



July 2004
Number 461



Le Mans!

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Your Editor Speaking...

The major event for the month has to be a trip to Le Mans for the 24 hour race. A short article on page 4 entirely fails to do it justice. Absolutely fantastic - one of life's "must do" experiences!

Looking forward to the Barton Stacey event - marshalling I guess since none of my cars would survive...

A fun weekend was just had with another form of transport - model traction engines! Not quite Lotus or Westfield speed or handling (or anything else come to that) but

fascinating anyway. OK - I should get out more... It's a bit more serious than just looking though - I appear to have committed (or should that read *be* committed) to building one of these little beauties... A ¼ scale Fowler A7 single cylinder traction engine! The first set of castings is sitting in the garage / workshop scaring me witless every time I walk past them... Got to start soon though! I'll keep you posted!

Have fun...

Jeز Boakes (Editor)

Ladies and Gentlemen This is your Captain Speaking...

Or possibly not.

No copy was received from the chairman this month. Fingers crossed for August.

Jeز (Editor)

pp Big J (Chairman)

Mack's Mutterings

Another month of excitement gone. A mixed month for me. On the positive side I've actually made progress in fixing my Westfield. The nosecone is fixed and painted and a halfshaft bearing has been changed - thanks to Jeز for the use of a 2 tonne press, a very large lump hammer and a blowtorch!! All I have to do now is learn to weld so I can fix the chassis - maybe there is a chance it will be back on

the road for the Haymaker in September! The not such good bit of the month was having my project cancelled at work. So that is 18 months of work down the drain and another hectic few months coming trying to sort the mess out then. Oh well, life would be boring if it was predictable I guess....

So, another quiet month socially for me. I did manage to get to clubnight this month

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where we were joined by a new member; Alan Frewin. Welcome Alan!

The clubnight was one of AG's excellent quizzes followed by an indoor autotest. The autotest was fun but also frustrating! It consisted of driving a simple course (avoiding chair legs and cardboard boxes!) with a radio control car. Sounds simple enough except that this particular car had digital steering and was designed for big open spaces. Getting between two chair legs was much more difficult than you would imagine! Still, everyone's second run times were much improved over the 1st runs and then the car's battery went flat so we were all spared the embarrassment of a third run.

Lots of fun and a refreshing change from the usual quiz night format. Next month

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we have some excellent events planned so keep your eye on the calendar.

The motorcycling contingent will have a full month with the FROG run (*also open to cars - Ed*), National Motorcycle Rally and the mid week ride out. Then there is the "Windsor Walk and Talk" for the next club-night and the Group Golf day. Finally, if you are at all interested in motorsports there is the group's "Rally Stage Style Trackday" at Barton Stacey. If you don't want to enter your services will be welcomed as a marshal I am sure! Details of all these events can be found in the calendar flyer or the adverts elsewhere in the sump. See you there?

All the Best!

Toby Mack (Secretary)

West Middlesex Group Committee Member Contact Addresses

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The deadline for articles for the August Sump is July 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.

Le Mans 2004

So there we were, sitting in the grandstand looking across the track directly at the Audi UK Team Veloqx pits, sipping champagne whilst around 27000 combined horse-power was unleashed in front of us at the start of the Le Mans 24 hour race...

Our arrival at Le Mans gave us a very good taster of things to come - the directions to the camp site weren't the best in the world (!) so at around 11:30pm we left the motorway at what seemed to us to be the right junction and had turned a few corners when Duncan exclaimed "I recognise those trees - we're at the top of the Mulsanne straight!". Sure enough, right on cue there was the gorgeous wail of a LMP car at full tilt turning through Terre Rouge into the famous straight, disappearing rapidly as two points of red light. We'd stumbled on the end of the second qualifying session!



The Winning Car Laid Bare in its Garage!

The campsite turned out to be very close to the track - about 30 seconds walk to Maison Blanche or "Campsite Corner" as it came to be known - a twenty minute walk took us to the main stands. Jolly fun and japes were had erecting a tent in the dark - fortunately in the morning we realised we'd actually done a fairly good job! The campsite turned out to be as well appointed as we had

been led to believe (and far better than any other site we saw), and had its fair share of exotica - a Lamborghini, three Ferraris, four Lotuses, a couple of Astons, a GT40 (replica unfortunately!), a Dodge Viper and any number of Porsches! Oh, and a couple of Lotus 7 clones!

Thursday was a day of exploration and in the evening saw the third (7pm-9pm) and fourth (10pm - midnight) qualifying sessions, viewed by us from both the campsite and on the start - finish straight. Thursday also pro-



Audi UK Team Veloqx Cars (the Favourites!) on Pole at the Start

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vided the only rain of the event, and by 'eck did it rain! A moment of slight concern as the radio announced that there were two types of rain at Le Mans, the type that lasted 20 minutes and the type that lasted 24 hours... Fortunately it turned out to be the former type!

Friday brought a quiet day - but with the pit lane open *all day!* Try that with the precious F1 lot... Not as crowded as I had feared, the pit lane provided an excellent insight into the work of the teams - activity in the garages ranged from sipping tea whilst giving the car a good coat of looking at, to beating seven shades out of the car with a hammer (or Glasgow screwdriver as I believe they're called). Every single garage door was wide open, no attempt at all being made to hide the cars - once again, compare and contrast with F1...

Amusement was provided in the pit lane by the wandering troupe of "Ferrari girls" - scantily clad leggy dolly birds whose sole job was to wander around looking decorative! The scene however took on the appearance of a under 10's football match where both teams appear to form a single tight huddle and follow the ball around - except in this case of course the centre of the bunch were the Ferrari girls...

An excellent barbeque and some beer were consumed before an early (!) night to prepare us for the rigours of race day(s)...

...which dawned bright and sunny for the assembled masses - and there were indeed



Approaching the Dunlop Chicane on Lap 1

masses... Made us rather glad that we had the grandstand tickets! Which brings us to where we came in. Nikki and I went to find our seats to meet two more of our group already installed in their seats sipping champagne. Cue silly grin, which expanded to 'flip-top-head' proportions when two more glasses were offered! By the time we left the grandstand, a few more bottles of bubbly had somehow disappeared leading to Cherrie's description of "four giggly people" turning up at the camp! Hic!

A bit more watching at Maison Blanche and some food took the clock to around

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30 Seconds to go!



Both TVR Tuscan 400Rs survived!

only afterwards that I realised why the noise from the cars wasn't at all intrusive - it is the variety of sound, from the whine of ex-F1 engines to the grumbling roar of the V8's in the Corvettes led to a lack of F1 style monotony.

An absolutely fantastic time was had by all (save for a small amount of trouble with "Brits abroad" at the camp-site). Very little sleep and lots of noise was the order of the day for the most famous motor race in the world - a superb atmosphere, some very exotic machinery both on and off the track and a very



Lola-MG Blasting By a Ferrari 360 on the Start/Finish Straight



A Porsche 911 GT3 RS and Dome-Judd at Maison Blanche

close race indeed made for an extremely memorable weekend - and one which *will* be repeated... Maybe give it a couple of years to recover!!!

Highly recommended!

Jez Boakes

csma

West Middlesex Group
Motorcycling Enthusiasts

Details of all the events listed below
are available from AG the Group's
Motorcycling co-ordinator

Summer Programme & Report for 2004

21st June – Mid-Summer Ride Out : A Report

*The plaster's off! So half a dozen WMx bikers came along to join AG on his first Ride Out since last August – and it was a Monday! We met at the Square Deal Café on the A4 at Knowl Hill before embarking on a rural tour of the Thames Valley and the Test Valley where our late lunch was shared with large numbers of assorted ducks! Our 112 mile route finished at the New Inn, Heckfield. It had hardly rained at all (!) and after another coffee we were all home in time for tea!
The ankle? No problems at all as far as I can tell, Hurrah!*

3/4th July – National Rally

A few of the usual suspects will be riding around middle-England trying to earn a Bronze Award and get a bit of sleep prior to the

4th July – “FROG” ‘Run

A celebration of the Central Southern Centre's 50th Anniversary! I've been invited to lead a ride to & from Wellington Country Park (just off the A33 south of Reading). A Centre caravan rally and a Classic car 'run will also be happening and we'll all share in a huge BBQ at the end!

27th July – Mid Week Ride Out

This will be a Ride out to the seaside Starting at 11am from. M's Diner one mile south of M4/J11 on the A33 towards Basingstoke, we'll finish at our Noggin an' Natter in Burnham Beeches at 7pm where we will be joined by our non-motorcycling Group members.

1st August – Harman Fun Challenge

We usually get a good turnout for the Fun Challenge and this year it starts on our doorstep- well, from the café almost opposite Boulters Lock in Maidenhead ! Call me if you're interested, we'll make up a WMx Team.....

Dates for your diary – more detail next time....

29th August – Group Ride Out

19th September -Tail-End 'bike Show, Peterborough

19th October – Autumn Ride Out,

Timing is everything...

Emma's Astra, of some fame (sprinting and autotesting) was giving me cause for concern. Over Easter the car had been driven from Basingstoke to the Highlands of Scotland, around and about up there for a week and then all the way back; approximately 1,200 miles for the week. It had been treated to a minor service just before hand and never missed a beat. Great car, I thought...

Over the last couple of weeks, we've noticed a little judder or two, combined with the Astra's Engine Control Unit (ECU) warning light coming on. Restarting the car usually fixed it and it'd be OK for a few days, then do it again. Then it started getting worse, so not being one to be frightened of electronics, I got some information off the interwebnet (<http://www.topbuzz.co.uk> -> "Information" -> "Technical guides" -> "Reading ECU fault codes") and did some digging of my own. Two fault codes were registered,

- 1 13 - Lambda sensor
- 2 47 - EGR valve position

Ahh yes, I thought, the EGR valve... OK Mr Haynes, what's that? Turns out that it's one of approximately 387 (lost count) emission control gadgets that are attached to the poor 1600cc Ecotec engine. So I took it off. It didn't look in particularly good fettle and indeed, was sticking, so I cleaned it and replaced it. I also replaced the lambda sensor (exhaust gas oxygen sensor), but to no avail. Actually, I managed to get a little bit of rust stuck under my eyelid, but it came out by itself overnight. After a good look round and check of the obvious I had reached the limit of my diagnostic ability and was fast running out of ideas.

Enter, stage right, *mobile diagnostic man*^{*}. Now this guy had some kit, I could have played all day! Anyway - We interrogated, pushed, pulled, connected, disconnected, and tested pressures, vacuums, sparks, fuel supply and drank tea. We scratched our heads a bit, too. The only thing wrong with the car electrically was that it thought the intake air was at 70°C, when it was about 7°C. The only clue to the real fault was a low inlet vacuum reading, which can indicate an air leak on the intake side. Which there wasn't. It can also indicate a cam timing error, which I was a bit dubious about, but an old fashioned "screw driver in cylinder one and look at the cam sprockets" seemed to indicate that #1 piston was going past TDC as the cams said it was at TDC. Odd. *Mobile diagnostic man* suggested that the Astra had something amiss with the cam / crank timing and suggested I get back under it and investigate. So, £60 better off (well, these diagnostic toys are expensive) he left me to it.

With renewed enthusiasm for a simple fix (cam belt jumped on tooth) I eagerly stripped away all the rubbish and got down the mechanical goodies. First job was to undo the crank bolt and remove the timing wheel, to gain access to the crank sprocket. I got a socket on it and it turned rather too easily. It was finger tight actually and the timing disc was wobbling about a bit. "Oh dear" thought I, as I pressed on. I loosened the cam belt tensioner and removed the timing disc to be faced with the crank sprocket. It didn't look quite right and was rotating on the crank nose by about one and a half "teeth". This, I thought, looks like it might be the cause of a cam / crank timing error. Removing the sprocket revealed that we were probably a couple of hundred miles away from introducing Mr. Piston and his three mates to Miss Valve and her fifteen sisters. The key on the sprocket was almost non-existent, and the keyway on the crank nose was a little worse for wear. So, what to do? Replacement crankshaft? Replacement engine from a crashed Astra?

* © 2004 Marvel Comics

Nah – I got a new crank sprocket and glued it on with metal loaded epoxy. Then Ian Perry came over and spot-welded it to the crankshaft for good measure.

I'll let you know how long it lasts...

Jerry Ludlow

Le Mans Trivia

- Apart from the war years, when it wasn't held at all, the 24 Hours has missed its traditional mid-June date just twice – in 1956, when it was delayed until July, and 1968 (September).
- Porsche's mighty 917 set the all-time race distance record of 3315 miles in 1971 – despite having to pit for a new alternator belt.
- The fastest straight-line speed ever was recorded in 1988 by Roger Dorchy in a Peugeot-powered WM. The team taped up the air ducts and sent Dorchy out at just the right time to clock 405kph (over 251mph) down the Mulsanne Straight.
- In 1952, Pierre Levegh tried to drive solo for the entire 24 hours in a Lago-Talbot – but his car broke down while he was in the lead, just an hour away from victory.
- The race has been won by a father and son team just once – in 1950, by Louis and Jean-Louis Rosier, although Jean-Louis only drove for two laps. Derek and Justin Bell finished third in a McLaren F1 in 1995.
- 1983 winner Al Holbert had to drive one-handed for most of the last hour – while using his other hand to hold the broken door of his Porsche shut.
- The closest ever competitive finish was in 1969, when Jacky Ickx and Jackie Oliver's Ford GT40 beat the Porsche 917 of Hans Hermann and Gerard Larrousse by 100 metres.
- Porsche is the most successful manufacturer to race at Le Mans – it's won outright 16 times. The second most successful is Ferrari (nine wins), followed by Jaguar (seven) and Bentley (six).
- Mazda is the only Japanese manufacturer to have won the race (in 1991), and Masanori Sekiya is the only Japanese driver to have won (in 1995). (*Until this year with Seiji Ara - Ed*)
- 1980 Le Mans winner Jean Rondeau was the first (and only) driver to win in a car bearing his name.
- Steve McQueen is the film star you naturally associate with Le Mans – but Paul Newman raced more successfully there, finishing second overall in a Porsche 935 Turbo in 1979.
- The Porsche WSC 95 that won in 1996 and 1997 was originally a Jaguar – race company TWR re-used the actual carbonfibre 'tub' of the XJR-14 Teo Fabi won the 1991 World Sportscar Championship in.

MOTORSPORT CO-ORDINATORS' BULLETIN JULY 2004

Dates	Event (Status)	Club	Type of Event	Champ
Jul 4	* Summer Madness Autotest (Cm/C)	Dolphin MC	Grass Autotest	
Jul 11	* Stage Track Day (C)	WMx	Stage Rally practice	
Jul 25	* Grasshopper Autotest (Nat B/C)	NEL	Grass Autotest	Centre
Aug 29	Holly Autotest (C)	NEL	Grass Autotest	Centre

Licence required : (1/Nat A/Nat B/Cm) = MSA Licence, (C) = Club Card, () = Nothing, * = Regs available

Past Events

Juniper Autotest Well they event went off very well and we had good weather again. There were 30 competitors out this year and a close fight throughout the day eventually saw **csma** member Duncan Wild taking the top spot



and only his second ever BTRDA win. Thank you to all the marshals who turned out and who helped to make the event a success. This year I decided to give the award winners bottles of beer (as they seem to like glass awards in the championship) with our own designed Juniper labels. These were produced by the Chiltern Brewery and they make a very nice drop of beer indeed. From subsequent events they seem to have gone down well (literally in most cases) and a lot of mickey taking has taken place between the competitors because of it. The tests this year were a little bit more open and some serious speed was attained on the Long Drag test. The feedback has been very good and hopefully we will see a bigger entry next year. Certainly the double header format was a success so that should be repeated as well.



Greenacres Autotest Results next month.

Future Events

Summer Madness Autotest The **csma** have an invite to this grass autotest held at Brockhurst School in Newbury. The event is a dual permit event and you can enter the Clubsport part of it if you don't have a competition licence. Entry fee is £15 and anyone interested should give me a call for further details.

Stage Track Day This is at at Barton Stacey Camp, Andover, located at 185/438½427½. The first car will start at approximately 10am and finish at approximately 5pm. For those that haven't been before, this is NOT a competitive event. The aim of the event is to provide newcomers to rallying with an introduction to the sport, provided under controlled conditions. Participants will be able to drive along typical rally stage style routes on private land and talk to experienced rally drivers, co-drivers / navigators, rally organisers and marshals. Experienced competitors themselves will be welcome to use the event for promotional or testing purposes. Fully prepared rally cars are NOT necessary! For the £55 entry fee you get approximately 30 miles on private land, predominantly on sealed surfaces. Contact John Wright on 07971 798107 for entries or further details.

Grasshopper Autotest This will be the second of the grass autotests and will be again be held at Studd Farm near Leighton Buzzard. Drive around a set route on smooth grass

against the clock. Standard cars are most suitable and it will be non damaging as there is no reversing. The entry fee is £15 and further details can be obtained from Bernard Ward on 01992 582323.

Internet Table-Top Rally Championship This season there will be three Championships available to enter and should keep competitors busy during the winter months.

Master Navigators Championship: Very similar to the 2003 Championship. There will be an easy start this time since the first part of each route card will be the same as the Road Rally Navigators competition. In the second part you'll encounter tough navigation and tough route checks - more suited to mapping masters with patience and a need for something a bit more thought provoking.

Road Rally Navigators Championship: This is a new, simpler version of the Masters series to cater for those competitors who want to practice and hone the navigation skills they will typically need for road rallying. Expect straightforward route cards of the kind you might commonly encounter on a UK road rally - map references, grid lines, tulips, herringbones and spot heights etc.

The Navigators' Championships will have 12 route cards per event, each with questions to verify the correct route is plotted. Best 10 route cards to count. OS Landranger maps 188(C2) and 193(C1) are required - two events on each map. Highly recommended is the Mapkiosk website (www.mapkiosk.com) for your maps - only £5.50 each, post free.

Rally Round Championship: A new Championship based upon the Internet version of the Rally Round board game. Want to get the best times on road sections, regularities, stages and selectives? Then you'll need to pick the best combination of Driver, Navigator and car performance. Navigation is easy using a Tulip Road Book; the skill comes in controlling your speed to arrive on schedule or beat target times. Designed more for co-drivers this one.

Each of the four events in the Championships will have an elapsed time of approximately four weeks and will run during Sept, Nov, Jan and March (Navigators' Championships) and Oct, Dec, Feb and April (Rally Round Championship). The best three scores will count towards the overall positions. Championship entry fees vary from £8 to £12 for all four events. Trophies will be awarded to event winners and Championships' podium, but all profits will go to Cancer Research. Full details are available at the newly styled and expanded Table-Top Rallying website at <http://table-top-rallying.org.uk>

Other Items

Revival Rally Entries are now over subscribed even with the entry limit again being raised, this time to 120 cars. This may well be a one off event, so a lot of people have decided to give it a go, including Gwyndaf Evans and Anthony Reid in works entered MGs. Other manufacturers putting in entries are Vauxhall, Daihatsu, Suzuki, Peugeot, Skoda and even Mercedes with an A-Class. The event takes place between the 25th and 27th November. It is going to be an experience competing and any chance you can help out marshalling on any of the days will be useful.

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

WMx is proud to present the
2004 Rally Promotion / Demonstration Day



Sunday 11th July, Barton Stacey Camp, Andover
(185 / 438½ 427½)

Scrutineering begins 8am, safety briefing @9:30am - 5pm close

This is NOT a competitive event, but aims to provide newcomers to rallying with an introduction under controlled conditions. Participants will be able to drive along typical rally stage style routes on private land, and talk to experienced rally drivers, co-drivers / navigators, rally organisers and marshals. Experienced competitors themselves will be welcome to use the event for promotional or testing purposes. All for the princely sum of just £55!

Fully prepared rally cars are NOT necessary!

Alternatively, why not marshal? No experience necessary!

For more details and the regs, contact the organisers:

Event Secretary: John Wright - 07971 798107

Clark of the Course: Allan Goddard - 07785 903 000

Regs can also be found on the website: www.csmawmx.com