



December 2006
Number 489



WMx Members drooling over an Aston Martin DBR9 at Prodrive!

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Your Editor Speaking...

Rain, rain and more rain. I guess summer is over then...

Progress has been made on both Bernard (some pieces already made are now fastened together) and the Westfield (camshaft oil seals have been bought). And some housekeeping in the shape of fitting a new exhaust system to the Omega. I'm a bit tired now... ;-) You never know - by the next Sump I may actually have started work on the engine!

Just come back from a long weekend in Ypres which was excellent - lots of very very good beer and food was consumed! I can highly recommend the town - lots of history, magnificent buildings and very friendly people. Plus, it's only an amazing four hours door to door for us!

Looking forward to some keenly fought skittles action on December 14th, then a bit of a lull until the New Year, which will start with the New Year Run. A slight glitch with the start venue unfortunately - the start will be very close to Marlow, but that's all I can say right now. Sorry! But don't let it stop you from getting your entries in! Then it's the January 12-car - if you don't want to enter then please please come out and marshal. It promises to be an event to remember!

Oh - and as an incentive for you to come to clubnights - it was at the November Club-night where AG announced a trip to Pro-drive at very short notice...

Have fun!

Jez Boakes (Editor)

A Note from your Chairman

Winter seems to have finally arrived, having been lulled into a false sense of security and well-being with fairly warm, sunny days we have suddenly had heavy frost and torrential rain. Time to do the 'winter checks' on your cars and make sure all is as it should be (lights all working etc). And don't forget, if you need tyres, our own Dave Edmunds will cut you a great deal on the sticky black round things, tyres and exhausts.

Speaking of checking cars, I seem to have spent most of the summer at the MOT

garage, between our son's car, daughter's car, the 'weekend car', my heap and finally Ann's car – I think I may be invited to the staff Christmas party! As if that wasn't enough, in one week my head gasket blew, Ann's clutch burned out and our daughter's battery gave up the ghost! When I went to collect Ann and her defunct car, she was resplendent in a high visibility jacket with the car surrounded by cones to re-divert traffic, all very efficient.

Enough of that, on to more cheery things. 12 cars are going apace with a WMx event (by Malcolm and Jez) last month, NWL and NEL events in the coming weeks and an-

csma West Middlesex Group

other of our own (organised by AG) in January. Also in January is the New Year Run, organised by Jez and Toby, so it would be nice to see those entries coming in.

Mack's Mutterings

This month started with our Clubnight. This wasn't very well attended (pretty much just the committee there!) which was a shame because it was a very interesting talk by Geoff Eteson on the recent situation within the **csma** and where things are going now. There has been a lot said about this recently but it was good to hear it from the horses mouth and I can understand the situation a lot better and feel a lot more positive about the future of the **csma**.

Also at the clubnight last month AG announced that he had managed to wangle a trip to Prodrive near Banbury (see the benefits in turning up?!). We got to see most stages of the car preparation including engine building, making the wiring looms, bare chassis preparation and of course the final car preparation. In the engine and gearbox workshop it was, not surprisingly, all Subaru turbo engines. After spending the last year or so rebuilding my crossflow (alright, mostly just looking at it!) I was amazed at how small the crank and con-rods were for this engine, they looked about 2/3 the size of the crossflow ones. And that is for an engine that makes 550bhp unrestricted - not bad! There was

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Be good – if not, be careful!

And as ever keep your foot in it.....

Derrick Holden (Chairman)

a variety of cars there from the expected Subaru WRC cars of Solberg and Atkinson to a fair number of Aston Martins (I have never seen a rally Aston before!). Their small museum also had some interesting cars too, from Jimmy McRae's Metro 6R4 to Jenson Button's BAR F1 car. All in all a great day out and rumour has it there will be another Prodrive visit sometime soon - watch this space!

Well, that was it for me this last month apart from a preparation for the New Year Run which brings me onto the subject of the next couple of months. The big event for December is our Skittles night on the 14th followed by an even bigger event - Christmas! Then, of course, is the aforementioned New Year Run on the 7th. Entries are starting to roll in but if you are thinking of entering then please get your application in sooner rather than later as it makes it much easier for us organisers if we have some idea up front of how many entries we will have! After the New Year Run is the January 12 car. From comments AG has made I think this could be a good one so, again, get your entries in early!

That is it for now. If I don't see you before Christmas - have a good one!

Toby Mack (Secretary)

The deadline for articles for the

February

Sump is January 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.

The Three Shires Run - A Marshal's Tale



The day had arrived - it's raining, Mum and myself are heading down the M3 to Alton in Hampshire in her Vitaro. Sound familiar? Yes - the New Year Run 2006...

Made Alton with no problems (so far!) parked in the school car park then went to sign on at the hotel. After about 30 minutes headed back out to the car. Flat battery - reason being someone had left the legths on. (I mention no names nor tell no lies...) AAAARRRRGGGH-HH...

Raced back to the start (well - walked!) and spoke to AG who started asking people about jump leads. Luckily for us Malcolm Grubb came to our rescue.

By this time mum was getting a little stressed! A quick jump start and we were on our way, behind most of the field. We dived cross-country and got to Uppark right behind car 0. And what a house with stunning views and gardens!

On our way to PC3 at Hall Hill car park, the road suggested by AG was closed - ROAD DIVERTED! But what a diversion - long or what?!? After finding our way around the diversion we found our way to the car park after some slight off-roading coming down by the railway line! (Bit tight along there!)



Sat in the car park taking in some sun rays

when the first car arrived - Toby and Gail Mack in their Westfield looking a little bit mucky!

When our control finished we drove back to the hotel for scones and cream. Yummy!



A big thank you to AG & Co for arranging a cracking day, and thanks to Malcolm for our jump start. In addition - well done to my mum for helping at short notice - this was her first event as marshal.

C U soon!

Simon Mummery

West Middlesex Group's January 12-Car Rally

On Friday 12th January 2007

Welcome to the first 12-Car Rally of the New Year!

The Start? The Jolly Woodman, Littleworth Common.

The Map? Landranger 175 / edition C2

The Date? Friday 12th January 2007

The Time? Signing-On : from 19.15hrs.,
Briefing : at 20.10hrs
Car 0 starts : at 20.30hrs.

Regulations & Entry Forms now available from AG or Jez.....

Perhaps you could put the date in your diary and come out to support the Group again on January 12th next year to see if we can match or even better the 2006 event.

We'll be planning a traditional Plot-n-Bash event for the Experts and Novices with a very easy marked-map alternative for the Beginners.

We hope you'll be able to compete of course but, if you can't then do PLEASE, PLEASE, PLEASE come out and Marshal! As usual, I've booked a cold, dry night & with a ~80 mile route we're going need a lot of Controls manned. Can you give us a hand please?

As I've said lots of times in the past, your support for West Middlesex on these occasions really does make a difference – it's always much appreciated, and it always shows!

Thank you very much for your support in 2006, welcome to the 2007 season.

AG – on behalf of the Organising Team.

Allan Goddard - Clerk of the Course : 07785 903 000

Jez Boakes Event Secretary : 07748 766 409

CSma West Middlesex Group – Tuesday Ride-outs

Well, looks like I have been found out! ie - as in not having written anything about my exploits since starting to go on the Group 'Ride-outs' back in May 2006, as pillion on AG's Honda Pan European. To say that I have thoroughly enjoyed myself is an understatement, me being a beginner and all. The company and the camaraderie has been such good fun, and I'm already looking forward to next year, providing there is still a spare 'pillion' going ! (AG?)

Just a little précis on the events that I have attended, memory willing of course – had to ask for a little memory-jogging help from Allan!!

The first two trips of the year I didn't go on but the **March** trip was a **Tour of the Thames Valley** and the **April** one was a visit to the **National Motorcycle Museum** in Solihull.

May – the Ace Café, London

My first ride was on **30th May** when we went to the famous **Ace Café** in London - AG led the Ride to the Ace while Nick did the 'Tail-end-Charlie' duty. The day began with Breakfast at Jenners Café in Maidenhead around 10am where we all met up. A cool but bright sunny day showed Winter Hill and it's spectacular views at it's best before we dropped down into Marlow. AG then led us past and behind the Stokenchurch beacon - never seen it that close before and from that angle. On to Christmas Common where there were lots of deer, Henley, Reading, Windsor Great Park, started to rain a bit there, then right around Virginia Water, Runnymede, Datchet and Iver before joining the A40 and North Circular roads and Ace Café for lunch –whoopee, and a loo!!

It was here that Roy joined us having got stuck in the M25 traffic on route to Maidenhead and arriving too late. It was good to see him.

Nick took over lead after lunch and went in a convoluted route to Elstree Airfield for our afternoon tea break, then it was on to Dunstable Downs to watch the gliders and more tea (and another loo!). Our Ride-out finished at our Group Noggin and Natter venue, the Jolly Woodman at Littleworth Common saying goodbye to one or two of our riding colleagues before reaching our final destination. It was here that I first became aware of AG's antics on losing his ear-plugs!!

27th June – to the Cotswolds and back

This started at The Riverside Café in Henley for brekky, then AG led us via Stonor where the Red Kites were re-introduced a few years ago and there were plenty flying overhead to see. Out to Thame via Bicester, Chipping Norton, Morton in the Marsh (where I used to work), Broadway Tower (where the grandfather of a friend of mine used to store his



potato crop in the bottom part) and we stopped here for a very nice lunch. A young lad who served us went and drooled over the bikes all lined up in the car-park - he had just bought himself a new scooter with his hard earned money. Also in the café was an Iguana in a glass cage!! – yuk. The views from the Tower were brilliant but we had to move on. Next it was Stow on the Wold then Bourton on the Water for a quick tea break at the CSMA's Motoring Mu-

seum where we got chatting to a nice elderly couple staying in the on-site cottages and who I thought were going to give us a hard time with all these bikers parking right under their window and disrupting the peace, but how wrong can you be??! They were a lovely couple, both in their eighties, and 'he' was determined to get another bike, just like AG's, as soon as possible! On to Burford, across Brize Norton Airfield (or so I'm told, I may have pinched 40 winks and must have missed that?!), to Aston where AG had found this super little craft/pottery centre where we had to have MORE tea and cake! They were going to close, but when they saw us lot turn up they decided we looked like we may exercise their till so stayed open a bit longer. I purchased a blue blanket, I wasn't allowed to buy any more due to lack of luggage space! The day's finale was via Kingston Bagpuize, Nuneham Courtney, Henley, Flackwell Heath and inevitably the Noggin and Natter at the Jolly Woodman.

16th July – the BBQ Run

Roy's wife Barbara joined us on this one, so I had some female company!! :o)

We started at Henley's Riverside Café with breakfast, then rode via Abingdon, Faringdon, Wantage, Pangbourne and had a lovely stop at the Bull at Stamford Dingley for a coffee break. Forty five minutes later we headed off to Theale, Heckfield and then on to Hook and Nikki and Jez's residence, venue for the Annual Group BBQ & Boules event. It was a very warm day so we all took advantage and had a change of clothing to something more suitable for the day than motorcycle



leathers! The weather was excellent all day, as was the hospitality, the food, and the wine! Thanks very much to J & N for hosting an excellent afternoon. Roll on next year!

25th July - Brighton

Alan Mayger was leading this one. We all met up at Fairoaks Airport for coffee and breakfast in glorious sunshine, the second hottest day of they year, 37 degrees!! It was



like a sauna in the leathers – phew. We set out heading south, skirted around Woking and Guildford and went back and forth across the south downs. Stopped at a nice little coffee place in Charlwood that was actually inside an Antique Pine Centre. A pretty girl in the front took a fancy to Alan M and I thought we might have got him organised in that direction, but he was playing hard to get – hohum!!, so it was Brunch and then on

again. On to Ditchling Beacon, 248 metres above sea level. Here Alan M insisted on digging deep into his pockets and brought everyone ice creams, which was very welcome but you had to eat them quickly afore they melted with so much heat and no shade at all. The views though, were fantastic. On to Brighton and the pier, where we stripped off as much as we could, I think some of them managed the shorts! Sat and cogitated there for a while as one does on Brighton pier, then, back on with the leathers, but oh my, was it hot! Back via Devils Dyke and on a north westerly route across to South Wold park and then the Anchor Pub at Pyrford by the river where AG lost an earplug again, how many times is that now?

After a cooling drink by the river we said our goodbyes to Alan M and AG led the remainder of the Ride back via Bagshot and Maidenhead to the N&N where we at last cooled down with a drink or two. Another really good day.

29th Aug. – Kimmeridge Bay / Poole Bike Night

This one started at Jacks Café in Bagshot with the usual coffee and brekky. From here we headed west and round southern edges of Salisbury Plain, down into the New Forest



and had coffee break at the excellent Annes Café - very nice that was too. Down through Fordingbridge, Cranbourne, then the exciting Zig-Zag Hill before passing through Wareham and on to our lunch stop at Kimmeridge Bay. AG had found a nice little café there – shame about attitude of the staff! Read into that what you will - I shall say no more !!! We should have had lunch I think but we ended

up with cream teas, which was still very nice of course. Then Allan took a route down the hill behind Corfe Castle, not a view I had seen before as I believe we had been even higher up than the Castle. And the view was absolutely brilliant, of course enhanced by such a beautifully clear day. Down in to Swanage and on to the queue for the Sandbanks Ferry where we made our way up the front and beat all the traffic – one of the absolute pleasures of a motorcycle :o) Saw the Sea Cat going out on route for Jersey whilst we were waiting for the Ferry.

On arrival in Poole we had to park away from the Quay 'till around 5pm before it was closed and made a 'Bikers Only' area. When we had parked up we managed to find seats outside



the Oyster Quay Restaurant, which was very convenient and the food was excellent. 3,300 bikes were reportedly there that evening along with hundreds of spectating holidaymakers and general public and we were all enjoying it so much that, we delayed our departure for the N&N and didn't leave the Quay until 8.30, but needless to say we made it to the Jolly Woodman by 10pm having also stopped for petrol as well – he tells me we weren't 'whoosh'ing', but I don't believe him! This had been another really good day apart from old 'grumpy knickers' in the café at Kimmeridge. :o(.....sorry Roy, I know you disagree!

26th Sept. – Bosham – AG led, Nick tail ended

Met at Jacks Café – coffee and brekky, then via Hartley Wintney, Alton, Liss Forest and the Hartings to coffee stop at Walderton Fox and Hounds. We then followed a lovely route that skirted around Chichester and went down to sea front at Bosham, turning the bikes around in the main street to avoid the sea which was creeping up the main street towards us, and we opted for the Public car-park. We walked round the corner to



the Mariner café, the manageress took one look at us in our biking gear and shook her head, funny how some people don't seem to want business and we don't look that bad! So, what was their loss was the pub's gain. The Anchor Bleau was a delight. They did a super ploughman's lunch which most of us had, and it was excellent. I brought the ice-creams this time, though I didn't have to buy as many as Alan M had done on our previous trip. We walked back to the car-park and, wouldn't you know, AG had gone and lost 'is perishin earplugs again!!! These things are like gold dust. So, being the good little solder that I am, I walked back to the pub and found the elusive earplug – phew. Back on the bikes, via Funtington, Terwick Common, Selbourne to Alton and a nice pub which was suggested by M1 (Mike R), finally returning to the Jolly Woodman about 7pm.

Still to come

31st Oct. – To the NEC - in a minibus! + a visit to the National Motorcycle Show and N&N...

By the time you read this we will have been to the NEC – we'll tell you all about it at the 'Noggin'.

Did I say this was a précis? I think I must have been taking lessons from my husband. Suffice to say I have had a really super time this summer as AG's pillion passenger, we've all enjoyed some really good laughs and seen some wonderful places and sights, thanks a lot guys.... and gal. :o). Now, how many times did AG lose his earplugs?? About twice on every trip I reckon! – ho-hum :o)

I'm really looking forward to next year.

Angie Canning

Speed (and remembering it)

It is sad to relate that Britain lagged behind the Continent considerably in the early days of motoring. Whilst others (annoyingly the French in particular....whoops, did I print that out loud?) were enjoying open road racing and unfettered speeds – we had to drive behind a man carrying a red flag! This had the wondrous effect of completely killing the development of horseless carriages in this Sceptred Isle.

But we are made of sterner stuff, for when the red flag man was pensioned off and the speed limit was set at a truly astronomical 12 mph there was no holding us.

Unfortunately, it was the French who set the scene by winning the very first organized speed event on English soil (don't you HATE it when that happens?). It was at that self proclaimed Mecca of motor sport.....yes, Bexhill-on-sea!

Organised by the 8th Earl De La Warr and the Automobile Club of Great Britain and Northern Ireland (later to become the RAC) it took place on the sea front in 1902, pre-dating Brighton (1905), Shelsley Walsh (1905) and Brooklands (1907/8) which one normally associates with the birth of motor sport in this country.

As you would expect in those early days, many of the entries were steam vehicles. Contemporary reports talk of much puffing, snorting and throbbing – and that was just the drivers! The event was eventually won by Leon Serpollet driving what was described as a 'steam Easter egg' (the mind truly boggles) which achieved an astonishing 54 mph along the promenade, which is far too fast to enjoy your ice cream and showed a typical Gallic disregard for our national speed limit of the afore mentioned 12 mph.

Sensational as this must have seemed to the gathered local populace, it was still some way behind what had been achieved that same year of 1902, on the Continent – W. K. Vanderbilt, Junior (there were hundreds of 'em) had reached 76.08 mph, H. Fournier had gone to 76.60 and M. Augieres had pushed this to 77.13 mph – all were driving Mors cars.

So, next time you're cruising at the legal limit making a 'phone call, using your electric razor, drinking a cup of coffee and applying your lipstick(!), remember those guys doing that speed on a motorized plank with canvas tyres and probably a wooden block against the axle (to try) to bring the whole lot to a halt.

We do, however, have a claim to the pioneering spirit of the age. Most people accept that the first practical vehicle was Gottlieb Daimler's 'einspur' (it was a motorcycle with outriggers – not strictly a car) which hit the road in 1885 using a Karl Benz engine. Well, a year earlier, 1884, in Erith in Kent, Edward Butler drove (rode ?) a tricycle with a two-stroke engine of his own manufacture (two years later a four-stroke design had advanced features such as a chain driven rotary valve, electric ignition and a float feed carburetor).

So, rather than lagging behind the Continent – we actually got there first!

I made a pilgrimage to (ok, I was lost and happened to pass through) Bexhill-on-sea, the ancestral home of U.K. motor sport and sought out the museum. Do you know how we celebrate the birth of British motor sport? The 'museum' consists of a paltry few photographs hanging in a basement corridor of a pub! In the same way that our Brooklands heritage is now cared for by the Germans (who, God bless them, seem to be doing a better job of it – our own building work caused more damage than their bombs! Whoops, did I say that out loud as well?). It seems that we just don't care about our glorious past on a national or international level, but we can do something on a local level – SUPPORT YOUR CLUB and keep a proud history alive!

Derrick Holden

www.csmawmx.com

csma West Middlesex Group

New Year Run

Sunday January 7th

Car 1 approx 10:00am



Starting at the Walnut Tree, Bourne End



Around 100 miles of gentle motoring, with notes of interest and a small quiz!

Ideal for blowing away the New Year cobwebs!

All cars welcome – classic or modern!

Entry £12 per car

Contact Jez (jez@jez-nikki.net) on 07748 766409 or

Toby (wmx@csmawmx.com) on 07770 365797

for more details and entry form.

Motor Sport Coordinators' Bulletin

December 2006

Dates	Event (Status)	Club	Type of Event	Champ
Dec Fri 8	* 12 Car Rally	csma NEL	Navigational rally	Centre
9/10	* Preston (Nat B)	Chelmsford MC	Road Rally	
Jan Fri 12	* 12 Car Rally	csma WMx	Navigational rally	Centre
20/21	* Carpetbagger (Nat B)	Bournemouth & DMC	Road Rally	
Feb Fri 8	12 Car Rally	csma NWL	Navigational rally	Centre
Mar Fri 8	12 Car Rally	csma NEL	Navigational rally	Centre
Apr Sun 15	Concorde (Nat B/C)	csma NLC	Production Car Trial	Centre

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

Previous Events

12 Car Rally - November The North West London event moved into newish territory, going into the top right corner of map 165. Although the team of Dave and Cath put it all together at the last moment, it all went well on the night and we used some new roads to most of us. The finish was back at the start venue in Ridgmont, where the results were declared when the organisers got back from manning the last control.

1st	Car 7	Mike Biss / Ian Buxton	Exp	NEL/NWL	0 Fails	0 Mins
2nd	Car 4	Allan Goddard / Stephen Grubb	Exp	WMX	1 Fail	0 Mins
3rd	Car 5	Pete Gregory / Graeme Presswell	Exp	NWL	1 Fail	2 Mins
4th	Car 1	Philip Brent / Graham Robinson	Nov	NEL	1 Fail	8 Mins
5th	Car 6	Alan Thurbon / Lee Craker	Exp	NWL	3 Fails	0 Mins
6th	Car 2	Malcolm Grubb / Caroline Grubb	Exp/Nov	WMX	3 Fails	8 Mins
7th	Car 3	Derek Newbould / James Newbould	Exp/Nov	NEL	3 Fails	11 Mins

Lombard Revival Rally Well I think everyone had their own tale to tell about the event and ours began on the way to the event when we were held up for 2½ on the M1 at Milton Keynes (yes we hadn't even really started) when the motorway was closed after someone jumped off a bridge. On the event, we got baulked on the very first test behind a newcomer (although we did end up setting a good time) but on only the third test of the event, an engine mounting bracket sheared after a big pothole. At the start of the next test, we pulled over and the Turner brothers stopped to offer help and ratchet strapped the engine to the strut brace. Our aim now was to get to the official service at the end of the evening in Scarborough to see what they could do. With some help from Dave Smith, they got the engine wedged on a block of wood and screwed it to the sumpguard. It then stayed there for the next three days of rallying and although we had to take it easier, it did allow us to get to the finish and get a very good result, considering. Shame that our challenge was cut off so soon. We will have to see if we return.

O/A	Class	Start No	Crew	Make	Model	Penalty
5th	2nd	Car 80	Don Whitehurst / Terry Atherton	Peugeot	106	4:06:17
7th	1st	Car 40	Mike Biss / Cath Woodman	Vauxhall	Corsa	4:11:13
17th	6th	Car 69	Paul Merryweather / Andrew Duerden	MG	ZR	4:21:55
20th	9th	Car 34	Dave Smith / Pete Johnson	Vauxhall	Astra	4:22:36
23rd	11th	Car 71	Malcolm Grubb / Caroline Grubb	Vauxhall	Nova	4:24:35
26th	12th	Car 123	Cunningham / Ian Perry	Peugeot	205	4:26:09
30th	15th	Car 25	Neil Wilson / Tony Davies	Ford	Puma	4:29:42
51st	20th	Car 94	Pete Gregory / Graeme Presswell	Vauxhall	Corsa	4:46:31
84th	30th	Car 20	James Attwood / Alan Smith	Ford	Ka	6:11:16
Ret		Car 38	John Cotton / Gill Cotton	Daihatsu	Sirion	Sheared stubaxle

Powerush Rally This was supposed to have been the inter-association event but a lack of entries caused the event to be cancelled. It looked like it was really going to be a good event and the organisers had put in a lot of effort. There was also some nutter trying to run a smear campaign on the event through the rally forums but hopefully it will not cause problems for future events in the area.

Future Events

12 Car Rally - December This will be held on Friday 8th December and will be held on map 166 edition C3, but C2 may be ok, check with the organiser first though. The event starts from the Gloucester Arms PH in Great Offley (halfway between Luton and Hitchin, same place as last year, but now a Chinese style restaurant) and a 45 mile route will be on offer for the usual £10 entry fee. Hopefully we will have something a little bit different for you this year, in the presentation format anyway. Entries are available from myself, details below, and any offers to marshal would be gratefully received.

Preston Rally Regs are now out for this annual white basher in East Anglia and by all accounts entries should fill up very rapidly, such is the interest in the event. Again it'll all be within a fifteen-mile radius of Elveden, Suffolk, the usual 190 odd miles in total, divided by two petrol halts into three legs. There should be 18 sections with the 'mileage that counts' amounting to approx. 120, and as ever about 80% of that will be unsurfaced. Off road tyres are a must on this rally! Regs are now available from the Chelmsford MC site at <http://www.chelmsfordmc.co.uk/Preston/current.html>

12 Car Rally - January Allan Goddard is running this event, with Jez Boakes, and he says this is definitely the last, last time. It will start (and finish) from the Jolly Woodman PH, Littleworth Common, Bucks (which is just south of Beaconsfield). Food is available both at the start and after the finish. You will require map 175 edition C2 along with the £10 entry fee and for this you will get a route of about 60 miles. Entry form should be available in this newsletter, but if not, give AG a ring on either 01189 345724 or 07785 903000.

Carpetbagger Rally This is another hugely popular event that will see the entry list full within a week. The event takes place in Devon and has a 190 mile route that starts & finishes at Newlands Holiday Park. Maps 193, 181 and 192 are required and you get a two hour run-out to plot the route. The regs will be out at the beginning of December from their website.

Other Items

MSA Licences Next year, your competition licence from the MSA will be in the style of a credit card and will also include your picture. In future however, you will be able to renew and pay for your licence on the web, as long as it is the same as the previous year. Organisers can also apply on line for event permits like 12 cars and treasure hunts, so long as they pay by credit card. The idea is to reduce administration costs by manual handling of the applications.

Finally, have a good Christmas and New Year, and watch out for the bad weather when it eventually arrives.

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

E-mail: mike.biss@openreach.co.uk

csma Karting Group presents:



ANOTHER GREAT VALUE DAY OF RACING!

By popular request, we're returning to 'WHILTON MILL' near Daventry, Northamptonshire on Monday 19th February 2007.

This time we're planning an Event suitable for Experts, Novices & First-timers so everyone can have a go, even if they have never driven a kart before. There will be plenty of help & assistance on hand and 'Instruction' sessions for absolute beginners may well be possible on a smaller separate circuit at the same venue.

With a maximum number of 36 places and a [Closing Date of Feb 9th](#), prompt booking will be much appreciated. The cost for all classes of Driver will be £85.

Cheques should be made out to A G Goddard to the amount of £85.00

Please send your completed entry form and cheque to:

ALLAN GODDARD, 2 Arnside Close, Twyford, Berkshire RG10 9BS

Date of Event : Monday 19th February 2007.

Arrival: by 09.30hrs please.

Briefing: starts at 10.00, track action as soon after as is practical.

The day will comprise of Practise/Qualifying sessions and Individual Races giving everyone an equal opportunity to reach the Grand Final. Following their Training sessions, Novices & Beginners will also be able to qualify for the Grand Final.

Then we'll have an Endurance Race for WEIGHT / SKILL MATCHED Teams of 2 or 3 Drivers in the afternoon.

Prizes will be awarded to the Grand Final Winner, the Best Beginner, and to members of the Winning Team in the Endurance Race.

All that for £85.00 per driver!

Any questions or queries?

Contact **AG** on 07785 903 000 / agoddard@csma-netlink.co.uk
or **Drew** on 07745 735 730 / lamtech@btopenworld.com

ENTRY FORM.

Name.....

csma Membership number (if applicable).....

Contact details

Address.....

.....Post Code.....

Telephone No's. ~ Home.....

Mobile.....

E mail.....

....and your Weight in race gear, (Approx for now !).....Kgs.

Karting experience:

If you are a first -timer karter, or have only done it once before, and would like to be a part of the beginners Practice/Tuition session, please indicate here...

Beginner?

Novice?

Thanks for your Entry – we look forward to seeing you all in February.

Allen & Drew

West Middlesex Group Committee Member Contact Details		
Chairman Derrick Holden 40 The Ridgeway, Marlow, Bucks, SL7 3LL 01628 440807 Derrickholden@yahoo.co.uk	Secretary Toby Mack 47A Wood Lane, Fleet, Hants, GU51 3ED 07770 365797 wmx@ghatzo.co.uk	Treasurer Nikki Wild 71 Middle Mead, Hook, Hants, RG27 9TE 07778 161572 (Mobile) 01256 762865 (Home) nikki@jez-nikki.net
Committee: Jez Boakes (Sump Editor) 71 Middle Mead, Hook, Hants, RG27 9TE 07748 766409 jez@jez-nikki.net	Allan Goddard 2 Arnside Close, Twyford, Berks, RG10 9BS 07785 903000 agoddard@csma-netlink.co.uk	Malcolm Grubb 10 Boscombe Close, Egham, Surrey, TW20 8LX 01784 435447 malcolm.grubb@btconnect.com
Bob Head 28 Upper Tachbrook St. London SW1V 1SW 0207 8341367	Ann Holden 40 The Ridgeway, Marlow, Bucks, SL7 3LL 01628 440807 annmholden@yahoo.co.uk	

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