



July 2006  
Number 484



***A small fraction of the hundreds of Honda Goldwings  
on the promenade at Llandudno!***

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## Your Editor Speaking...

**H**ello, fellow West Middlesex chums!

It seems to have been a quiet month - just when I'm thinking of doing something maybe on the Westfield, maybe on Bernard, suddenly it's time to do another Sump...

July should be slightly busier though - looking forward to the group barbecue - AG is threatening to win the boules tournament this year, so if there are any ringers out there... ;-)

You'll find an entry form for the Summer Run enclosed with your Sump this month. It should be a good day out so please try to come along!

After quite a long and mysterious absence MSA Wheels appears to be back on line - not sure what happened there...

This month also marks a milestone - we now have more subscribers to the email version of the Sump than we do for the paper copy! Well done and a big thank you to all those who made the change - and to all those who could but haven't, please give it some thought and drop me an email if you are able to make the switch! I note that there are also several people who get both the eSump *and* a paper copy... I won't name names (yet!) but you know who you are... Please give it some thought!

That's all for this month - have fun!

**Jeze Boakes (Editor)**

## A Note From Your Chairman

**H**ello everyone,

Doesn't time fly? Oft have I read in these hallowed pages how one month seems to slip almost unnoticed into the next and how little time one has to do ALL the things they meant to do, like write articles and leaders - well it's true.....another month gone and not a pot washed, as they say.

Significant motorsport moments on a global scale this month have to be Audi winning Le Mans 24hr race with a smoky old oil burner (not that I'm prejudiced against

diesel engines!). Notice the small 'd' for diesel, or more correctly 'compression ignition engine' because it wasn't Rudolph Diesel who first built one of these engines but the plucky British. But that's another story! Not that I'm prejudiced of course!

The other global event was my son calling from New Zealand upon hearing the temperatures emanating from Silverstone during the Grand Prix. "41 degree track temperature! At Silverstone! What's going on over there??"! Jensen Buttons lamentable qualifying effort then added a few more degrees in this particular household.

## csma West Middlesex Group

Oh, and I think there's been a bit of football as well.

Less global but damned good was the guided walk around Windsor by Mike Scott. It was a splendid evening in good company and after walking, I felt I'd earned my pint.

All of this just goes to show that instead of getting upset about what happens in the

### Mack's Mutterings

For me, June appears to have been a fairly quite month as far as the WMx is concern. I missed the May Noggin and Natter (there is a surprise) so the first event for me was the club night which was the annual walk. This year it was around Windsor, hosted by Mike Scott. Now I had already been on a Windsor walk with Mike so I was not that excited about doing one again. No offence meant to Mike but Windsor is not a big place so how different could he make it? Well, very different as it turned out!! Lots of new places I would not have thought of visiting and lots of excellent local knowledge from Mike. Another great walk, thanks Mike!

As I am not into golf and motorcycling that was it for June for me. So what else can I talk about? Well, last month I mentioned fitting new shocks to my Westfield and looking forward to a trackday. Well, that trackday has come and gone with mixed success. The shocks were fine but I learnt that I need more experience setting them up (OK, I span on the 3<sup>rd</sup> lap!). Apart from that I was having a great time until the throttle return spring went missing (full throttle into a tight slow corner....) and then a bit later the rocker cover gasket went, depositing the oil all over the engine, the

## The Sump June 2006

world arena, just enjoy the fun of getting involved and participating in the 'local' events STILL organised by the club.

Have a good Summer, see you soon....

And keep your foot in it...

**Derrick Holden (Chairman)**

car, the track and any cars following too close behind! At that point I decided an early finish was wise....

So that was it for the last month. Looking forward we start July with the National Motorcycle Rally. I know Rhys is still looking for marshalling help so if you are around then give him a call (contact details can be obtained from any of the committee if necessary). Then there is the July clubnight - a quiz hosted by Derrick and Ann at the Liberal Club which should be a lot of fun! So next after that is the ride out on the 16<sup>th</sup> followed by a BBQ in Hook. Again, details can be found elsewhere in this Sump (*Page 14 - Ed*). There is of course the usual N&N and ride out at the end of the month but that is then it until August.

Traditionally August is the holiday month so things are quiet. However, it is definitely worth mentioning the Summer Run (6<sup>th</sup> August). This should be an excellent event so sign yourself up if you possibly can! Unfortunately I am on holiday so can't make it although it is also my wifes 40<sup>th</sup> Birthday that day so perhaps a Touring Assembly would not be a politic thing to do anyway... but anyway, please don't tell her that I said that she will be 40!

That is it for now, have fun!

**Toby Mack (Secretary)**

**The deadline for articles for the**

# **August**

**Sump is July 21<sup>st</sup>!**

**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 Last Hurrah for G679!

### Curtis-Bennet Motorsport Weekend 2006

#### Getting there...

After Anthony Ongley and I won the Paul Brown Memorial Trophy for Best Beginners in last years C-B Rally, it was pretty much read that I'd be back in 2006, albeit likely to move up a class. Over the last year, however, it transpired that the now familiar Sierra I use (a 1990 white 2.9 litre, v6 4x4, G679SGU) will become "illegal" for road rallying in 2007. The MSA in their infinite wisdom have decided to amalgamate the two road rally classes (Road rally and Standard Production specifications) into one Road Rally class, based on the previous regs with some bells and whistles, ditching any engine over 4 cylinders and also ditching all wheel drive. "Double buggered" for my current steed then...

With a suitable replacement sourced (a 1990 white Sierra 2.0 DOHC) I thought that this years C-B would be the last event I do in the 4x4; and so, as a last hurrah I thought it would be nice to have Emma navigate, as we did the first C-B weekends together before the arrival of Jessica in 2004 and we now have the very welcome support of one set of



**AG Awaiting the start of a test**

Jessica's Grandparents along for the weekend. The revised format of two 12-car rallies interested me, and I think the reduced mileage helped Emma to agree to have a go again. All the arrangements we made (many thanks AG for assisting with the accommodation!) and in contrast to previous events, no pre-

departure troubles seemed to happen. The Sierra is due its MoT a couple of weeks before the C-B weekend; but this year I had it all in hand with a new steering rack fitted, after last years C-B, a couple of 12-cars and Barton Stacey killed the previous one. For the fifth year in a row, the car passed its MoT without any work required and it all seemed to be going nicely, which is a good job really, since pressures of work and parenthood mean that spare time to fix "stuff" is not easily come by.

After changing the steering rack, I noticed a little pull to the left, so I took the Sierra up to Micheldever Tyres for an alignment check and a fresh set of rubber for the front (Barton Stacey is quite abrasive - I think) on the morning of departure. Emma got Jessica fed, watered and whatever else children need these days. After packing the cars, we set off at about 1330 on the Friday afternoon, aiming for a nice plod up the A303, A34 and M4, avoiding rush hour at Swindon and Bristol, to the Forest of Dean. It lasted about 15 miles, when I noticed Emma's Astra moving backwards in the mirror as we climbed the hill on the A34 after just joining it from the A303. My mobile rang and I heard a panicked voice telling me there was "...something wrong with the car... probably the exhaust... no power...". My heart sank, then realised that the rear silencer hanger sometimes comes

adrift when the car is loaded, so I thought a quick fix was in order. I stopped in the next lay-by and I got out of the Sierra to HEAR Emma driving in. It was obviously a little more than a slightly adrift silencer - The Astra sounded like a WW2 bomber. A call to Britannia Rescue was the first thing to do, with the second being to work out how to get us all to Whitemead. As luck would have it, the RWD Sierra that I had got as a replacement for the 4x4 next year was fully functioning, roadworthy, taxed, MoT'd; the lot. We would have to go back to Basingstoke, unload the Astra, move the contents, including the aforementioned child, to the "new" rally car elect and get on our way. Only Emma wasn't insured on the RWD Sierra and I'd just swapped cover to the rally car for the weekend so she couldn't drive it on her cover. The second of two excellent examples of member services via the **csma** was a 'phone call to Frizzell to get Emma's cover swapped from the Astra to the other Sierra, which they did there and then. We couldn't have waited much more than half an hour before a very chirpy breakdown man turned up and started to load the Astra onto the recovery truck. After a brief look underneath to find the problem (two down-pipes waving in the breeze about 2" below where they'd normally fit into the manifold flange) I shot off in the rally car to find the next junction and return to Basingstoke ahead of the breakdown truck, to get the other Sierra fuelled up and ready to go the minute got Emma back. This was the third time that morning that I had filled a cars' petrol tank up by the way - It was starting to get expensive at today's ridiculous prices!

And so, after being "on the road" for about an hour and a half, we'd gone about three inches. Now risking getting caught in the M4 rush hour around Swindon and Bristol, the two white Sierras left Basingstoke (again).

I then realised that our excellent forward planning as regards the Severn Bridge toll was scuppered, as Emma had left her £5 note in the Astra and had no spare money. I hoped she'd notice me pulling in to Leigh Delamare services, but the atrocious weather meant she didn't and went sailing by. An urgent text message warned her not to go straight to the tolls, and we met at the services just before the bridge. I'd had enough of the weekend already, and we weren't even the right side of the Severn Bridge yet!

### ***The C-B Rally***

We eventually arrived at Whitemead at about 1800; just in time to unload, get some food, get changed, clear out the boot of the rally car and head off to the start venue, a few miles SE of Gloucester. Although it's a nice idea to start a rally in a pub, by the time I got there, I could have stayed in there sampling the de-



***Caroline Grubb on her way to winning Best Opposite Sex!***

lights of the bar instead of braving the rather damp night that greeted us; but seeing the old faces and a little light banter got me in the mood again so, with renewed enthusiasm, we signed in, did the final checks and got settled in the car to wait for the start.

I should perhaps mention at this stage that Emma has only seen “real” road rally navigation once, on a WMx 12-Car and we went OTL after taking a wrong slot, not realizing in time and then not having the experience to cut out route to get back to a control on time and at least go for a finish. So this was going to be a challenge, to say the least, as the class structure didn’t “allow” for crews with only limited experience. However, I had come across a superb document on the internet

([http://www.eusu.ed.ac.uk/clubs/eumsc/guides/nav\\_rally/RRGuide.htm](http://www.eusu.ed.ac.uk/clubs/eumsc/guides/nav_rally/RRGuide.htm))

and my previous experience with maps (Scouts, Geography field trips and Army cadets) would help, as we’d both plot together, and then Emma would call the major junctions as I drove the road as I saw it. The week before the event I had also done a small



table-top route, using spot heights, grid lines and tulips on a local map, which Emma had plotted pretty well, so it wasn’t all completely new. I was also going to keep a sharp eye on the watch and sacrifice time controls if necessary in order not to go OTL – We had to finish!

The first few controls went pretty well as far as plotting the route was concerned, but it was taking a while and we started to lose time quite quickly. After a set of clues came up that started to confuse us and time ticked past our due time at the control, I decided to skip one section in order to arrive at TC5 on time; which worked. The next few sections seemed OK to plot but again we were dropping the minutes owing simply to our lack of experience, and the mounting pressure to finish this event. Then a route card with “all the right notes, not necessarily in the right order” threw us off the scent and we skipped a chunk of route, presumably missing code boards, to arrive on time at the next control, which was a short skip on some whites, followed by another couple of sections to take us

to TC9, which we managed. Then some more tricky and mounting lateness led me to the rather major decision not to go to TCs10 and 11 and instead go either to 12 or to the finish. Checking the watch, I realised that even making TC12 was looking dodgy if we missed a turning or two, so I decided to head for MC2 (the finish) and hand the card in there. Emma plotted a very simple A-Road route back and we were just coming up a hill when we spotted a familiar CSMA sign and some activity in a lay-by. Pulling in we politely enquired as to who the fine fellows were, to be delighted by the response of “TC12”. We’d finished! Without going OTL (notwithstanding a lot of cut route) as well! “Here, sign this” said Emma and we worked out what our due time was, which we were given and told that we’d finished and to go back to the pub, where hot soup was on offer.

With big (tired) smiles we went back to the pub and started chatting to fellow competitors in our class who also found the navigation a little tricky in places and who had also cut route, so we didn’t feel too badly about our performance. Tiredness set in so we didn’t hang around for the provisional results, but left for Whitmead, which seemed a very long way away, especially as soon as we hit the A48 the heavens opened. Emma managed

to sleep through it though in one of the most unsuitable seats for sleeping in I can think of!

### ***The morning after and the Dunlop Autotest.***

I'm not sure if we even managed any sleep when our darling daughter woke up and then refused to go back to sleep as she is not used to being in with us these days. Eventually we had the idea of moving her into the lounge in her travel cot so at least got a little more sleep before waking on Saturday morning.

Several cups of coffee were required to feel even vaguely human and we discussed the previous night's activities and what the plan for the day was. I was entered in the Autotest in Emma's Astra, but obviously that wasn't going to happen as it was back at Basingstoke without a functioning exhaust system. I could enter the RWD Sierra in Class 2 but we didn't bring the MoT certificate with us, so had to go have a chat with the ever helpful Terri Jacobs and Martin Saunders who said that as long as we drove it here and it was taxed, the MoT didn't need to be checked – So I could enter the Dunlop and change class to class 2, where I would win by virtue of the fact that no class amalgamations were taking place and the other two competitors in that class had to pull out due to work commitments.

So, more swapping of stuff, and a quick check by the scrutineer passed us fit for battle. On a VERY wet field, in a big heavy RWD car. Oh well, at least I'd get it sideways! We decided to kill some time by going to see how embarrassingly badly we'd done after cutting route and clocking up time penalties in the C-B. Amazingly we found that we were not only still classified, but we'd come top out of the novices on our route! Well worth sticking at it and keeping on top of the timing, I'm glad we took that approach; to finish "in time" at least.

So, then onto the autotest field. It became very clear, very quickly that nobody was having a great deal of fun as the conditions rapidly deteriorated, especially around the start and finish gates with a few drivers needing assistance to get out of ruts (myself included) that were being made. I'd finished my first set of tests and decided that because of the conditions and the fact that I couldn't compete with the light FWD cars, I was going to pull out. However, the organisers, prompted by concerns for the venue, decided that they would call it a day after tests 1 and 2 and then offer a non-competitive run on one wide course after a spot of lunch. In fact, that didn't happen either as on-and-off drizzle kept the venue soaked.

Never mind – The advantage of having the event based at Whitemead is that there are other amenities to enjoy; so after a bit of a stroll round in the rain, Emma and I went for a swim with Jessica, while the Grand-parents had a gentle drive out in the Forest.

Considering the problems that the organisers faced this year, I must say that it was a good event to attend and I hope the new format works and gets a full entry next year; when Emma and I will be back, but with RWD and a teensy-weensy 4-pot engine.

*Jerry Ludlow*

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## **Hell Explained by a Chemistry Student**

**T**he following is an actual question given on a Washington University chemistry mid-term.

The answer by one student was so "profound" that the professor shared it with colleagues, via the Internet, which is, of course, why we now have the pleasure of enjoying it as well :

Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)?

Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools when it expands and heats when it is compressed) or some variant. One student, however, wrote the following:

First, we need to know how the mass of Hell is changing in time. So we need to know the rate at which souls are moving into Hell and the rate at which they are leaving. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving. As for how many souls are entering Hell, let's look at the different religions that exist in the world today. Most of these religions state that if you are not a member of their religion, you will go to Hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell. With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially.

Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added. This gives two possibilities:

1. If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.
2. If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over. So which is it?

If we accept the postulate given to me by Teresa during my Freshman year that, "It will be a cold day in Hell before I sleep with you", and take into account the fact that I slept with her last night, then number two must be true, and thus I am sure that Hell is exothermic and has already frozen over. The corollary of this theory is that since Hell has frozen over, it follows that it is not accepting any more souls and is therefore, extinct.....leaving only Heaven, thereby proving the existence of a divine being which explains why, last night, Teresa kept shouting "Oh my God."

THIS STUDENT RECEIVED THE ONLY "A"

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## July Clubnight

# *Quiz!*

Hosted by Derrick and Ann Holden

Liberal Club  
Windsor

Start at 8:00pm

## **West Middlesex Group motorcyclists:**

***Hose-pipe bans, water restrictions, even some hot days....the Summer IS here and our Ride-Out season continues apace!***

***Our fifth mid-week Ride Out of the year will be on Tuesday 25<sup>th</sup> July and we're off to the seaside!***

***As usual on the last Tuesday of every month ( Noggin' & Natter nights) our mid-week Ride-out will finish at the Jolly Woodman around 7pm for an excellent supper & a beer.***

***...PLEASE NOTE FOLLOWING DETAILS FOR JULY 25th...***

We'll meet at 9.30am for coffee at the excellent Café located inside Fair Oaks Airfield, which is right alongside the A319, just a couple of miles east of Chobham town centre.

NB: If you're approaching from Chobham take the second entrance on the right into the Airfield and follow the road around to the right to find the Café. Coming from the M25 direction you need the first entrance...but it's the eastern-most access in both cases....!

At 10 o'clock we'll set off and Alan Mayger will lead us around some of central southern England's finest country highways and byways to a notable Brunch halt en-route to the Sussex coast.

As usual, this will be predominantly a relaxing 'bimble' using B and C class roads wherever possible – and, also as usual, we go come rain or shine.

If you can, please let me know if you're planning to join the Ride-Out by the Sunday before (23<sup>rd</sup>) so I can, in turn, advise Alan!!!

Please note: earlier start time and the different (for us!) start venue.

**AG ~ June 2006**

**H) 0118 9345726 M) 07785 903000 [agoddard@csma-netlink.co.uk](mailto:agoddard@csma-netlink.co.uk)**

## Eight ate at the Ace ...!

Our regular "Last-Tuesday-of-the-Month" Ride-Out had a rather nostalgic feel to it in May, at least for some of us 'oldies'! We went to the infamous Ace Café for lunch!

Jenner's Café alongside the Thames in Maidenhead was our meeting place and by the appointed start time of 11am seven of our Group's motorcyclists had gathered to make the journey to this ancient (and modern!) Mecca to motorcycling.

I led the ride out of the car park followed by the usual assortment of West Middlesex member owned Japanese 'bikes but this time we'd been joined by Mike on his big Harley Davidson, Dave on a Triumph Speed Triple, and Malcolm with his newly acquired BMW. Passing through Cookham, up and over Winter Hill, we did a large anti-clockwise loop of Maidenhead & Windsor taking in Ascot, Virginia Water, the Saville Gardens, Datchet, Iver Heath and Black Park before, inevitably, joining the A40 at Denham for the short haul up to the Hanger Lane junction. Some say this is THE busiest junction in Europe, and it wasn't exactly quiet on this day, but we joined the A406 for a mile or so before swinging into the service road that was once the main North Circular itself. Nowadays it's a feeder road for all the large & small businesses that have sprung up in the area, including the re-furbished Ace Cafe.

Once upon a time I was a regular visitor here, it being an evening haunt we used to ride to from the Cellar Café / Bar on the bridge in Windsor where I and scores of others used to gather, from 1962 – 1966 in my case! Forty years on, despite all the renovation, it's hardly changed a bit!

The food's probably better and more varied (one of our number even had a cheese & spinach quiche for lunch!) but the 'traditional' sausage, bacon, egg & fried slice was still on offer and tasted just as good as I recall from forty years ago.

The photo's and newspaper cuttings on display were, frankly, enthralling, and the in-house biker's shop sold loads of Ace & 59 Club paraphernalia which had more than one of our number reaching for their wallet.

Whilst having our lunch we were joined by Roy on his Kawasaki who'd not made it to the start in time to ride with us but knew where we were heading so decided to go his own way and meet us there. So, in all, there were eight of us that thoroughly enjoyed our visit to this famous Café.

After the excellent lunch it was Nick's turn to take over the lead and, with me now playing 'Tail-end-Charlie', we meandered our way out through the suburbs of North London on some (surprisingly!) quiet-ish roads to a welcome coffee-stop at the café within Elstree Aerodrome. More coffee and a bit of shortbread later (these Ride-outs are hard work y'know!) we moved on to explore more of Hertfordshire & Bedfordshire before arriving on the top of Dunstable Downs just before the Tea-shop closed for the day. With a number of gliders showing off their expertise on the thermals, we just had to spend a little time admiring the spectacle. This gave some an opportunity to have yet another cuppa while others opted for an ice-cream. There was an unplanned theme developing here, perhaps I'll have to consider re-naming these monthly Ride-outs as Gastronomic Tours!

Once again I took over the lead for the final leg back to the Jolly Woodman which took us past Whipsnade Zoo (penguins & coypu both clearly on view through the fence), across Ashridge Common and over Ley Hill to cross the M40 at Beaconsfield, from there on to the pub at Littleworth Common and, for those that had room, supper!!

As usual, our non-motorcyclists were on hand to hear of the day's adventures and I was pleased to be able to hand out samples to all present of the very nice cake made for my

second grandchild, Alexander George (yep, a junior 'AG'....!), following his Christening the previous Sunday . I'm pleased to report the rich fruit cake appeared to have travelled well in the pannier on my Honda and it helped a pleasant evening pass all too quickly.

One of the most enjoyable days of our Motorcycling year so far – thanks to all of you that supported the event, and to the weather-man for keeping us dry - an Ace day out all round you might say!!

*Allan Goddard*

## Rally Car for Sale - Vauxhall Corsa

This is my enduro spec Vauxhall Corsa SRi rally car (also suitable for road rallies), which is badged as a Holden Barina. Competition Bilsteins, uprated bushes, Hockley sumpguard, tankguard & engine mount, strut brace, Safety Devices rear cage, full harness belts, all lines inside, extinguisher and trip meter sender. New rack, clutch, balljoints, CVs and brakes fitted after Revival. Car comes with warning triangle, first aid kit, jack, etc, and is ready to go, all you need is a pair of spots and a trip meter.



Results: 7th on 2004 Revival, was leading until driver error, 3rd on 2004 Midsummer and 3rd on 2005 Revival. 1st overall on the Carpetbagger and two wins on the Curtis Bennett.

**Bargain at only £3000**

Contact Mike Biss on 01525 720299 or 07753 137415

### West Middlesex Group Committee Member Contact Details

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Motor Sport Coordinators' Bulletin

July 2006

Dates	Event (Status)	Club	Type of Event	Champ
July 8/9	* Tour of Anglesey (Nat B)		Enduro road event	
Sun 23	* Grasshopper Autotest (C)	csma NEL	Grass autotest	Centre
Aug 19/20	* Welsh Enduro (Nat B)		Enduro road event	
Sun 20	* Photo Phrolic (C)	Harrow CC	Photo Treasure Hunt	
Sept Sun 3	Haymaker Autotest (C)	csma WMx	Grass autotest	Centre
9/10	* Yorkshire Enduro (Nat B)		Enduro road event	
Fri 15	Greenhorn 12 Car (C)	csma NWL	Navigational rally	
Oct Sun 1	Autumn Autotest (C)	csma NWL	Grass autotest	Centre
Sat 21	Quadruplex ()	csma MK&B	Inter Group Quiz	Centre
26-29	* Lombard Revival (C)		Enduro Stage Event	

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

**Previous Events**

**Juniper Autotest** Well there was the usual good turn out of marshals this year and a very good entry as well. With the favourite Paul Swift sidelined early on with a broken gearbox, it was left to Alastiar Moffatt to show everyone else the way home. With 16 competitive tests during the day, it saw all the crews work for their fun and I think they all went away happy. The future of the site is still uncertain, but although we have heard that it may not be sold off in September, we still don't know if it will be available to us next year. The BTRDA



championship committee have said that if we can only use the site early next year, then they will be happy to move the calendar around to accommodate us, as the competitors really like the challenge of our venue.

**Greenacres Autotest** Good weather, 14 entries, 10 open tests and the finish early enough to get home for those that wanted to watch the football, saw a good time had by all. The field was very dry where the traction engines had been parading previously, but the rest of the test areas were quite slippery until driven over a few times. Dave Smith decided to make life more difficult for himself by using the left hand drive Astra, whilst the Harrison youngsters novice battle continued from the Concorde and Phil Robinson introduced his son to the delights of competing on an autotest for the first time. In most people's eyes the winner was as expected, with myself taking the win in the new Corsa (boy does quick power steering make life easy), but second place went to a very happy Cath Woodman who moved up through the field during the day as she got quicker, to take the runner up spot.



**Future Events**

**Grasshopper Autotest** The second grass autotest will be organised by NEL, will be held at the Studd Farm venue as they have been unable to find an alternative at present. There will be a National B event for the grass championship competitors and the Production Car event for the club competitors. The first costs £17 and the latter £15. The PCA event also has the requirement that you carry a passenger who sort of knows what they are doing. All the tests are forwards (unless you make a mistake) and the PCA

allows anyone aged 14 or over to drive (14 to 16 year olds have to use a saloon of no more than 1600cc). Entry forms are available from myself or Bernard Ward on 01992 582323.

**Photo Phrolic** This is an invite to a Harrow Car Club event on the 20th August which is similar in format to the Farnborough Topographia (but a lot closer), in that you have to work out locations from 6x4 photos and then visit 75% of the locations and answer a simple question. The whole event takes place on map 166 and starts at 10:30am from the Northbound services at Toddington, on the M1 (about 3 miles from my home). The event finishes at 5pm at the Bright Star pub in Peters Green. Entries are priced at £12 per car and there is a buffet at the finish which is £5 per head (under 11's £2.50), which has to be ordered before the 16th August closing date. Regs are available from myself upon request.

**Haymaker Autotest** The West Middlesex grass autotest takes place on Sunday 3rd September. I believe the usual field at Church Farm, Bramley, Basingstoke, MR 175/632600. The farm is in the village of Bramley, off the A33, easily accessible from either the M3 (Jn 6) or M4 (Jn 11). More details next month.

**Autumn Autotest** There is a possibility of a change of date for this event, bringing it forward from its current October date. Please look out for any further announcements about this one.

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

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

---



**Bernard and Howard,**

**come and join them at the**

**csma NE London**



## **Grasshopper Autotest / Groundhog Production Car Autotest**

**another fun family motorsport event probably the best fun on grass**

**Sunday 23 July 2006 @ Studd Farm, Leighton Buzzard**

**10.15 for 11.00 am.**



**All we need is ~~love~~ your support!**

For entries contact Bernard Ward on 01992 582323 (h), if you area available to marshal please call Graham McLean, Chief Marshal, on (020) 8553 4700 (evenings 1900-2130 please).

***This'll be good!***

**West Middlesex group**  
motorcycling & BBQ enthusiasts

# ***The 2006*** Summer BBQ Ride-Out

***When?*** Sunday, 16<sup>th</sup> July 2006

***Where?*** Starting from Mill Meadows Riverside car-park in Henley, outside the River and Rowing Museum.

***Time?*** We'll set off at 10am sharp to a coffee stop within the hour.

***Anything Else?*** Basically this will be a morning ride ~ the plan is to finish around 2.30pm at Nikki & Jez's house in Hook, Hampshire for a sumptuous West Middlesex Group BBQ. Pillion passengers will be especially welcome.

To that end it's pretty important that all interested 'motorcycling' participants should contact ME as soon as possible please, and non-motorcyclists who'd just like to come for the BBQ should talk direct to NIKKI or JEZ also ASAP. Both arrangements are to confirm numbers for the catering planning etc.

Due to the on-going situation within csma and the continued lack of funding for Group activities, a small charge will need to be made for our BBQ this year.

Last Summer we had a bumper turn-out for this Event and we expect nothing less on this occasion! Please try to support this Group event if you can. I look forward to seeing you all there, with or without your Motorcycles ...

**AG :** 0118 934 5726 :M) 07785 903 000 : e-mail) [agoddard@csma-netlink.co.uk](mailto:agoddard@csma-netlink.co.uk)

**Nikki & Jez :** 01256762865 or e-mail: [nikki@jez-nikki.net](mailto:nikki@jez-nikki.net)

# ***We need your entries!***

csma West Middlesex Group

## **Summer Run**



*100 miles of gentle, non-competitive motoring  
around Hampshire*



**Sunday August 6<sup>th</sup>**

Starting at the Jolly Miller\*,  
North Warnborough  
just off junction 5 of the M3

First Car ~09:30

Tulip based roadbook navigation with snippets of interesting local information and a fun quiz!

***All cars welcome, classic and modern!***

Entry fee £12 per car

Please contact:

Jeze Boakes ([jez@jez-nikki.net](mailto:jez@jez-nikki.net) or 07748 766409) – Secretary of the Meeting  
or

Nikki Wild ([nikki@jez-nikki.net](mailto:nikki@jez-nikki.net) or 07778 161572) – Clerk of the Course  
to enter or for further details.

\* - Accommodation is available at the Jolly Miller - please contact them direct on (01256) 702085 for further details.

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