



February 2007
Number 491



The 2006 WMx Annual Skittles Winning Team!

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Your Editor Speaking...

Happy New Year!

A good start to the year with a couple of very well attended events, both of which I was secretary for - the New Year Run and the January 12-car! Thanks to all those who supported either event - turnouts like that are what makes it all worthwhile! The New Year Run had slightly less than ideal weather - the rain from the previous week

made some of the roads slightly more challenging than we had hoped, but everyone coped and claimed to enjoy themselves!

A quick update on progress: none on Bernard or the Westfield, both of my milling machines are poorly, but my hi-fi amplifier project is getting off the ground again after the last prototype blew up...

Have fun!

Jez Boakes (Editor)

A Note from your Chairman

Hello everyone - I hope you had a cool Yule and a gear New Year, all the best for the future.

Christmas and New Year have come and gone already – it doesn't seem like the right time of year, far too warm! I can remember (oh Gawd, here we go again.....) when I was a puppy (so, nothing wrong with the long term er....er.....memory) we had definite seasons, and four of them. Spring was wet, Summer was hot and (mainly) dry, Autumn was russet and windy, and Winter was cold. There was also a very good chance of a white Christmas, but everything seems to have slipped back a couple of months now with the really cold spells being deep into the new year. I also seem to recall that it was usually around October that my fence blew down rather than January (as it just has). It's never been the same since we joined the EEC!

(or the EU, or whatever it masquerades as these days).

As a motoring club we should take great interest in, and be wary of, the fact that we, the motorist, are getting the blame for the cause of all this: global warming. Well, we're not entirely to blame. It's long been known that we use only a small amount of the oil consumed – I think the whole of transport, cars, trucks/buses, trains, ships and planes account for approximately 22% of UK oil usage, cars being a fraction of that.

A recent UN report states that animals are the major cause of greenhouse gas (we had a dog that certainly was!). Another report tells us that Great Britain uses something like only 2% of world oil consumption. So legislators are making the motorist (who use a fraction of 22% of 2% that is, not a lot) the scapegoats – but never fear, Gordon (Brown) has a cunning plan.....increase the duty on fuel! Oh, I nearly forgot.... he's also going to charge

us extra for using the roads that we already pay a 'road fund licence' for. He's a wag isn't he? He's also off my Xmas card list.

However, I am doing my bit for the environment, in two ways. Firstly, bottles (I do seem to have a lot of empties!) – I see people give me sideways glances when I pull up at the bottle bank in the old XJS, you can see them wondering just **how many** bottles need re-cycling to reduce the V12's particularly large 'carbon footprint'! Secondly, over Xmas I ate lots of turkey (no change there then) – it's a member of the vulture family so I reckon it must be the **ultimate** in re-cycling.

Moving on to club matters, the year got off to an excellent, record breaking start with New Year Run, organised to their usual high standard by Toby and Jez – a wonderful meander along some really nice roads that I didn't know existed, and it was on 'my patch' passing within approximately 400 metres of chez Holden!

A club night special was laid on for (and **missed** by most of) you! JW did his magic act, producing some amazing tricks – I

can't see how he does it, his hands never leave his wrists. He performed one trick that he himself described as 'a load of balls', but I thought it was very good, and, with such slight of hand, I don't think I would ever play a game of cards with him! However it proved beyond him when asked to make AG disappear.

It was probably a good thing that AG didn't disappear, he was on parade the next night running the record breaking WMx 12 car – another great event that was well subscribed both with competitors and marshals alike, well done.

My other highlights in January are Ann's birthday and then Burns night at the rowing club. What a palaver just to eat what looks like a killed, stuffed rugby ball, and you have to listen to all that awful 'poetry' before they let you eat! I'm not a Jock, but you know me – any excuse for a drink, even if it means putting up with those bl**dy awful bagpipes! I still think it sounds like kick starting a ferret!!

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

Derrick Holden (Chairman)

Mack's Mutterings

From what I can remember it was November when I last wrote one of these. Since then a few things have happened. Firstly there was Christmas with its usual mix of excess and relaxation! Then there was the momentous occasion when I finally removed the engine from my Westfield. In the end it only took me 1.5 hours so I am not sure why it took me 6 months to get round to it. Oh well, at least it is out now and I now have a very comprehensive (i.e. long!) list of things that need sorting before it goes back in. Maybe it won't be ready for the autosolo after all...

As far as I am concerned, the main event over the winter was the New Year Run. Our organising of this was a little late so there were a few last minute dashes around the countryside and a last minute panick trying to find a suitable start/finish venue but it turned out OK in the end. There is a lesson

there though, don't leave things to the last minute, especially in the lead up to Christmas when there are other demands on your time! In the event, the pub was very accommodating and, considering the size of their kitchen, did an excellent job coping with the evening meals. We were very concerned about the route, when we recce'd it the day before it was extremely wet and there was lots of rubbish on the road but thankfully it was better on the day. However, that did not stop some very large puddles appearing to surprise everyone! Still, everyone got back in reasonable time which I think is thanks to Jez and his sterling effort in compiling and checking the roadbook (and putting up with my driving on the reces!).

The other WMx event I attended this month was the January 12 car. This was another excellent event by AG. A full entry list, a full set of marshals and a long route kept everyone busy. I was marshalling at an early

The Sump December 2006

secret check and also the finish which allowed me some time in the warmth of the pub in between. Shame I had to drive home afterwards!

That was it for me over the last few months but hopefully there is more during February. Our clubnight on the 8th is the Slotcar Stages. This is generally a good event and worth attending whatever your

csma West Middlesex Group

skill level. AG works very hard to make this fun for all! Later in Feb is the NWL 12 car, a karting event and our Noggin and Natter. Then, at the start of March is our big event- the Annual Dinner!

Have fun.

Toby Mack (Secretary)

Dawn Rampton

I was so sorry to advise West Middlesex Group members of some awful news last month.

On Thursday 28th of December, Dawn passed away peacefully at home. She was just 41 years old.

I attended Dawn's funeral in Scunthorpe on Monday 8th January where a large number of csma folk, and others, gathered both to support Jeff and Dawn's family, and to say "Goodbye" to a really lovely lady.

Dawn had traveled extensively during her life, visiting and exploring Australia, China, India, the USA and most corners of Europe. She also enjoyed touring on her beloved motorcycle and had clocked up thousands of miles both solo & as pillion on the back of Jeff's 'bike at home and abroad. All our motorcycling members will remember her best in this mode although she did buy a Mazda MX5 sports car a couple of years ago and enthusiastically entered it on csma Track Days & Classic Tours.

Although Jeff & Dawn lived in Market Rasen in Lincolnshire, some 250 miles from our Group, they were both regular Group attendees and very few Group members will not have met Dawn on some csma or WMx event or another.

It's always very sad to lose a good friend, but it's especially tragic when that friend was so young & full of life. Dawn was an adventurous, gutsy and beautiful lady, and I, along with many others, will miss her dreadfully.

God bless you Dawn.

Our thoughts and sympathies are now with Jeff of course to whom I send sincerest condolences from all of us in the West Middlesex Group.

Allan Goddard

The Need for Speed

In 1902 on the Promenade des Anglais, Nice, Leon Serpollet achieved 75.06 mph to set a new **steam** Land Speed Record.

1903 saw a claim that the steam train 'City of Truro' had achieved 100 mph, but this is disputed and was run in only one direction, so would not qualify as a record anyway.

In 1906, Fred Marriot set another steam record, pushing the mark to 121.57 mph driving a Stanley steamer (bizarrely, this is **still valid**).

The record is still 121.57 mph, although steam cars have travelled faster – in 1985, a Lear steam car was taken to 145.6 mph, but only in one direction. A fire prevented the required return run to claim the official record, whilst another steam vehicle delighting in the name of 'Wobblebug' managed to disassemble itself across the Bonneville salt flats at an estimated 151 mph – proving that perhaps steam cars were not the easiest of vehicles to work with, fire being a particularly common hazard!

However, steam was a popular form of power for early vehicles, particularly heavy wagons as, having been around for a while in trains etc., it was understood and fairly easy to control (despite a spectacular propensity for spontaneous combustion).

Work has been going on recently on several new steam projects aimed at re-capturing the Land Speed Record (LSR). A British team will imminently (this year, 2007) be testing their modified vehicle with a re-designed boiler capable of generating the equivalent of 300 bhp, sufficient to take the record to over 200 mph. With modern materials, metallurgy and scientific knowledge taking over from the 'by guess and by God' method of engineering, perhaps any heat that the drivers of modern steam vehicles feel will be the warm glow of success – not the boiler about to explode.

Electric cars have also had their moments – in fact, the very **first** accredited LSR was for an electric vehicle (I hesitate to say car!) driven by Count Gaston de Chasseloup-Laubat in **1898**, recording a speed of **39.42 kph**. The vehicle was made by the coach-builder Jeantaud (Frenchies keep cropping up all over the place, but we'll get our own back later!), who also, in parallel with Ackerman, developed the modern system of steering geometry which allows our cars to corner correctly without scrubbing tyres – although it is Ackerman who gets the plaudits. Jeantaud made several record breaking electric cars in the early days of motoring – Camille Jenatzy using one to be the first person to achieve 100kph in 1899. It's amazing to realise that the first six LSR's were set using electric vehicles whilst the seventh record was the above mentioned effort by Serpollet using steam power. Imagine how things would be if the pioneers had stayed with, and developed, electric propulsion - we would be living in a clean, pollution free world and the Arabs would be sat on a load of sticky black stuff that no one wanted (and be poor)! On the other hand, if they'd developed steam power we may all have been driving around in the equivalent of Stephenson's Rocket, hissing and spitting, frightening cats and setting fire to grass verges! Ah well, such is progress.

It soon became apparent that the new fangled internal combustion engine was probably the way to go as it became more developed and ever more powerful. It was also easier to 'package', being more compact than either steam or electric propulsion with their attendant water tanks and boilers, or very heavy and bulky batteries. Although the meaning of the word compact was lost on some of the early engine designers – enormous 4 cylinder engines of 17 to 25 litres being fairly commonplace, the size being needed to compensate for lack of development and, particularly, low compression ratios due to the poor fuel quality, petrol being not much better than paraffin in those days.

A lot of the early manufactures involved in the LSR were French or Belgian plus a smattering of German (particularly Mercedes). Initially, the intrepid pilots were exclusively French and Belgian with one interloping American, whilst the Red Flag Law in England obviously hampered development on this side of the Channel and delayed our involvement.

Typical of early attempts at making powerful cars is the well known 'Chitty Chitty Bang Bang' – yes, it did exist. No, not Ian Fleming's legendary flying car of book, screen and stage fame, but a fearsome vehicle that was basically a Mercedes chassis into which was shoe-horned a 24 litre Maybach Zeppelin engine! Allegedly it's name comes from the peculiar sounds that the engine produced whilst running. In those early days of engine design little was understood about the science of getting fresh charge into, and exhaust gas out of, the cylinders – the restrictive plumbing (the inlet and exhaust manifolds) causing the gasses to make strange noises as they passed through, with the odd back-fire thrown in for good measure! If Chitty chitty bang bang doesn't sound odd enough, its proud owner was Count Zborowski (sometimes spelt Zbrowski or even Zbrowoski!). What's in a name, eh.

However, with the ever increasing power available from the internal combustion engine allied to improvements in chassis, suspensions and tyres, (plus some strange ideas concerning aerodynamics) the land speed record was about to get very competitive, very British – and very quick!

Derrick Holden

csma West Middlesex Group presents:

The Barton Stacey Rally Practise Day

Sunday March 25th 2007

A full day's un-timed motorsport for just £75 and it should be suitable for all road-legal cars. So you can bring along your rally car, your standard shopping car, and just about everything in between. Always a popular day out so get your entry in quickly to avoid disappointment.

Interested but don't want to drive?

Well, we'll need Marshals, and lots of 'em, on the Sunday!

Good with a shovel, banging in stakes or trimming trees?

I'd be very grateful if you could help us out too. If you're free for a few hours on Saturday 24th March and can support the Event & the csma by assisting in setting up the venue, please contact me.

Allan Goddard

Mobile : 07785 903 000

Home : 01189 345 726

e-mail : agoddard@csma-netlink.co.uk

Friday 9th February 2007

Start & Finish at the **The White Hart PH, Whelpley Hill, MR 165/000038**. at 8.30pm.

Map **165** edition **D** or **D1** will be required.

Route is approx 45 miles.

- Beginner** - shall have competed on no more than five previous 12-car events, nor competed on any night road rally. Beginners will not be classified in the overall standings for an event.
- Novice** - shall have competed on six or more previous 12-car events, or shall have competed on one or more night rallies. The navigator shall NOT have received any overall or class award (other than 12-car Beginner class) on any such event, within the previous 3 years.
- Expert** - shall have won one or more class or overall awards on a permit event or won a 12 Car event within the last three years.

Navigation will be tailored to suit the classes; Beginners will receive a fully marked map (or high-quality colour photocopy), Experts will receive (slightly) more challenging route cards than Novices.

Secretary of the Meeting: Ted Manktelow Telephone: 01923 282130

11 Furze View, Chorleywood, Herts, WD3 5HT

to whom all entries, plus entry fee of £10 is to be sent. Cheques payable to CSMA Ltd., NWL Group.

.....
OFFICIAL ENTRY FORM

DRIVER

Name Home Phone No.....

Address.....

E-mail address.....

CSMA Group..... CSMA Membership No..... Class: Beg / Nov / Exp

NAVIGATOR

Name Home Phone No.....

Address.....

E-mail address.....

CSMA Group..... CSMA Membership No..... Class: Beg / Nov / Exp

INSURANCE Alexander Forbes Insurance (£15.50) required? Yes / No

CAR Make & Model.....

Reg No.....

CC.....

INDEMNIFICATION

In consideration of the acceptance of this our entry for the above event, we hereby undertake to hold harmless and indemnify the MSA, the CSMA Ltd., their officials and agents from all claims that may arise in our participation in this event - howsoever caused.

Drivers Signature Date.....

Navigators Signature Date.....

New Year Run

A new year has started - time to work off the over-indulgence of Christmas! And what better way than with a little run in the country!

Starting at the Walnut Tree public house in Bourne End at 9:00am Sunday 7th January we signed on with Jez (who looked a tad tired), and had our coffee and bacon rolls before the off.

As we started we were warned that it's a bit wet out there (understatement!) **(What do you expect in January! - Ed)** What is it with WMx events and rain?! **(You're lucky it wasn't snowing! - Ed)**

As we left the pub it started to drizzle. The main roads were fine, but off the beaten track there was lots of slippery mud and water - Jez where did you find these roads?!? **(On a map? - Ed)** At times I felt I was 4x4 green laning rather than on a road event! **(Oooh - you exaggerate! - Ed)**



Martin, Terri and a traffic cone...

However, unbelievably Mum and I were enjoying ourselves and working well together.

We got to the lunch halt with few problems. Lunch lasted about 45 minutes before we started on our way again. We made a few mistakes but with a little backtracking found our way again, even though some of the deeper puddles looked like ponds! (What it was like in the MX-5 I daren't ask!)

As time went on, I started to wonder who was in front and behind us as we had lost sight of the other WMx members, but as we pulled into the pub car park It suddenly



Malcolm & Madeleine

dawned on us that we were first home! (Not bad considering my Vectra's only been back on the road for four weeks!) **(It wasn't a race y'know! Ed)**

A big thanks to Jez and Toby for a great day's motoring, to all the participants who came along and special thanks to Mum for the A1 navigating!

See you soon!

Simon Mummery



Simon & Celia themselves!

Announcing

West Middlesex Groups' famous Annual Dinner and Awards Evening 2007

*Saturday 3rd March 2007
at the Aurora Garden Hotel, in Windsor.*

..Bulletin 2..

On this 'black tie & posh frocks' occasion we'll be presenting our Group Awards for 2006 as well as a superb menu for your enjoyment and delight.

As always there are bound to be a few surprises during the evening and, of course, there'll be some rather special entertainment as well.....no, no, no, come on now! You always get more than just me! and all for only £24.50. per head.

Normally accommodation at the Hotel is available at a very special rate for us, and this year is no exception. £80 for a Double or Twin room & £70 for a Single, all to include an truly sumptuous breakfast. Please book your requirements ASAP through me as the Hotel only has 18 rooms and, although all are held in my name, we now only have five rooms left!

There we are then - put the date (Sat. 3rd March) in your diary now please, then give me a call or send me an e-mail to reserve YOUR place – and do it quick 'cos you really don't want to miss this one!

AG - January '07.

**Allan Goddard : H) 0118 934 5726; M) 07785 903 000 ;
e-mail : agoddard@csma-netlink.co.uk**

The Secrete Diary of Ian, Aged 5 and a bit

<R-1 month>

Dear diary,

I've got a choice of two new friends to go and play with. One's called Sophie, she's quite short and with big bumps on her chest, but I think she's a bit stuck-up. She's got a nice car though. Her dad's a bit funny, he sounds VERY old and a bit posh. The other's called Paul, and he's funny and makes lots of jokes, but his car's a bit scruffy. Who should I choose? I think I'm going to play with Paul, because although he doesn't have bumps on his chest like Sophie does, I think he's a good laugh and also if I do a stinky f*rt he won't get upset and say nasty things.

<R-2 weeks>

Dear diary,

Went out to play with Paul and his car, it really is very scruffy and dirty inside, and if anything goes wrong Paul doesn't seem to have much idea what to do with it, he just stands there waiting for a miracle to happen. If he had bumps on his chest, like Sophie has, he'd have more chance as the bigger boys always seem to want to help drivers with bumps on their chest. I didn't get car-sick, and took my little carton of Ribena to drink when I got thirsty, but my special teddy bear stayed in my pocket just in case Paul didn't like him and threw him out of the window or something like that. Paul said he thinks that we'll get on fine which is a Good Thing.

<Day 1>

Dear diary,

We're on the road on our way to the start of the rally, and I'm getting nervous. I want to ask Paul to stop so I can get out for a wee, but I don't want us to be late. The car's VERY loud and I think I will have a sore throat before long. The seat is very comfortable and it's got big straps just like my baby seat used to have before I grew out of it, so it made me feel very safe and secure, I kept thinking I was back in my old baby seat and kept looking round to see if I could see my mummy but she wasn't there.

Uh-oh, the car's just started making funny noises, and Paul's looking worried. I'm afraid that he's going to ask me if I can mend it and I won't know how to, I've only brought my toy spanners that are only any good for doing up the big plastic nuts and bolts in my "Let's Pretend" mechanic's set. I REALLY want to have a wee now.

<Day 1>

Dear diary,

We're at the start now, and we're just about to start the rally so I've got a few minutes to write in this before we go. I REALLY REALLY want a wee now and I'm crossing my legs but Paul says we don't have much time so I can't go and spend a penny yet. We were all in a panic for ages, because something had gone wrong with the car but a big man with some very shiny spanners came up and said he could mend it for us. He was very friendly, but really rather greasy. He had a friend who was covered in wood-shavings from lying on the floor (at least I think that's where he got them from) who was even greasier. My mummy wouldn't let me get in a mess like that, so I suppose his mummy will be sending him upstairs for a bath soon.

All the other navigators were sitting on the floor in the big hut drawing lines all over their maps, I wanted to get a big pink marker pen and draw lots of lines over my maps the way

I do in Daddy's big boring books, but there was a very nasty man at the car park who wouldn't let me go and get my maps from the car so I haven't been able to. I like using the pink pen even though it's a bit of a girly colour, but Paul says he's going to stick it up my nose if I'm not careful where I put it so I've put it in my special pocket with my special teddy bear, he'll look after it for me.

There was a pretty girl standing at the front of the queue of cars waving at each one as they drove off, but she's gone now because it's cold and late and we're the last car in the line, and I think the bumps on her chest were getting cold.

<Day 1>

Dear diary,

It's very very late now and I've had my wee-wee and drunk my warm milk and I'm ready to go to bed. It's been a very tiring evening, because we drove round lots of corners very quickly, and were screeching the tyres everywhere, but I wasn't scared because Paul's a very good driver – but I wanted to go for a wee when he said rude words and the world started to go round in circles, then we had a loud bang and bent something at the back of the car, I didn't like the noise the car made after that and the wheels were all buckled and looked funny. But the greasy man came along with his shiny spanners again and said some very rude words, he straightened the bent bits so we could carry on. I think he's a nice man but I'm not sure my mummy would approve of him because he says rude words. He's got a friend who isn't so greasy but he's got a funny accent, and he kept prodding the wiring in the engine and there was lots of smoke and suddenly the lights didn't work properly any more and we spent lots of time trying to mend it and we were very late getting to the hotel and the man with the clock told us off. I'm very tired now and am snuggled up in my bed, my special teddy's here with me so I know I'm safe. Night-night.

<Day 2>

Dear diary,

Woke up early and had a nice breakfast, but all the people in the hotel were looking funny at us and made us eat sat in one corner of the restaurant. Maybe it's because my mummy didn't pack enough clean clothes for me, so I've got to wear the same socks each day. We did lots more driving round corners very fast and lots of screeching tyres, especially one bit where the world went round and round very fast and we ended up stopped in a ditch. I was holding my special teddy very tightly and had my eyes shut for most of this and by the end of it I wanted to have a wee again. We kept seeing the greasy man with the shiny spanners every time we stopped for a cup of tea and a wee-wee, he kept coming up to our car and asking what the h£ll was wrong with it this time. There was another car driving round with us, it also had a driver called Paul but his navigator was a girl called Lisa, she's very nice, I don't think they will have any problems getting the greasy man to help if their car breaks down.

Ian Perry

To be continued...

Dates	Event (Status)	Club	Type of Event	Champ
Feb	Fri 8 * 12 Car Rally (C)	csma NWL	Navigational rally	Centre
Mar	Fri 8 * 12 Car Rally (C)	csma NEL	Navigational rally	Centre
	Tue 13 Slot Car Stages ()	csma NLC	Scalextric	Centre
	Fri 20 12 Car Rally (C)	csma NEL	Navigational rally	Centre
	Sun 25 Rally Practice Day (C)	csma WMx	Try out your car	
Apr	Sun 15 Concorde PCT (Nat B/C)	csma NL	Production Car Trial	Centre
	Fri 20 12 Car Rally (C)	csma NEL	Navigational rally	Centre
May	18-20 CB Weekend (C)	csma HQ	Rally / TH / Autotest	
Jun	Sun 3 Juniper A/T (Nat B)	csma NEL	Tarmac autotest	BTRDA

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

Previous Events

12 Car Rally - December 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

12 Car Rally - January Allan Goddard put on a very good event, with Jez Boakes, and he says this is definitely the last, last time. The event attracted a full entry, although one crew didn't turn up which denied one of the reserves a run, and a superb turn out from the marshals. The event had a slightly longer route on map 175 and the navigation was varied. Most crews had problems with one of the routecards, which turned out to be directions of crossing grid lines, and only one crew managed to clean the section. The start and finish venue was the Noggin venue for West Middlesex and a very nice place it is too, and they made us very welcome. Prizes were different as well, with multi-function tools given out to each winner.

1st	Car 11	Dave Smith / Cath Woodman	Exp	NWL	0 Fails	0 Mins
2nd	Car 9	Mike Biss / Ian Buxton	Exp	NEL/NWL	0 Fails	6 Mins
3rd	Car 1	Tom Brooks / Rob Brook	Nov	WMx	0 Fails	8 Mins
4th	Car 3	Philip Brent / Graham Robinson	Nov	NEL	1 Fail	12 Mins
5th	Car 6	Derek Newbould / James Newbould	Exp/Nov	NEL	3 Fails	6 Mins
6th	Car 7	Steve Harrison / Mike Harrison	Nov/Exp	NWL	3 Fails	28 Mins
7th	Car 12	Drew Goodspeed / Tony Brooks	Exp	WMx	4 Fails	8 Mins
8th	Car 8	Alan Thurbon / Lee Craker	Exp	NWL	4 Fails	15 Mins
9th	Car 2	Brian Adams / Alan Ashby	Nov	Classics	5 Fails	29 Mins
1st	Car 4	Chris Foxley / Colin Hiscock	Beg	WMx	0 Fails	0 Mins
2nd	Car 5	Alan Wakeman / Owen Wakeman	Nov/Beg	WMx	0 Fails	0 Mins
	Car 10	Pete Gregory / Graeme Presswell	Exp	NWL	Non starter	

Carpetbagger Rally This was another tremendous challenge as the competitive mileage just kept coming and coming, with no let up. Other than the two petrol halts, we were on the go for the whole time. The lanes down in that part of Dorset and Devon are very narrow, very twisty and very not as map. Luckily the weather was kind this year and we

just got away with it before the snow arrived during the following week. During the first third, we got a puncture (which is about the only event I ever seem to get them on) and we had to change it in the middle of a competitive bit. Driving a 1400cc enduro car on this sort of event means it has to be driven very hard, all the time! Unfortunately for us, we had a wrong slot right near the end which dropped us from third to seventh at the finish. Still, not a bad result considering the competition. The reputation of the event is still spreading and is attracting top crews from all around the country. Next year it could be even tougher.

Future Events

12 Car Rally - February Ted Manktelow is running this event and it will start (and finish) from The White Hart PH, Whelpley Hill, Herts (which is near Bovington) M/R 165/000038. Food is available at the start. You will require map 165 edition D1 (or D) along with the £10 entry fee and for this you will get a route of about 50 miles. Entry form should be available in this newsletter, but if not, give Ted a ring on 01923 282130.

12 Car Rally - March Bernard Ward is running this event and it will start and finish at The Robin Hood and Little John, Tonwell, MR 166/334172, 1.5 miles north of the A10 on the A602. Enter Tonwell via the northern road into the village, as the southern road is a No Entry. Food is available at the start. You will require map 166 edition C3 along with the £10 entry fee and for this you will get a route of about 45 miles. Entry form should be available in this newsletter, but if not, give Bernard a ring on 01992 582323.

President Slot Car Stages This annual event will be organised by Allan Goddard and will be the normal format of four circuits laid out and teams will consist of two people, one driving and the other putting back on (if your driver is too enthusiastic) for half the laps and then you change over to complete the rest. The winners will be those who have the least penalties (extra penalties for coming off the track of course). This is suitable for every one of all ages and abilities and is a Centre inter group competition. Please make every effort to attend on behalf of your Group. The event is planned to run in Hatfield but I'm not sure of the venue at present as the Red Lion is not available any more.

Rally Practice Day This has proved to be a very successful event and will be running again at Barton Stacey Camp, Andover, located in Hampshire at 185/438½427½.. The format is similar to a track day, in that you get as many runs over a "rally stage" as your car can handle. The rally title is actually a little bit misleading as you can do the event in any road legal car. Entries cost £75 and should fill up very fast. If you are interested in either competing or marshalling, then please give Allan Goddard a ring on 07785 903000 or 01189 345726.

Concorde PCT Please make a note to either come along and marshal or compete at this production car trial, which will be held at Mile Tree Farm, near Leighton Buzzard. All you have to do is try and get as far up the hills as possible without stopping; the further you go, the fewer penalties you get. The Clubsport part of the event allows you to compete without a competition license. Regs will hopefully be out towards the end of February and entries and offers to marshal will be gratefully received by myself.

12 Car Rally - April Advance notice of a new event being organised by James and Derek Newbould, which is planned to run on Friday 20th April and use the roads around Buckingham. It is being run as a stand alone event as it so far out of their normal area, but it will count towards the Centre series, so please support it. More details nearer the time.

Other Items

MSA Licences Well the new licences are eventually being delivered but it seems the MSA had outsourced the process and the company decided to close for three weeks at Christmas, right during the busiest period for dealing with them! Lots of people have been ringing them up asking where their licences are (some have taken five weeks from posting) and how are they supposed to compete on events when they haven't been sent. Hopefully this will not be repeated next year when we can all get our licences renewed on-line.

Quadruplex Inter Group Competition Please note that this year the event will be running in the early part of the year, having swapped dates with the Hollstar. The organisers should be Surrey Group.

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

E-mail address Please note a change of my e-mail address, as shown below.

Mike Biss: NLC Motor Sports Coordinator

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The deadline for articles for the

March

Sump is February 21st!

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.

West Middlesex Group Weekend Away ~ 2007

The last one was in 2002....

The next one is over the weekend of 13-15th April 2007....

It hasn't been widely advertised yet but word has got out!

The date's known but the location is "Top Secret"

Just one man knows where we're going and what we're doing – AG! And he's not telling!!!

The weekend has two travel options:

One will include travel by luxury mini-bus, B,B and D in an excellent hotel where WE are the only guests, trips out on the Saturday & Sunday to un-specified places, plus fun & games on both the Friday and Saturday evenings

The second includes all the above but, if you come on a motorcycle, the Mini-bus bit is not included and you'll be using your 'bike to get around behind a designated Team Leader

Intrigued? Well if you'd like to be part of it there are just two double rooms left or, if you're a motorcyclist, we have two further rooms that can accommodate either two couples or two singles.

The cost will be around £300 **per couple** or £180 for a **single** with a 10% discount for those on a motorcycle. These prices include all quality accommodation with B, B & D plus the planned trips and entertainment and transport to & from a couple of pick-up points, yet to be decided. The motorcyclists will meet up & ride to the location together and we'll all meet up when we get there.

We'll meet early Friday afternoon and get to our hotel for tea time. We shall return, after two very full days, to our pick-up points early Sunday evening. Motorcyclists will be free to return home, from wherever we find ourselves, on their own should they so wish.

Want to come? Contact AG as soon as possible – why not do it now?

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