it really matters in an event like this, but it does mean that we're under no pressure as we take it in turns for the long haul southbound.

I have opted for the frequent naps approach and have been doing alright so far, whilst Ian has decided to take the chemical route and is bouncing around on a diet of coffee and Red Bull; with his legendary digestive system I make a mental note to keep at least one window open to avoid asphyxiation. However, his method does seem to have the advantage as we head south; the motorway unfolds hypnotically in the headlights as darkness descends, and with virtually no other traffic apart from the occasional lorry I can feel myself getting drowsy. The rumble strips onto the hard shoulder save me from pranging Ian's car and I stop at the next services to change over again. Carlisle, Lancaster, Preston, Crewe, Stafford, Wolverhampton, Birmingham, Worcester and Gloucester all come and go as we take our respective turns to drive and sleep.

Sunday 4th October – “And surely nothing can stop him now.....”

The Granada services at Easton-in-Gordano is not the most glamorous place to be at the best of times; and for the record, readers are assured that 02:30 on a Sunday morning in late October is definitely not the best of times. It's bitterly cold, wet and depressing and we really, really want to be asleep. In my case, the situation is not helped by the knowledge that I am just 25 minutes away from the nice warm duvet on my nice comfortable bed in my nice dry house - which I am not destined to see for another 36 hours.

The next leg is “only” 200 miles to Land's End where we are booked in for breakfast, but 90% of this distance is on motorway and dual carriageway, so staying awake is going to be a problem again. We're back to the driving / sleeping / swapping routine for as long as the one behind the wheel can stay awake. As we hit the A30 my concentration starts to drift again, but as we cross Bodmin Moor, a black bin bag blows across the road at the very limit of the Toledo's headlights (ie about 15 feet) and I'm convinced for a split second that we're about to become meals-on-wheels for the Beast of Bodmin. The squirt of adrenaline from this incident serves to keep me awake as daylight gradually returns and we find ourselves skirting Penzance, having travelled nearly 1000 miles in the last 24 hours.

We arrive at the Lands End tourist trap for what is definitely one of the worst cooked breakfasts that I've ever had – makes the Metropole's one look like Egon Ronay's. However, we have more important things to worry about as our second breakfast control sees further mechanical malady being diagnosed by the aging, bald and worried owner of an ageing, bald and worried Triumph Toledo. This time he's not happy about the state of the joint between the exhaust manifold and the downpipe. Only two rusty nuts are holding the downpipe to the manifold studs and there are signs of a bit of a leak, which could explain some fumes we've noticed in the cabin. Out comes the trusty socket set, apply to the nut, tighten gently and..... SNAP! – now we're down to one. Ian is not happy and says so quite volubly, using an entire year's supply of profanities in just under five minutes; his language could be heard around the entire car park, much to my embarrassment and the other crews' amusement.

Never mind, we have to get going again, next stop is Dorchester and with true backs-to-the-wall Dunkirk spirit, having made it this far we're damned if we're going to give up now. Our route takes us back along the A30 as far as Honiton and then down the A35. There's no change in the exhaust note or volume and, touch wood, we seem to have got away with our latest (self-inflicted) problem. We're early into Dorchester and manage to find a

Halfords on one of the town's retail parks. (It would be interesting to see a graph of motor factors' profits for October 1997 – we must have made quite a blip as we travelled around the kingdom.) There's no point in messing with stud extractors and the like; we haven't got the time for that sort of mullarkey and anyway the engine's far too hot. A roll of welding wire is procured and pliers and mole grips used to lash the flange of the downpipe round that of the manifold and anything else we can see within a six-inch radius. It looks like a rat's nest but we don't care – Bodgit & Scarper Engineering Ltd. is confident that after all that's happened so far, this quality modification will get us to the finish, now less than 150 miles away.

And so it proves. Our final control is at good ol' Hook services on the M3, and from there we trundle sedately round the M25 to the finish back at a certain Enfield public house, arriving comfortably within our allotted 48 hours. I'm so knackered that I don't even feel like having a celebratory pint (no, really) – we hand in our time card, and out of newly acquired habit give the (t)rusty old beast a final check over before heading back to Bracknell, home and most importantly, bed.

And as Smashey would have said to Nicey, "And don't forget it was all for charity, mate!"

Dave Rillie

MOTORSPORT CO-ORDINATORS' BULLETIN	AUGUST 2004
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Dates	Event (Status)	Club	Type of Event	Champ
Aug Sun 29	Holly Autotest (C)	NEL	Grass Autotest	Centre
Sep Sat 4	* Autotest Practice Day ()	WMx	Grass Autotest	
Sun 5	* Haymaker Autotest (C)	WMx	Grass Autotest	Centre
Fri 10	Greenhorn 12 Car (C)	NWL	Beginners Navigational Rally	
Oct Sun 3	Autumn Autotest (C)	NWL	Grass Autotest	Centre
Tue 5	Quadruplex ()	NWL	Inter Group competition	Centre
Fri 8?	12 Car Rally (C)	WMx	Navigational Rally	Centre
Sat 9	* Metropole Run (C)	HQ	Regularity	
Sat 9	* Curtis Bennett Rally (C)	HQ	Navigational Rally	
Sun 10*	Dunlop Autotest (C)	HQ	Grass Autotest	
Nov Fri 12	12 Car Rally (C)	NWL	Navigational Rally	Centre
Dec Fri 10	12 Car Rally (C)	NEL	Navigational Rally	Centre

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

Past Events

Greenacres Autotest The Grubb family were out in force again, supplying nearly a quarter of the entry. They ended up scooping the top three places, in the order Stephen, Malcolm, Michael but John Cotton just managed to get a foot in the door and tied for third. With 18 entries, the event had its best turn out for quite a while, and everyone managed to finish this year. The day seemed to go very well with the weather being kind after a shower before the start.

London to Sydney Marathon Cath Woodman managed a last minute ride on this event in a historic class Porsche 911. It was a 30-day adventure taking in 15,000 kms of Europe from the Alps to the Mediterranean, the



highlands of southern India and the remote Australian outback. Despite a bit of bullshit (you'll have to read her article in the NWL mag) they finished 16th overall and first in class. They did get beaten by a certain Jimmy McRae however.

Grasshopper Autotest The event is next week as I write this, so results next month.

Future Events

Holly Autotest The organisers of the Steam & Country Show have moved the venue, with the forthcoming sale of Holly Farm, and I am currently still waiting to hear if they want us at the new venue at Trent Park. If not, then I will try and arrange to run it later in the year. If yes, I will send details out to everyone from the last two years and notify group secretaries. If you might be interested in competing, but haven't done the event before, then please just give me a call or send me an e-mail and I will let you know as soon as something is decided.

Autotest Practice Day The practice day will be held at the same venue as the Haymaker the following day and is aimed at beginners and novices who want to brush up on their techniques. Any experts who want to make a weekend of it would be welcome to come along and offer advice to the new-comers. The idea is that there is no pressure of competition and nobody needs to worry about "looking silly" in front of old hands - anybody can have a go as long as they're a **csma** member. Anyone wishing to do both events, the option to camp overnight is available, just let Nikki Wild know.

Haymaker Autotest This will be held at Church Farm, near Bramley off the A33, which is easily accessible from either the M3 (Jn 6) or M4 (Jn 11). Passengers are not required for this grass event and all runs at the tests will count for the results. Entries are £15 each and regs are available from either Nikki Wild or myself.

October 12 Car The event may not run this year, being on the night before the CB weekend, and organisers not available for other dates. I will let you know when a decision has been made.

Other Items

Rule Changes for 2005 One of the changes for autotests is the ability of organisers to specify in the regs that the same car can be driven by more than two drivers. Another change for all events, is that the definition of a car (usually defined as a minimum 72" wheelbase) has been amended to "*or being a standard production car*" so that vehicles like the Smart Car can enter events. Theoretically, until next year, you can't even do a road rally with one of these cars (can you Graham/Lee!).

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299 Work: 01977 593482
mike.biss@bt.com

csma Rally Navigation Training Day

The first running of the **csma** Rally Navigation Training Day proved to be very successful, encouraging ten crews with little or no previous navigational experience to attend the day held at the Cotswold Motoring Museum (Bourton on the Water). The day started with a tuition session teaching basic 12 car and road rally style navigation, followed by a brief road book tuition session.



Crews poring over their roadbooks!

Following lunch the crews were then dispatched on a road event touring assembly where they put into practice the skills they had learnt that morning. They had a choice of a road book, pre-plot navigation or plot and bash. The route was 40 miles long with six check points to ensure they were still on the correct route, which took them down some of the most scenic parts of the Cotswolds.

All crews returned to the Cotswold Motoring Museum having successfully completed the route for a final cup of coffee and debrief.

The day proved so successful that many of the crews have now entered **csma** events with the Windrush Run being a particularly popular choice as well as great interest being shown for the Curtis-Bennett Motor Sports Weekend.

Martin Saunders

Clerk of the Course

(and CSMA Champion Navigator 2003)

Rally Format Track Day - Barton Stacey - July 11th 2004

Csmawmx group held the latest in an increasingly long line of Rally Format Track Days at the Army's Barton Stacey training ground, just off the A303 near Andover, on Sunday July 11th.

As usual, the event was well supported with some 25+ crews turning up on the day, but before that the venue needed preparing on the Saturday. This is a mammoth undertaking in itself, compounded by the need to patch up some holes on the venue with ready mix to make it smooth enough for road cars on road tyres and suspension to traverse without damage. As per last year, Clive Chapman organised the concrete in two lots of ½ tonne loads in a borrowed trailer and several eager workers were dispatched with shovels to sort out the worst of the holes. This was required at the last minute due to a change in venue, from a billiard smooth (due to a £80,000 kart track being laid) area, new to us, back to the previously used area. To be fair, I wouldn't like to receive an insurance bill to re-tarmac someone's kart track after a rally track day with the abuse a venue gets. The work party were then conducted by AG, in a manner most worthy of inclusion in the "Proms", to banging pegs in, attaching arrows, "scavenging" (John Wright!) for brushwood and generally making sure the venue was in top fettle for the next day's activities. I would imagine, actually, that the venue was pretty close to being of a standard that would be acceptable for hosting a National B, or even National A stage or two – All credit to the happy band that regularly give up their weekends to support these events.



The author kicking out the Sierra 4x4's tail.

© Andy Manston – <http://www.mandh-photographic.co.uk>

On to the day itself – I had "lost" my usual navigator, as Emma is now eight-and-a-bit months pregnant and in no state to sit in a rally car all day. She couldn't actually get in and out of the car, over the door bar, into the competition seats, anyway – We tried www.csmawmx.com

though. I must say, that Sabelt really allow some slack in their lap belts... I had advertised the event to my QinetiQ colleagues, via our Newsgroup system here, and had a volunteer nav. or two, so all I needed to do was turn up.



Gary Lomas in his Stratos replica. Tackling a slippery section at speed.

© Andy Manston – <http://www.mandh-photography.co.uk>

For once, the Sierra was ready to go – No last minute bits to bolt on, all fuelled up and clear of all non-essential items. The brakes were a bit noisy, but it turned out to be surface rust that got burnt off on the drive down to set up on the previous day. They could have done with a fluid change, but it looked like it was going to be wet, so I didn't expect them to take too much of a hammering.

The venue had taken a bit of rain over the course of the latter part of the previous week and some of the track, especially under the trees, was very slippery but no matter, I have 4WD... Fortunately from the fun point of view 4WD can't defy the laws of physics, and I enjoyed several glorious four-wheel drifts moments during the day and got a bit enthusiastic for one corner and went straight off into a small bush, for which I received the due comments later!

The car is OK apart from a small radiator leak and some broken under-body clips that hold the fuel lines and brake line on. I also managed to overheat the ABS system by doing two "laps", one straight after the other, and the brake pedal started to go to the floor. Letting it all cool down again sorted that out no problem and I managed something like a dozen runs during the day, to total "only" about 35 miles or so of lunatic driving, although I was a bit stiff and sore the next day from all the arm twirling.

There were two notable moments during the day. AG had to do an emergency route change at lunchtime owing to our nice new concrete being ripped out on one corner and thus being deemed too rough for road cars. Later on in the afternoon AG was again

called into action when half the British Army turned up at the gate (the other half was stationary on the A303) claiming they wanted to set up for a night exercise starting at 8 p.m. and wouldn't disturb "...our little playtime...". This was some considerable time after our agreed finish time of 5 p.m. and thus AG was a little dis-chuffed. Two magnificent rally cars (Mitsubishi Lancer Evolution VI and Gary Lomas' Stratos replica) were dispatched to show the event wasn't some quiet Sunday plod and we continued, unsurprisingly) with no other intervention. British Army 0 – Alan Goddard 1.

Once again, I enjoyed myself immensely and am already looking forward to the next track day, as it's the best fun for your money to be had and still be legal.

This is a good opportunity to thank, profusely, all who set up the venue on the Saturday and to the stalwarts of WMx group, plus family and friends, who turned out on the day to make sure the event went without a hitch. Emma would also like to thank Jez and Nikki for letting her in at "just after" 0900 as they were closing the venue for the day. My tummy would like to thank the Wallis's for keeping it nicely filled.

I've also had some comments relayed to me from a few participants, a couple of which I've shared below.

See you all next time!

Jerry Ludlow

Andy and Nicki Shepherd.

Entered the event for the second time, this time using our new 205GTi 1.6. Essentially a standard car, but with a roll cage, harnesses etc, and lots of weight removed. Tyres were Yoko A539s. Thought the track was excellent, with a good range of surfaces to play with. Overall the grip levels were very low, even as compared to last time we were at Barton. Parts of the track under the trees were so greasy it was hard to get the front-wheel-drive car moving forwards at all, let alone corner it. I think we spent more time looking out of the side windows than the windscreen. Lots of bumps in places, but nothing that really worried me, even with the standard suspension. That said we did have one slight off that resulted in mounting one of the kerbs, and that stung a little. We had 12 good runs, without major incident, although we spun off twice at the chicane in the morning and once on the grass in the afternoon. Seemed that the track was a good length, in that I was just running out of brake energy by the time I was braking at the end of the final straight! The day was useful in that respect - I was planning to uprate my suspension next, but now I'm going to concentrate on the brakes and differential!

Looking forward to next year!

John Snowdon and John Snowdon Snr.

Great day on Sunday and a very pleasing first test of the Escort.

The Escort was drinking quite a bit of juice. I put in £14 and used almost all of it up within 2 sessions on the track. Luckily the Edmunds guys let me buy another £16 worth of super and it seemed to run a bit better and get a few more mpg out of it... still, can't be worrying about mpg with those carbs on!

It's probably running a bit rich still, a good session on the rollers should sort that out, but I'm more than happy with the performance of the car - it was spinning the wheels in 1st, 2nd and 3rd giving it some welly... I even managed 5th gear down the straight once before I hit the stoppers, which, if I've worked it out right [speedo is not working properly with the altered diff, wheels and gearbox], was 95mph (it's geared to redline at 7200rpm

in 5th at 127mph). 170-175bhp in a little mk1 Escort is, I can tell you, in all honesty, quite scary (and blinkin' fast!).

Need a servo now (those 4-pot brakes are very good but need too much force)... and a new quickrack (now ker-knackered!)... and the crankshaft oilseal is starting to weep a little (didn't have one to fit at the time of rebuilding the block)... might also try and get the rear springs de-cambered a little to bring it down a touch - it's about 1-2" too high; but it still handled quite impressively.

Email from Basing Rally Rescue

Allan,

A short note to say thanks to all of the organisers and competitors for the unexpected, but very welcome donation yesterday.

We have decided to put the money towards a piece of kit we have been after for some time, which is a vacuum mattress. This is essentially a long flat "bean bag" which moulds itself to the body when all of the air is sucked out. It is extremely useful for dealing with casualties with severe spinal injuries, so I hope not to use it at all and have it solely for display!

As I said yesterday, if someone could forward some CSMA stickers, I will put one on the case to acknowledge your donation. Please pass along our thanks to your members.

Regards,

Chris Harding.

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The deadline for articles for the *September Sump* is August 25th!

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.

CSMA WEST MIDDLESEX GROUP GROUP CHAMPIONSHIPS 2004

1. The Group championships are intended to encourage positive light-hearted competition between Group members on events of all types and levels, and to encourage everybody to support events. Particular emphasis is placed on events organised by this and other **csma** Groups.
2. The Group championships are intended to encourage positive light-hearted competition between Group members on events of all types and levels, and to encourage everybody to support events. Particular emphasis is placed on events organised by this and other **csma** Groups.
3. The categories are
 - a. Rally Driver - only events defined in the RAC MSA 'Blue Book' as rallies will qualify,
 - b. Rally Navigator Driver - only events defined in the RAC MSA 'Blue Book' as rallies will qualify,
 - c. Off-Road Driver
 - § Autotests
 - § Autocross and Rallycross
 - § Non-rally Off-Road events (e.g. off-road vehicle trials, recovery tests, orienteering and Safaris)
 - § Circuit Racing and Karting
 - § Sprints, Hillclimbs and Drag Racing
 - § Trials
4. The Championships run for the calendar year. The existing rule regarding the submission of paperwork will be strictly adhered to - **NO PAPERWORK NO POINTS!** Claims each championship year must be submitted before 31st January in the following year.
5. Points scoring:
 - a. Points are scored within each category for:
 - § Starting an event,
 - § finishing an event,
 - § receiving class or overall awards,
 - § beating other members of West Middlesex Group,
 - § or by supporting the running of events as an organiser or marshal.
 - b. Points are awarded as follows:

		Points
Starting an event	All levels	5
Finishing an event	Closed / Clubmans	5
Finishing an event	National B	8
Finishing an event	National A	10
Finishing an event	International	12
Receiving an overall award (or finishing in the best 10% overall)		5
Receiving a class award (or finishing in the best 10% in class)		4
Per West Middlesex crew beaten		4
Organising a WMx event		15
Marshalling on a WMx event		10

- § Organisers' points are the equivalent to a start, finish and overall award on a Closed/Clubmans event. Marshals points are the equivalent to a start and finish on a Closed/Clubmans event.
 - § Organisers and marshals may nominate their points claim for organising an event in any of the three categories, regardless of the type of event, to boost their personal points total.
 - c. For the purposes of the "per WMx crew beaten" criterion:
 - § Road rallies: all other WMx Group members beaten will count,
 - § Stage events only those competing in the same class will count,
 - § Off road events: all other WMx Group members beaten will count.
 - § A crew is considered to represent the Group even if only one is a member.
 - § All crews who *start* the event will be taken into account, including those who retire.
 - d. There are no specified Championship rounds, each competitor may enter as many or as few events as he or she wishes. However, in order to claim points it is essential that:
 - § he or she must declare the motor club entered under as **csma**
 - § the event must be fully open to other members of **csma**
 - e. Each competitor's best twelve scores on events will count. This is to avoid biasing the championship totally towards highly active competitors at everyone else's expense.
 - f. In order for a competitor to win a championship, they must have scored points as a competitor on at least one round (to ensure that a driver's championship cannot be won by marshalling alone).
5. The competitor in each category with the highest points total at the end of the year is judged to be the winner.