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The WMx Summer Walk!

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Your Editor Speaking...

An interesting month...

Firstly, the Westfield engine lunched itself on the way to work on one of the glorious sunny mornings. Horrible rattling was the symptom, which at tickover turned into "tic tic tic RATTLE tic tic tic RATTLE"... It turned out that the rocker shaft had snapped at one end, causing the rocker nearest the front of the engine to cease to rock - preferring instead to rattle around randomly. At least it gives more incentive to get the new engine in...

Then, the day of the Sump deadline, one of the hard disks in my PC went west - fortunately the system disk, so all my data was intact - eventually!

And **another** apology is required, this time to Chris Foxley. After 27 issues at about 130 copies a time I finally did what I dreaded most - missed off a stamp! Doubtless I'll now get lots of letters telling me it's happened before... I do *try* to be careful! Sorry Chris (and those even now writing that letter!

Have fun!

Jez Boakes (Editor)

Chairman's Scribblings...

Phew what a Scorcher!

Sounds like a Sun headline doesn't it, but it does accurately describe the weather just lately

It makes a change though for it to be hot and I for one have certainly been making the most of it, time to get the BBQ out and sit in the garden with a few bottles of vino and some good company.

We were in the car the other day, when Debbie commented on a passing motorcyclist, "He's going to get hurt if he falls off" she said. She was of course referring to the fact that he was just wearing shorts and a T shirt, trainers and a helmet. Every time we get on our bikes we do it by choice, and likewise we can choose whether or not to

wear any kind of safety clothing. Especially in this hot weather one has to weigh up the pros and cons. Wearing leathers in temperatures of something around 30C is a very uncomfortable experience, especially around town. I would normally never go out on my bike without wearing leathers but being so hot that you cannot concentrate is in my opinion a very valid point worthy of consideration. The bottom line here is about choice and every time we go out we make a choice. That's why I ride bikes, it may be considered dangerous by some, but it's also a fun and liberating experience which I don't want to be without.

I have eventually got round to getting the Sylva out of the garage in preparation for the MOT. First item on the list was to move the drivers seat, as the last driver was 6ft 6in and I am only 5ft 5ins. That won't take

csma West Middlesex Group

long I thought and along with my two willing helpers Sam 7 and Charlotte 8 we went out to get started. Lying on the floor at the side



The Sylva

of the car it was useful to have someone to pass the spanners, until Sam unwittingly dropped a 17mm example straight in my face. I exclaimed loudly, he burst into tears and Charlotte ran off to the house. Debs appeared on the scene with tea and squash and Charlotte arrived back shortly after with a bag of frozen peas bless her !

Mack's Mutterings

Last month I was muttering about all the DIY work I had got done so it is predictable that this month I can report that absolute nothing productive has been done! On the other hand I did manage to get to a trackday in the Westfield. This didn't start too well as I failed the noise test (101.5db against a limit of 100db) but with a bit of help from my friends I repacked the exhaust and it then passed at 98db. Phew!! Then the engine started cutting out accelerating out of corners but that was fixed by redoing some dodgy wires to the ignition system (not fitted by me I hasten to add!) and after that it behaved very well. The only real problem being that my new LSD(*) showed that the engine really is nowhere near powerful enough, oh well-better get on with that engine rebuild then! (*) Yes, I did read Keiths comments on ATBs and LSDs in the last sump, you might find a response to that elsewhere.

In June I actually made it to a Noggin and Natter! This was a smaller affair than normal due to the slightly inclement weather, all the bike riders (except AG) going home

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Jenny, who had been in the house heard Charlotte in the kitchen and came out to see what all the fuss was about. Well the swelling went down quite quickly and Sam was soon back to normal the seat was removed and the runners modified and are now waiting to go back in the car, but in all the commotion I completely forgot about the BBQ at Nikki and Jez's after the group rideout, Nick Palumbo rang and asked if I was on my way, "on my way where" I said, then it dawned on me,

I apologise to Nikki and Jez and the rest of you for not putting in an appearance and hope you understand.

Well folks that's it for now , if you're off on hols then have a good one

See the rest of you at clubnight

Remember the beans and the rhubarb

John Wright (Chairman)

to avoid the rain, and it took me twice as long to get there because a) I got lost..... and b) I wasn't expecting 6 inches of flood-water on major roads in June! Still, a good evening all the same.

Unfortunately that was about it for me during June as family commitments conspired to prevent me attending any more WMX events, so I will have to leave it to others to tell you how they got on.

August is traditionally a fairly quiet month due to the holiday season and this one is no exception. In fact, the only official WMX events in our diary are the motorcycle ride out and Noggin and Natter. However, it is worth looking ahead to September which starts with our Haymaker Autotest. If you are competing regs are available from me and if not, why not come and marshal? The weekend after the Haymaker is the Retro Run, this year it starts and finishes very close to where my parents live so there is absolutely no excuse for me getting lost on the way there!

Have fun!

Toby Mack (Secretary)

The 2005 Summer BBQ and Ride-Out

A ten o'clock meeting time didn't seem unreasonable on a glorious Sunday morning in mid-July to start our West Middlesex Group RideOut. But when my alarm went off about 7.30 I admit to having second thoughts and considered turning over and pinching another couple of hours of shut-eye. However the idea of ringing AG with some feeble apology (and I'd have to think up something new because I've either used up all my good ones or lent them to Big J..!) appealed even less, so within 90 minutes, I was on the road and bound for the River & Rowing Museum at Henley on Thames.

The riverside café there had already served AG, Alan K, Steve, Roy & Barbara and they were all sunning themselves on an outside table by the time I arrived. News had reached AG that Nick was a little behind schedule as his Fazer's battery had pan-caked itself needing the assistance of the RAC's finest to get him mobile. (Sorry if mentioning the RAC incurs a fine for you at the Annual Dinner next year Nick; an Opti-Mate would've probably be cheaper than AG's err, penalty, - and before you ask, YES, I am with Britannia!!!!)

The 'freshly-jumped' Yamaha eventually appeared with a somewhat breathless Nick aboard just before eleven and the gang put back on their leathers, gloves and lids and dutifully followed AG out into Henley town centre.

We all trailed around a beautiful route behind the big Pan, a gentle pace affording some excellent, and sometimes surprising views, with several close-up sightings of the once almost extinct Red Kite, now successfully re-introduced into the Chiltern Hills and always ready to show off their aerial skills to the passer-by. Pausing at the top of a hill with almost the whole of Oxfordshire in panorama before us, AG's question' Ready for a coffee?' seemed an offer that would be un-fulfilable without riding some distance yet. However, as usual AG had it all under control and a few minutes later we were seated under the trees just a couple of metres from the waters edge at a delightful riverside café.

Refreshed, we once again donned our essential but hot 'n sticky jackets, helmets, etc. and using very quiet well surfaced lanes, and super 'biking roads, passed through Blewbury, Streatley and Pangbourne before heading south through Mortimer and Heckfield on route to our BBQ at Jez & Nikki's house in Hook.

J and N had cleared the drive for us (all the cars were parked on their front lawn!) and it was quite pleasurable to remove all the 'bike gear knowing that for a few hours we could all relax in shorts & T-shirts and soak up the rays. Actually it was so warm that only the real sun-worshippers didn't head straight for the chairs in the shelter of the tall conifers, but we all enjoyed consuming the absolutely first-class spread that Jez & Nikki had spent hours preparing. Oh, and a few glasses of various cold liquids disappeared too, all in the interests of keeping the fluids topped up of course!

Put a lot of West Middlesexer's together anywhere and very soon someone 'invents' a competition! In this instance it was an impromptu Boules Championship !!

Car drivers and motorcyclists, egged on by passengers & pillions, were soon vying for supremacy over a number of hard-fought rounds. The Rules seemed to vary for each round but the main reason I didn't win was obviously Molly's dad's fault. He was the Umpire, had no idea of any rules let alone the finer points of the game and, as he had been able to walk from his house to the Event, had voluntarily 'tested' one or two Guest Ales for mine hosts claiming it helped his judgment no end as an 'Umpire'! He subsequently succumbed to all sorts of bribery and Malcolm was declared the Winner. I consoled myself with four extra sausages and some Chilli-Ketchup, a teaspoon full of

which found its way into the aforementioned Mr White's last pint of the evening, a fact he totally failed to notice or acknowledge at all !

We mounted up and rode off into the moonlight in dribs and drabs after a really marvellous day. Top marks to Nikki & Jez for the presentation and content of the BBQ and of course their hospitality; thanks to AG for leading us round a really excellent motorcycling route (how does he keep finding these roads for us?); and apologies to Denise for the noises and accompanying overnight pong in her bedroom – well you know what Chilli sauce can do, whether one knows about it or not is irrelevant!!!!

Kam Rashy
BMW 1150 GS

“Unsuitable for Motor Vehicles”

Within the article in the July Sump entitled “A New Form of Motorsport” is a description of a local track I regularly walk. I have never driven it end to end in my own vehicle but I did once cover its full length as a passenger in a car with 3 other WMX members...

Dave Rillie, Ian Perry and the company car “owner” of the Astra GTE exactly like my own were here for, I think, the Cricket St Thomas Wildlife Stages Rally that I was doing in the Escort. Can't recall why AG wasn't there that time. The quest for real ale the night before had taken us via Abbotsbury (where DR turned his nose up at the “Routiers” signed Ilchester Arms).

I calculated 4 rally-orientated people in a company car were ideal to attempt the transit of the beach road to West Bexington. We made it with only a bit of wheelspin on the pebbles at the far end. The Wadsworths 6X in the Cellar Bar at the Manor was worth it.

The road became impassable in the middle for all but serious 4wd after the wet winters of 2000 and 2002 but by last year was “useable” again by a properly driven car. Small world...

Keith Lay

Change process – further update

The amendments to the **csma** Articles of Association have been discussed and presented at the Board and General Council. North London Centre discussed them at their meeting in July and have sent comments back about areas that were of concern (primarily the size of the proposed new “regions”).

The new Articles should be circulated to the **csma** membership prior to the AGM on the 7th October 2005 at which they will be voted on. They will put in place the framework within which the proposed changes can follow.

There will be a transition period between this year's AGM and that of 2006 during which the necessary changes from the old structure to the new structure of the club can begin to take shape.

If you can't attend the AGM, you can still have a vote by proxy. In your Motoring & Leisure magazine you should see a card to return to HQ. Please consider carefully whether you would like to do so. I understand that Allan Goddard, who *will* be attending the AGM, is happy to receive proxy votes from WMX members who can't attend themselves, so feel free to nominate Allan as your Proxy.

Nikki Wild

ATB

ATB is short for Automatic Torque Biasing. The ATB I am referring to is made by Quaife and, I think, are the most popular in the UK but there are other torque biasing diffs available. These use a system of gears to sense loss of grip and bias the torque to slipping wheel. They have a bias ratio, eg 20:1 means they can bias 20 times as much torque to the wheel with grip compared to the slipping wheel. However, due to this limited bias ratio they can never lock completely. This means that an ATB acts just like a normal (open) diff in most circumstances but has the advantage (over an open diff) that it will prevent one wheel spinning if it loses grip. However, as Keith pointed out, if one wheel totally loses grip (ie wheel in the air) then it acts like an open diff again (20 times zero is still zero!).

The ATB does not require any setup (beyond normal diff building procedures), supposedly does not need maintenance, uses standard diff oil and has no problem going on MOT brake testing machines (in my limited experience at least) so it has an advantage for general road car use.

These types of diffs are used in some production road cars, eg the torsen (short for TORque SENsing I believe) diffs in Audi quattros.

Plate diffs use ramps and clutches to lock the diff if there is too much relative movement between each side so it is speed sensing rather than torque sensing. The advantage of this (as Keith says) is that it will always lock, even if a wheel is off the ground so you will get consistent operation, regardless of conditions. The disadvantage is that it may well start to lock when cornering normally, causing understeer when entering the corner. This can be a particular problem in a very lightweight car like a "7" however it can, to an extent at least, be solved by careful setup of the diff

- changing the ramp angles etc to prevent it acting too early. This brings me to the second disadvantage - for a plate diff to work properly it has to be setup specifically for the type of car (and potentially the driving style), no problem if you (or your supplier) really know the car but not so good if you just want to buy one off the shelf - you could end up very disappointed if you buy an LSD out of an escort and fit it to a Westfield! Lastly, a plate diff does need maintenance (clutches can wear), you need to use LSD oil and avoid MOT brake test machines - not a big deal really though.

I am not aware of plate diffs being used in production cars (although someone will doubtless correct me!) but they are very common in competition.

The other thing to note when comparing plate diffs to ATBs is that the ATB acts as an open diff on the overrun, ie under engine braking whereas the plate diff (depending on setup) will generally lock. If you are a road driver then the behaviour of the ATB is probably preferable but if you are a rally driver that that locking action of the plate diff is probably a good thing (in a RWD car at least).

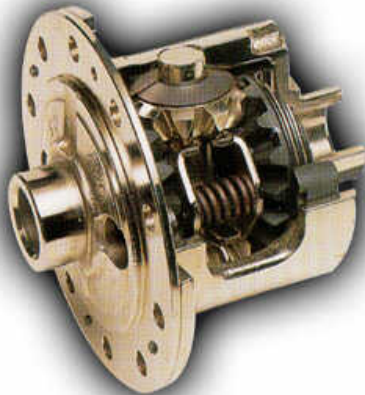


Plate diff

So that is a lot of waffle trying to explain the differences but I don't think I have contradicted anything Keith said. I think the key message from Keith is that, while ATBs might work in some applications that does not read across to all applications. However, it is worth saying that goes for plate diffs too! I have heard of a number of people fitting plate diffs to 7's and being disappointed, on the other hand I know of at least two people who have plate diffs in 7's (one being Jez, our Editor) who find they work very well - these diffs are obviously set up properly!

It is worth mentioning that there are different designs of plate diffs from different companies. These vary slightly in the way they operate and how much adjustment they have so if you are buying a plate diff it is worth researching this further.

Conclusion

So I have pretty much repeated what Keith said but perhaps with a different emphasis. My view is that, if you have a lightweight car which does not tend to lift an inside wheel and you don't want to change the handling of the car then an ATB is an excellent choice. It doesn't matter so much if the suspension travel is limited (my Westfield is live axled and has less than an inch of droop at the back) as long as the car does not roll too much. If, on the other hand you have something like a escort or hot hatch which tend to lift wheels or are prepared for a change in the handling then a plate diff is almost certainly a better choice.

Perhaps no surprise then that Keith (who has an Escort if I remember correctly?) favours the plate diff, while I, after a lot of research and deliberating, went for the ATB!

Oh, and lastly: Should I be calling my ATB an LSD? Well, ATBs will not limit slip in all conditions on all cars. However, in my Westfield it has done the job on both mud/grass (autotest) and tarmac (road and track) so it is close enough to be called an LSD as far as I am concerned. Sorry Keith! :-)

(By the way, there other types of LSDs. for example the viscous diff used in the xr4x4 etc. You can do your own research on them!)

Toby Mack

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Has AG really done 40 consecutive CBs? If so it must be my memory that's failing! I can only recall ever doing 5 (or maybe 6?) and can't recall him being there on the first 3! I must also have been out on the CB in a non-competing role once – as I remember it as being the year of “Eddie Garner and the farmer” (surely everyone knows that particular story, although it was all the better hearing EG recount it and it never seemed to get boring each time it was repeated).

I clearly recall pushing AG's bl****y great tank out of the escape road in 81 (I know it was 81 because I had to get back to Walton on Thames by lunchtime after the event as I had someone coming to seam-braze my Escort shell). I also recalled it quite recently because, in an alcohol-induced rash moment in the Bath Arms on the evening of the Longleat hill climb, I volunteered to make a comeback to the navigator's seat of a Civic Type R for the 2005 Carpetbagger Rally (the epic that starts down the road from me in Charmouth and is also known as the “CB” as well as the “Bagger”). The reason for remembering was that the 81 (csma)CB was the only rally I ever navigated on using standard inertia reel seat belts (and was the last road rally I did?) and it occurred to me I did not want to repeat the experience anywhere else (I didn't – I got out of the local “CB”/Carpetbagger idea).

I didn't actually like the (csma)CB much as a rally. I always felt the navigation was unnecessarily complicated for the territory in which it ran. I recall a particularly forceful debate in the pages of Sump in the early 70s with the then C of C Peter Donovan. I seem to have spent half the 70s and 80s in Llandrindod Wells but was probably there more often on the Welsh International than the CB. Like AG, it was the WMx International competitors – Searle Siemssen in particular – who first persuaded me to enter the CB. The first attempt in 67 had to be aborted because I destroyed the car at the csma Brands Hatch practice day a couple of weeks earlier (photo).



“Second hand” mini body shell!

Since I recall having the wretched CB trophy at home at one point, I must have been in the winning team one year. I only ever drove it once (68 with Vic Weatherley – retired with sick navigator). There was a good result navigating Chris Marsden in his 38bhp standard 850 Mini in 69(?) (when I think WMx were second team as well as first) and an ok one with Chris in 70(?) when I lost time “going round” to get a correct direction of approach. It's probably long enough ago now to recount that 2 WMx members collided that year on the Abergwesyn to Tregarron road doing a “recce” from different directions (and the road wasn't used on the event after all...). I navigated Bill Thomson once (or twice?) in the mid 70s (and beat him on one of the first and very wet Dunlop autotests in his Escort, never having previously driven a RWD car competitively... although him reversing on to a rock and getting stuck entered into the equation). That must have been the year the exhaust system fell off on the M4, was replaced with

a new one in Abergavenny, only to have the manifold split on the way to scrutineering and get welded up with an industrial arc welder in the Llandrindod Wells coal yard and sealed with a coke can (that's Coke as in drink, not like coal or...oh never mind).

That must also have been the occasion when I beat Marilyn Tricker (star of peak time BBC1 "Smart Spenders" a few weeks ago) at golf (let's repeat that, since I never played again and a certain person went on to be a single figure handicap golf club captain) (ok, so it was on the Landrindod putting green...). Must have been the same year that WMX Group Secretary Merv Manning and I drank Llandrindod (and the Log Cabin Bar at the Commodore Hotel in particular) dry of real ale by afternoon closing time (fortunately not on the day of the rally...). There were also some boating competitions on the lake... before the "event" Steward (the concession operator) called a halt...

There was a WMX initiation ceremony for all CB first timers. This involved a stroll through the park in the company of the more experienced members to the Chalybeate spring. There the old hands faked drinking the water, made pleasant comments on its taste and stood aside for the victims to partake of the (revolting, sulphurous, vile) poison. Another regular feature in earlier years was a "social" drive round (the day or afternoon) after the rally. We used to get up to about 8 cars and each took it in turns to lead and find (with their own marked maps) interesting roads, including smooth unsurfaced ones. If the odd ford could be found, all the better. Gated roads were common and we relied on the last car to do the closing – so there was great competition not to run last "on the road".

The "WM" stickers began in 69 or 70 and were originally simply the outline of the linked letters (and were prepared in white and black, cut out from fablon, to cater for light and dark coloured cars). The coloured stickers followed a few years later (and presumably were banned by the changes to road rallying in 1988). Several of us called into Whitemead Park at lunchtime the year it opened, on the way to Llandrindod for the CB. I recall Bob Harris being in that group (no, not "whispering" Bob H...) and we were asked to produce our membership cards at the bar. I've not been back since! We used to take a route to Llandrindod that was a virtual straight line from the WMX home area. Few speed limits in small villages and hamlets then... Returning was often in convoy too and a favoured stop for lunch was the "Trumpet" near Ledbury, where we could fill the restaurant area with group members.

WMX had a pretty effective recovery operation going in those days. There was never a lack of volunteers to go out again straight after breakfast and before any thoughts of sleep. Once Bill Thompson hit a wall and tore the front tie rod mounting off his Mini. Laurie Dalton got a lift to the finish and several WMX crews went out. I recall reshaping the tie rod with a rock and the road surface to fit at a different location than BMC intended, using other existing holes in the mounting and the subframe and one very small bolt and nut. To check it wouldn't collapse immediately, we got Bill to drive down the road with me sitting on the wing on the side of the dodgy repair. It held, so we reckoned it would hold all the way back to Llandrindod without me on it. The local garage (a BL main dealer then) was quite used to urgent welding jobs the next working day to get competitors home.

Some good times - but I always felt the best advantage was never taken of the Welsh roads to run a totally straightforward event. I never could relate to the idea that unnecessarily complicated navigation helped the inexperienced novice against the hardened experts in well-prepared cars. It just meant the navigator was all-important. The enjoyment of the CB weekend was just a little bit "in spite" of the rally, not "because of" the rally.

Ye Gods My life is Soooo full! It's been almost a fortnight since the main event, and as ever it was a great day. I have an hour to get all these thoughts into some sense! Here goes ... All change! Last year WMx **csma** didn't field a control point for the rally, all down to the marshals not being able to contact me until too late in the proceedings. As it turns out it was a strangely prophetic absence, as I injured my back the day before last years event. I was utterly knackered! I was reduced to the walking pace of a slow granny and driving was right out! There would have been no way on earth that I would have been able to get the equipment to the Aylesbury control site. So we missed last year, and BMW "usurped" our Aylesbury spot. Ho-hum. I took the opportunity to scout out the Swindon control point which was a garage forecourt. It made me sad to think that we'd lose the Waddesdon pitch which was so good. I tried some nifty negotiation but the Aylesbury control was gone, however as it turns out they'd had issues with Reading control for ages. The solution seemed obvious. WMx is based mostly around the M4 corridor. The pieces were falling into place. OK, Lets do Reading! So we did.

A big thanks to the AG, as of the long list of possible Reading control sites postulated he suggested that the M's Diner / BP garage on the A33 would be an ideal spot. So it was. Quick negotiations with the owners found that the place was going to be turned into an authentic Indian Restaurant, due to reopen that week before the Rally! This could have been a problem but, it seems that a more realistic assessment of project management dictated that there would be another six months factored into the design. This worked to our favour as M's Diner remained open in its current form. We checked the site out a few times and had to conclude that a little gardening was required. On the day, it was quite fun watching Dave attempting to start the petrol strimmer. I thought it was a little over kill for the 4 by 5 metre area, but petrol strimmers really are that cool so I think he got away with it! The fun bit was the distinct lack of petrol strimmage. No start, no strim! Hey Dave, said I, now turn the choke right off, and give it two quick pulls on the starter cord. It started instantly and I basked in the light of apparent competence! Laughing all the while!

There was a new addition to the team this year. Dave had treated himself to a "professional" gazebo. Wow! Usually we spend a whole two hours trying to sort the pegs and poles out for the gazebo. Not this thing! As far as I can tell there's a button, the tent must leap out of the bag, assemble itself in mid-air and when it hits the ground it pegs itself in too! Now I didn't actually see this, but I was only gone for a few minutes to stake out the Control warning markers by the side of the road. By the time I got back in the space where Dave Wiles had strimmed was a large and perfectly formed tent-cum-office!!! If I didn't know better I would have thought that Barrett Homes would be interested in the build technology!

One of the down sides of the Rally is that we cannot predict the flow of traffic through the web of towns. Thus we cannot guarantee the likely uptake of food at any one stop. Business at M's Diner was not as good as hoped for. This year, although the owner was up for serving thousands, he had to close early as he wasn't really selling enough to make it worth the extra hours. It's unfortunate, I told him, but he has to make the best choice for his business. So he shut at eight :- (I must admit I was more upset he sent the cute waitresses home too :- (:- (:- (Ho Hum...

Oh yes! There were some bikes, unusual you may have thought, it being organised by the AutoCycle Union and the British Motorcycling Federation! There were 818 machines out in the field. Between 2pm and 12 midnight, 206 of these came through our control! RESULT! The different zones of the map closing, forcing the bikes to the centre of the

map at later times, also forces them to make the most of the outer controls whilst they are open. It means that we get a fair proportion of the crowd through and are not open for long stretches with no bikes at all.

I thought there was a lack of truly interesting "weird" machines out on the evening. Most notable was the VMax combination outfit. I got several warning lights for that one. The whole point of a VMax is the "straight line stomp" factor, although that same review said it had "all the cornering ability of a puppy on a lead"! So, I was a little taken aback when I found my favourite dragster machine had a seating capsule welded to the side of it! Actually the combination drew a lot of attention from the rest of the guys. We were trying to work out the fuel system, which looked like it had an outrigger tank behind the passenger seat which fed to the main tank on the bike. The brakes were somewhat meaty too, being more akin to the four wheeled variety. After my initial trepidation, I had to admit it was a cool machine!

Unfortunately there was one casualty to the proceedings. A Triumph limped into the Control. It didn't seem too bad, no nasty sounds or smoke. But the killer things are always subtle. The chap got his mark for the control and went to start the machine. The lights dimmed and there was nothing. The engine did not even try! A situation I was quite familiar with. Dead Battery! Hang on, this machine came into control under its own steam - how can it have a dead battery? Well, we sussed the idea, the battery had been providing the sparks for the engine since the last control. The owner, with heavy heart, confessed he'd see this before. A cog in the engine to alternator linkage had gone years earlier with the same effect. It had happened again! In spite of the offers of help, it was in vain, any fix however temporary would require an engine out, so it may as well be done properly. It took two hours for the recovery guys to turn out. I think that was down them being specialist bike breakdown recovery. (I cannot help but think Britannia would have been quicker, they were when I pulled the clutch cable through its mounting! Raar!) Sadly however that proved to be the end of his National Rally, but out of 206 that's not a bad average really.

Actually we almost lost a troupe of bikers! The BP garage lights are soooooo much brighter than the lights we had on our office-tent. They rode in, did a lap of the garage forecourt and left back out on to the looong dual carriageway. Oops! Approximately three and a half minutes later, we heard the dulcet tones of them rocketing back UP the dual carriageway. This time when they rode into the forecourt I was standing there Control board in hand and pointing to the comparatively dark part of the car park. Our last visitors.

I gotta say a big thanks to all the guys who turned up to help do the control point thing. A real big thanks to Dave for the whole tent thing AND for the start to finish support! Cheers to Nikki and Jez for turning up with the patio equipment, (and the comedy value of sneaking the entire stash back to them at 1:30am in a neighbour hood watch area! How that lot got into the Micra I do not know, cheers to Robin Carter who can not only fold tent awnings but apparently small portions of Space-Time! I'm sure the Micra was over capacity :-)! A big thanks to Simon for providing Dave and Robin with an alternative car to chat about, its fun watching grown men comparing toys. "Hey what does that do?" "It goes BBBBBRRRRMMM!" :-) Simon also confirmed my assessment of the waitresses as being "spot on", not that I really need the validation! Thanks also to Richard Whitehouse for his support. Ian Flower actually confused me for a bit, being the only one of our lot to turn up on a two wheeler, I'd offered him a sweet and cleaned the visor before he'd drawn to a stop! Cheers one and all. Hope to see you all at the 2nd annual Reading Control! Ride Safe!

Rhys Edwards



Dates	Event (Status)	Club	Type of Event	Champ
Aug Sun 21 *	Holly (C)	NEL	Grass Autotest	Centre
Sep Sun 4 *	Haymaker (C)	WMx	Grass Autotest	Centre
Fri 16	Greenhorn 12 Car (C)	NWL	Navigational Rally	
16-18	Rally Great Britain (I)	MSA	WRC Rally	
Oct Sun 2	Autumn (C)	NWL	Grass Autotest	Centre
Fri 14	12 Car Rally (C)	WMx	Navigational Rally	Centre
Sat 15	Quadruplex ()	SoS	Inter-Group Quiz	Centre
Nov Fri 11	12 Car Rally (C)	NWL	Navigational Rally	Centre
24-27	Lombard Revival ()	ERA	Enduro Rally	
Dec 3/4	Civil Service (Nat B/C)	North West	Road Rally	
Fri 9	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 Still awaiting results for this event.

Grasshopper Autotest This will have been held by the time you read this, so something next month hopefully.

Tour of Anglesey Cath and I had a go at this event in the Holden Barina which although aimed at historic cars, had a small class for moderns. The format was special tests and regularities during the Saturday afternoon and evening, followed by an 80 mile road rally, before starting some more special tests and regularities on the Sunday morning and afternoon. The tests included the Anglesey Showground, a quarry, an old road and farmyard, plus a grass autotest and some PCT hills. The whole format was great fun, the roads are fantastic and the scenery wonderful. Next year we want to go back and do the historic event.

Future Events

Plate diff

Holly Autotest This is taking place on Sunday 21st August at Studd Farm, Leighton Buzzard and this will be a PCA event, so passengers will be required. Three tests will be laid out and you will have three goes at each, with the best two times to count. After lunch, we will have another set of tests to have a go at. All the tests will be straightforward and you should have fun and a bit of a laugh. The entry fee is £12 and further details and regs are available from myself.

Haymaker Autotest This grass autotest takes place on Sunday 4th September and will be held at Church Farm, Bramley, Basingstoke, (MR 175/632600). The farm is in the village of Bramley, off the A33, which is easily accessible from either the M3 (Jn 6) or M4 (Jn 11). The entry fee is £15 and to keep things even, no knobbly tyres are allowed. Regs are available from myself or other group secretaries, or from the Sec of the Meeting Toby Mack 01252 675533. Please make sure you put your entry in with plenty of time as the organisers have in the past suffered from, due to lack of entries, the event being cancelled only to discover later that several competitors had intended to enter but had left it until the last minute.

Greenhorn 12 Car Rally The start of the 12 Car Rally season is fast approaching and to get you into the swing of things, the Greenhorn is running to give beginners and novices a chance to sample the delights. Straightforward navigation is on offer to teach you how to get round the route and enjoy yourselves. Details will be available next month, but keep the date free and have a go.

Autumn Autotest This will be the final round of the season and will be held at Studd Farm venue near Leighton Buzzard. Should be easy to find now if you have done the others there. More details next month.

Other News

Planned MSA Rule Changes From next year, the use of gas discharge spotlamps will be banned on all road rallies, together with the retro fit of gas discharge headlights. Moulded slicks are to be banned (yes some people do use them on road rallies) and a third class added to the historic category for cars between '75 and the end of '82. The latter will allow a lot of the newer cars to compete on historic events so long as they meet the technical regulations. Then we come to 2007. The standard car class is going to be abolished but currently not sure what impact this will have. The likelihood is that modified cars can have a performance hike e.g. a Honda S2000 engine and box in a Mk2 Escort (200bhp as standard) but you can't run a standard Mondeo turbo diesel. Somehow it looks as if someone has got this idea round the wrong way. All will become clearer later in the year I hope.

Mike Biss: NLC Motor Sports Coordinator

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The WMx Social Whirl

July has been a very busy month, with **csma** activities featuring twice-weekly on our calendar at home.

National Motorcycle Rally

We started off with a very pleasant Saturday assisting Rhys Edwards in running the Reading Control of the National Motorcycle Rally. It was good to catch up with a few WMx members who we see less frequently at Clubnights, etc. as well as to see the participants in the event.

Rhys has obviously made an impression on the regular entrants over the years because a good number of them piped up "you should be at Aylesbury" as Rhys bounded up to them with the customary box of sweeties (referring to our previously traditional venue at Waddesdon).

I deputised with the chocolates for Rhys while he had a bite to eat and it was observed that it's unusual to see a girl offering sweets to strange men!

The committee meeting followed mid-week and, although not traditionally thought of as a social function, it is still nice to catch up with the others and to plan what's next for the Group.

Fawley Railway

That brought us to a scorching hot weekend and a trip to Fawley to the museum courtesy of Sir William McAlpine. They only open the museum to the public twice a year (with their volunteers opening another half dozen days) so it was a privilege to be able to attend. North West London Group had organised the trip but Rob, Alison, Jez and I decided to go along.

We all picnicked in the sunshine on the lawn by the railway track, watching the train passing up and down full of passengers. It was a real wrench to admit that we really ought to have a look round the venue rather than just sunbathe. The railway runs a full sized steam engine with two wagons for visitors to ride in. You're open to the elements so you really experience the joy of steam travel – complete with smuts of soot in the eye! The museum was a fascinating collection of memorabilia and the ice cream van was very popular.



Fawley Train Struggling up the Hill!

The following Wednesday, I had my first experience of a North London Centre meeting. I was invited to attend, knowing that

our second Group representative (John Wright) wouldn't be available. I met up with AG (Centre President) and Bob Head (WMx delegate) in the bar of the Civil Service Club in London. It was fascinating to gain an insight into the workings of Centre and (apart from a lengthy interruption while who was having what for dinner after the meeting was established) the meeting sailed through the agenda with Bernard Ward at the helm.

Clubnight Music Quiz

The following evening was our Clubnight – the music quiz which I hosted. I feel I should apologise to those who took part for not breaking them in as gently as I perhaps could have done! There were 5 rounds of 10 pieces of music. In the first round, the pairs had to name the TV / radio programme associated with the music. The correct answers ranged from the Wombles to the Onedin Line. Surprisingly everybody got the Flintstones but BBC1's The Blue Planet proved more elusive. Round 2 was more of the same but this time it was film titles that had to be identified.

Round 3 moved on to classical music, requiring both the composer and title. I think I should have awarded bonus points for references to adverts but WMx are a surprisingly cultured bunch and the scores on this round weren't bad. Although I should have deducted a mark for the pair who referred to Swan Lake as "Duck Pond"!

Round 4 consisted of the themes to James Bond films. The teams had to name the film, the artist(s) playing the theme and the actor who played Bond in that film. This, again, scored well with one team achieving an impressive 28 out of a possible 30.

The final round was general music ranging from the Beach Boys to the Crash Test Dummies. The pairings had to name the title, artist(s) and also the decade (60's / 70's / 80's / 90's) in which it was recorded. Again an impressive score from one team managing 29 out of a possible 30.

All the teams did very well although it was apparent that those who were a mix of ages, rather than friends staying together, benefited from the range of tastes and experience.

Third place went to AG and Stephen Grubb, second to Ann Holden and Sara Foxley and first place on an impressive 81 out of 100 went to David Head and Tony Brooks.

I also owe a big vote of thanks to Jez who kindly organised all the tracks I was planning to use onto a CD per round to save juggling piles of disks and, since that meant that he knew all the answers, he then acted as score master for me, marking each round while we went through the next.

BBQ

The last WMx event was the Sunday bike run finishing with a barbecue at our house in Hook. Again we couldn't have asked for a better day with warm sunshine and clear blue skies.



WMx Summer Ride-out & BBQ!

The non-riding members started arriving at about 2pm and we were joined by those who'd been on the ride-out before too long. Jez did a great job of keeping the burgers and sausages coming.

Molly White (WMx's youngest member) graced us with her presence (along with Chalkie and Denise) but she declined to take part in the WMx pro-celebrity-slightly-handicapped Boules tournament which was eventually won by Malcolm Grubb. Is there anything that the Grubb family can't turn their hand to?

The day passed into evening and when people really couldn't face any more sausages they headed for home. I had a thoroughly enjoyable day and hope those who joined us did too.

The remainder of the month is just as busy with the **csma** proms concert at Sudeley Castle on Saturday, followed by the Windrush Run on Sunday and Noggin the following Tuesday but more of those another time.

Nikki Wild

The deadline for articles for the *September Sump* is August 24th!

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.

Attention West Middlesex Group motorcyclists:

The August Ride-Out–
...and a new organising team!

Our fifth mid-week Ride - Out of the year will be on Tuesday 30th August and we're off on a mystery Ride!

WMx regular Nick Palumbo is in charge of this one, and he's not letting on where we're going!

We'll meet at Jenner's Café near Boulters Lock at Maidenhead 10.00am for a late breakfast..... Leave at 10.30am and, apparently, ride an excellent route to an excellent lunch stop.....

A light lunch (?).....and then we'll return via a another route to finish at our Noggin 'n' Natter venue the Jolly Woodman at Littlefield Common for supper with other Group members around 6.30pm.

The one thing that won't change - this will still be a relaxing 'bimble' using B and C class roads wherever practical – and, of course, we go, come rain or shine!

Please let **me** know if you're coming along by the Saturday before the Ride-out (27th) 'cos if you're not, we'll ALL be having a lie-in !!!

Please give Nick your support – it'll be a good day.

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AG