

July 2008
Number 509



Aston Martins on the Porsche Curves at Le Mans!

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Your Editor Speaking...

Le Mans has to be the highlight of June. It was very tiring, but well worth it! Read more later...

A day trip to the Buckinghamshire Railway



Centre for the Napier Powerex was a bit of nostalgia for me! The event was to celebrate 200 years of Napier engines - variously used in cars, aircraft and (here

comes my nostalgia) railway engines. They had a magnificent Deltic express locomotive, being patronised with a mere two carriages along with the Napier Railton which did a few laps around the car park. And damned hard work it looked too... They made a fine sight together though!

A box of shiny new parts arrived recently - a clutch, flywheel, bell housing, sump and various gaskets and fixings. The big end bolts are now replaced, and the sump is now attached. Next job is to get the engine off its stand and change the flywheel.

My stationary engine project is also moving again at long last - I'm starting to assemble it, and therefore I'm now finding out what I did wrong several years ago...

Just need to get going with Bernard now! Have fun!

Jez Boakes (Editor)

A Note from your Chairman

Motor sport seems to be in rude health (despite a diesel engine winning Le Mans again! – although I hope you enjoyed the race Jez) on all fronts – World Rally, MotoGP and, ignoring the odd red light, so is F1.

So Max Mosley won his vote of confidence to retain his presidency of the FIA. His attitude through the whole episode has

been one of 'do as I say, not as I do' and the irony is that he has levied heavy fines on teams that, in his eyes, have 'brought the sport into disrepute' something that his actions, apparently, haven't. It's a funny old world.

I hope the Draconian rises in fuel prices aren't preventing you from enjoying your motoring. One thing that I have noticed recently is that the majority of cars seem to be being driven more slowly than before

'the crunch'. After all the traffic 'calming' measures that have been introduced in recent years it appears that the most successful is making motorists unable to afford the cost of driving quickly!

All of which highlights the need for us to enjoy our motoring and club events, like the

Summer Run and Ride Out ending at the Summer BBQ, despite the killjoys out there trying to prevent us from, or make us pay heavily for, doing so.

As ever, keep your (economical) foot in it.....

Derrick Holden (Chairman)

Temp Sec Bit

I don't know what happened on the annual walk - I was at Le Mans at the time. I trust that no-one got lost - I think I'd have heard by now...

Other than that it was a fairly quiet month.

The annual golf day is on July 10th, with a golf related clubnight. If it's half as good as it was last year it'll be an excellent day. Come along! Oh, and fingers crossed for good weather...

Looking slightly further ahead - despite having no clubnight, August looks to be a very busy month! Sunday 10th is the Summer Run, for both bikes and cars. The start

is at the Dew Drop Inn near Burchetts Green, then via different routes back to Hook for the Summer Barbecue.

The barbecue is of course open to all - you don't have to go on the Summer Run to come along. Just let us know first... See the ad elsewhere in this issue.

The following day is the **csma** track day at Castle Coombe. According to AG places are filling up fast, so get your entry in quick! With all this going on I hope to see you sometime soon!

Have fun!

Jez Boakes ([Temporary] Secretary)

WMx Championship Tables

Don't forget that points for events not listed in the WMx calendar need to be submitted before the end of the month following the event.

No claim, no points...

Also, to keep the tables to a manageable size, people who are not **csma** members in their own right have been removed from the tables. If you have been removed in error, please let me know.

Jez Boakes

If you would like your car to appear (temporarily) to have been significantly upgraded both in terms of power and handling, I can recommend driving or being driven extensively in a Fiat diesel (non turbo) mobile home...

The weekend began with a very early start on Thursday morning - the camper van was loaded with beer, Jez Boakes Special Recipe Chilli™ and camera gear before setting off for the Channel Tunnel. Apart from a short stop in Maidstone to pick up three more chaps we had a clear run, and actually got an earlier train than scheduled. This was fortunate since we all underestimated the length of the drive on the other side (despite having done the same journey four years ago). The journey through France was uneventful apart from some heavy traffic and a slight delay through Rouen. We took it easy, although we had little choice in our asthmatic Fiat - it was the turbo version of the same van and especially Rob in his Audi RS4 that I felt sorry for. Still - he got some fantastic MPG which he's unlikely to ever see again...

We arrived in the Le Mans area at around 8pm to find a reasonable amount of chaos - we asked directions from several volunteers marshalling the traffic, and all but the very first one sent us in totally the wrong direction. So it was around 9pm by the time we arrived at our campsite. Just in time to walk the 150 yards or so to the track side at the Karting Esses to see the end of part one of practice session two.



Once food had been cooked and eaten (the chilli!) we went back to the track side to watch a bit of part two of practice session two. It was dark by then, which made the

speed and change of direction even more impressive. First impressions were dominated by the almost eerie quietness of the Audi and Peugeot diesel cars. In stark contrast to the howls (eg Aston Martin and Judd engined cars) and growls (Saleen and especially Corvettes) they made a quiet wooshing sort of sound. The lack of sound actually made it seem like the diesel cars weren't trying - an impression that closer comparison to the other cars' pace quickly dispelled. They were absolutely flying... In fact, the six Audi & Peugeot diesel cars qualified 1st, 2nd, 3rd, 4th, 5th and 7th!

Friday was the open pit lane. This is one of the many areas of comparison between Le Mans and Formula 1 in which F1 is found wanting... ALL the pits were wide open for 10 (ten!) hours.

A barbecue on Friday evening followed by a few beers saw us to bed ready for the excitement of the race!

Up bright and early on Saturday for breakfast, then off to the Karting Esses to watch the group C race (last time we went I completely missed this due to being still asleep...). It was excellent to see the Le Mans cars of the recent past being trashed around their old stamping ground, although some were being trashed more than others... After that the group split up - half went to the



grandstands to watch the start, while the other half (including me) went off to the Porsche Curves. We arrived there with a few hours to go before the off, but it was already fairly busy. Since we had cameras mounted on monopods we picked a spot at the back and waited. All the cars came around to form up on the grid, with one Ferrari already having lost a wheel! Sadly there was no butty wagon (what is the French for that?) at the



Porsche curves, so by the time the race started at three we were rather hungry...

It's quite amazing, but it only took around six laps for the GT2 cars to be lapped by the LMP1s... After about an hour we decided to seek out food - we caught one of the free trains from the Porsche Curves to almost Tertre Rouge, then walked down to the Dunlop Chicane before heading to the grand-

stands to relieve the starting group of their seats!

A few hours, and a couple of bottles of champagne later (well - it seemed rude not to!) we headed back to the campsite for dinner - another barbecue. After that it was back to the Karting Esses to watch a bit of the night-time racing before heading to bed.

The plan was to get up at 4am (we must be mad!) to head off to the Porsche Curves to see the last of the night laps and to watch the dawn. Unfortunately the weather chose this time to rain, so (to the letter of the plan) I went back to bed. Duncan and Rob however are made of sterner stuff and proceeded with plan A anyway. Brave chaps!

After breakfast we walked down to the Ford Chicane before indulging in a little retail therapy before having lunch and resuming our grandstand seats in time for the finish.

The last few hours of the race were very exciting and tense - the actual finish was the closest for many years, with only just over 4½ minutes between the Audi in first and the Peugeot in second place.



Our seats were opposite the Audi pits quite some distance from the podium, so while the winners were receiving their prizes we indulged in some more fizz before heading back to the campsite for the post race debrief!

An early night seemed like a good idea to give us the best chance of getting back home in one piece - it was up again at 7:30 for breakfast before packing up the vans and heading back home.

Once again we seriously underestimated the time required for the long drive and arrived in Calais for our 13:40 train at 15:50. The terminal was extremely busy, resulting in us being offered a 19:40 train... As it turned out we got on a much earlier train, arriving back in Bedford at about 8pm. From there is was a comparatively short journey home in my LMP1 - sorry - MG ZS.

Should just about be recovered in time to go back in four years time! I can certainly recommend a visit! It's a great race with a great atmosphere! Oh, and Aston Martin winning the GT1 class helped too!

Jeز Boakes

csma West Middlesex Group
*2008 Championship Golf Day
and our July Clubnight.*

Thursday 10th July 2008

Day Plan + Clubnight!

WMx Golfers need to *pre-book via AG*

**Then please plan to arrive about 12 noon for a
12.30 lunch of Tea / Coffee & bacon sandwiches.**

Tee-off times from 13.30

Approx. finish time 18.00

Prizes & High tea for all players at 18.30

(Main course, dessert & a beer)

Followed by

West Middlesex Group : July Clubnight

at the same venue, from 8pm

*(Private room, light-hearted Golf themed entertainment,
plus light snacks)*

**All Members, their families & friends will be very
welcome!**

Finish approx 22.30

For Golf, - contact AG before Thursday 3rd July please;

For Clubnight - just turn up at the Blue Mountain Golf Centre in
Bracknell on the evening.

West Middlesex Group motorcyclists:

Our next mid-week Ride Out will be on

Tuesday 29th July

The last Tuesday of every month (Noggin' & Natter nights) until October will always be a Mid-week Ride-out day, and every Ride will finish at the Jolly Woodman for supper & a beer.

...PLEASE NOTE FOLLOWING DETAILS FOR JULY...

A bit special this month - we'll meet at the famous Ace Café alongside the North Circular road (A406) in north west London, in good time for breakfast and are planning to leave the Ace at 10am. We'll then be riding predominantly north for a day out in Hertfordshire, Bedfordshire & Buckinghamshire. An excellent route is on offer along with a stop or two at somewhere of interest. Then it's back to our Noggin' n' Natter at the Jolly Woodman on Littleworth Common. As usual, I expect the other WMx members will join us there for supper at around 7.30pm.

Again, this will be a relaxing 'bimble' using B and C class roads wherever practical – (coming out from the Ace will be a challenge to do that of course !) and, as usual, we go come rain or shine!

If you can give me a call or send an e-mail so I have half an idea of how many might come along for this one please, I'd appreciate it.

AG

H) 0118 9345726 M) 07785 903000 allan.goddard@csmaclub.org

Annual West Middlesex Group Summer Runs and Barbecue

Sunday 10th August 2008

A motorcycle ride out, organised by Allan Goddard, and a car run, organised by Derrick Holden and Malcolm Grubb, will start on Sunday morning at 10:00 from the Dew Drop Inn near Burchetts Green, and will follow separate routes before finishing at around 3pm, in Hook, for the Group barbecue.

As in previous years, there will be a game or two at the barbecue to help pass the afternoon.

Anybody is welcome to attend the barbecue, whether taking part in either of the runs or not. We would appreciate it if you could let us know that you are planning to join us so that we can ensure that we cater for everybody.

Likewise, to ensure that there are sufficient road books and event paperwork for the runs, you will need to enter these in advance so watch out for entry forms on the Group website or drop an email to the organisers for more information.

Contacts:

Motorcycle run: AG: (M) 07785 903000;
(email) allan.goddard@csmclub.org

Summer run: Derrick Holden: (M) 07905 005963;
(email) chairman@csmawmx.com
or Malcolm Grubb: (Tel) (01784) 435447;
(email) malcolm.grubb@btconnect.com

Barbecue: Jez (M) 07748 766409; (e-mail) jez@jez-nikki.net
or Nikki: (M) 07778 161572; (e-mail) nikki@jez-nikki.net

csma Karting Group presents :

csma *Karting Championship*
Round 4 at
Shennington!

We are making a return to Shennington Kart Circuit near Banbury for Round 4 of our Championship on:

Monday 14th July 2008.

On offer will be our usual Championship Racing Day plus an afternoon Endurance Event for fun – and all csma Members & their Guests are welcome to have a go! We have to declare a minimum number of 24 drivers, and we have a maximum number of 36 places available. So the Closing Date of Monday 7th of July will be strictly adhered to on this occasion as, without the required minimum number of Drivers, I WILL have to cancel this event.

There's just two weeks to get YOUR entry in please!

The cost for the day will be £95 per Driver.

Entry forms are available from Jez, Drew or AG

The day will comprise of Practice / Qualifying sessions and Individual Races giving everyone an equal opportunity to reach the 'A' or 'B' Finals. The results of these Finals will decide the points in our Championship.

This will be followed by an Endurance Race for WEIGHT / SKILL MATCHED Teams of 2 Drivers in the afternoon, with a bit of a twist!

Prizes may be awarded to the 'A' & 'B' Final Winners and to both members of the Winning Team in the Endurance Race.

All that for £95.00 per driver! Any questions or queries?

Contact AG on 07785 903000 / agoddard@csma-netlink.co.uk

or Drew on 07745 735730 / lamtech@btopenworld.com



YOU are invited to an “exclusive to **csma**” Track Day!

Monday August 11th 2008.

We're returning to the charismatic Castle Combe circuit in Wiltshire and, we have a maximum number of just 60 places on offer for this Event so you'll need to book promptly!

An Entry Form is attached and your completed forms with a cheque for £100 (one hundred pounds) per driver, and made payable to **csma North London Centre, should be sent to :**

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

Details of our day

Date of Event [\[?\]](#) **Monday 11th August 2008.**

Arrival: by 09.00hrs please,

Briefing: starts at 10.00 - Track action begins as soon after as is practical.

This is a non-competitive event for fully UK licensed drivers where you will be able to drive your own car around this historic circuit throughout the day at a pace of your own choosing and without the fear of blue flashing lights coming up behind you! It is anticipated that each driver will have a minimum of five sessions on-track with the possible opportunity of some one-to-one tuition with an experienced Racing Instructor during the day, if you wish.

All vehicles need to pass a Sound Check – the limit is 100dB(A) for cars and 105dB(A) for motorcycles, measured at the exhaust pipe at 4500rpm. All vehicles must be in a road-worthy condition and to that end the event will be preceded by a vehicle scrutineering session prior to a Drivers Briefing at 10am. Helmets are available on loan from the Circuit and there is an excellent Café on site catering for all tastes.

Front seat passengers are permitted but they must be at least 17 years old, be 'Signed-on', and attend & fully understand the safety briefings & procedures.

A full day of on-track action will Finish at 5pm.

**At just £100 per Driver this is almost a half price day
at Castle Combe and it'll be great!!**

Any questions or queries?

csma Track Day

CASTLE COMBE CIRCUIT
Monday 11th August 2008.

ENTRY FORM

Name.....csma Membership number.....

Contact details;

Address.....

.....

.....

Post Code.....

TEL No's. Home.....

Mobile.....

E mail.....

Track Day Experience :

Lots (Experienced): Some (Novice:) None (Beginner): – please indicate...

Vehicle details;

Car / Motorcycle?.....

Make / Model:.....Colour;.....

Registration Number / Year;.....MoT expires?.....

A cheque for £100 per driver must accompany each entry and should be payable to csma North London Centre then sent to:

AG Goddard 2 Arnside Close, Twyford, Berks RG10 9BS

Thanks, see you there !

Enjoy your summer with csma **Motoring**

Tony Biss 1934 – 2008

Tony Biss passed away on 26 May after a year-long battle with cancer. He was a long-standing member of the **csma**, taking part in numerous rallies and autotests and a member of North East London group. He will be remembered as organiser of the Noreaster Rally, Grasshopper, Juniper and Dunlop (HQ) Autotests, as well as being group newsletter editor and a spell as secretary for the LCAMC regional association. A sad loss to us all and our thoughts are with his family.

Event Support A Marshals' Choice

This can sometimes be a difficult choice to make depending on date, location and type of event. Is the event local or further away, grass or tarmac for an autotest, stage or airfield for a rally, circuit or airfield for sprints, rallycross, trials and even wooded areas for motorcycle trials ?

An important consideration is how well the marshals are treated. Do we value a marshals' time, commitment and distance they may have traveled? On some events you receive regulations, entry lists and passes before the day and results afterwards, on others just an email, phone call, or details through the post. Some events provide a petrol contribution, food voucher, goody bags, drinks, marshals draw, and stop for a reasonable lunch break, others don't. Competitors get a break between runs, marshals only get the lunch break as they are on duty the whole time.

On a motorcycle trial most of the riders will thank you as they pass on the last lap, on other events you may feel taken for granted.

An important choice is whether you support your local group, club or other clubs events. With the decline of voluntary marshalling support and given that events can not run without sufficient marshals many organisers would do well to consider keeping the marshals happy ... you know it makes sense.

As with anything a volunteer will support the event where they feel most welcome ... let's make sure that marshals are always made welcome and that it is **csma** events that they choose to support every time.

Summer Motorsport with csma get involved today

Sunday 6 July **csma** NWL Greenacres Autotest, Stanbridge near Leighton Buzzard

Sunday 13 July WAC Essex Charity Stages, Bradwell on Sea, Essex

Sunday 27 July **csma** NEL Grasshopper Autotest, Stanbridge near Leighton Buzzard

Sunday 3 August B19MC Lotus Cars Sprint, Hethel, Norfolk

Contact Graham McLean on 020 8553 4700 (after 7pm please) or Email: graham.mclean@bt.com

Motor Sport Coordinators' Bulletin

July 2008

Dates	Event (Status)	Club	Type of Event	Champ
Jul 5/6	* Enduro Rally Practice ()	ERRC	Open weekend for novices	
Sun 6	* Greenacres ()	csma NWL	Grass autotest	Centre
Sun 20	* Treasure Hunt ()	Green Belt MC	Driving treasure hunt invite	
Sun 27	* Grasshopper ()	csma NEL	Grass autotest	Centre
Aug 9/10	* Welsh Enduro (Nat B)	Amman &DMC	Enduro road event	
Mon 11	* Track Day (C)	csma NLC	Castle Coombe race track thrash	
Sat 30	* Bullnose Enduro (Nat B)	Oxford MC	Enduro road event	
Sept Sun 7	Haymaker ()	csma WMx	Grass autotest	Centre
13/14	Yorkshire Enduro (Nat B)	Ilkley &DMC	Enduro road event - CANCELLED	

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

Previous Events

Juniper Autotest Another fine day of motorsport and no retirements this year. We did lose four competitors from the previous day, the Atkinsons in the yellow buggy when the gearbox broke on the first test of the day, Brian Bridge in his Mini when the gearbox had problems late in the day and Ben Morten in a Striker who gave up after two very long days (see next bit). Stephen Morten sharing the Striker with son Ben, had major gear selection



problems and rather than non start on our event, he decided to go all the way home to Leeds, take the engine and gearbox out and put in another gearbox, before coming back down again on the Sunday morning. All the effort was made worthwhile when he finished third overall. The winner on both days was Alastair Moffat, in his Mini special.

Treasure Hunt Well only one **csma** crew ventured out this time and we didn't win for a change! The format was 30 locations to visit but you didn't know which of the questions related to which location. You also had to visit the tea halt at a certain time, which for this event was at Ruislip Lido and then one of the crew had to board the 4:20 train (miniature railway) round the grounds to get to the time control. As the weather was very nice that day, the Lido was heaving and lots of cars had parked on the yellow lines on the road to the car park and caused chaos as the traffic couldn't get through. Several of them had been ticketed when we came out though. We had to park out on the main road in a wine merchants car park! The finish was at the Scotsbridge Mill, Croxley Green.

Summer AutoSolo This will have taken place by the time you read this, so report next month.

Future Events

Enduro Rally Practice Many endurance rally competitors have expressed concern about a lack of navigational skills/car preparation/organisation skills on these events and the championship organisers felt that help could be given by leading enduro crews. They are holding an open day/weekend at Phasels Wood Scout Camp near Hemel Hempstead, for any competitors, including road rally crews, that would like some help improving their results. Above all, this is a social event in keeping with the high social aspect associated with endurance rallying. Part of the weekend will be a grass autotest and this will be run as part of the



The Sump July 2008

csma West Middlesex Group

Greenacres (see below), so if interested, you can easily do both. Further details are available from myself if interested.

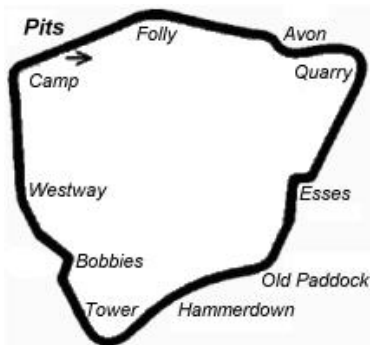
Greenacres Autotest The date has moved to the 6th July and will run at the Leighton Buzzard venue as usual. The event is run on a smooth grass field and the tests are all forwards. This is suitable for any car, even autos, and is totally non damaging and very good fun. All you have to do is drive a set route around some cones against the clock and you even have a chance to drop scores. The design of the tests will be easy to remember and you will have time to watch others to see how it's done (bound to be wrongly in some cases). The entry fee is £17 and regs are available from myself.

Treasure Hunt This is an invite to a treasure hunt organised by Green Belt MC on the 20th July. The event starts at 2pm and the entry fees are £7.50 per car (two person crew) plus £2.50 per extra person. Cath and I will hopefully be out again, so why not try something different; there is usually a cream tea on the route, plus some interesting places to visit.

Grasshopper Autotest The second of the grass autotests will be held at the usual Studd Farm site over near Leighton Buzzard. Bernard Ward will be organising again and regs are now available. Entry fee is £17 for Nat B championship event and £15 for the membership card only event. All forwards and no complicated tests, just a fun day out. You get two runs at each test, with the best time to count. Regs available from myself or your Secretary.

Welsh Enduro The rally will be based around the top of the Neath valley in South Wales, namely Walters Arena and surrounding forests. The event will be straightforward and is a test of car and crew, with no tricks and no difficult navigation. The rally starts at 2 pm on Saturday and the first leg will consist of several Selectifs, many attempted twice, with a short Tea Halt to enable the test layouts to be changed. Then comes the long Selectif, nearly 20 miles on forest roads! After an evening buffet the rally will restart with a traditional night road rally of a few hours duration. The last leg on Sunday morning will consist of several more Selectifs, again with most attempted twice. The first car will be at the Finish by 1 pm, and after a barbecue lunch the prize giving ceremony starts about 3 pm. The Entry fee is £250 and regs can be obtained from the clubs website at www.ammandmc.co.uk.

csma Track Day This is a non-competitive event at the Castle Coombe race track in Wiltshire for fully UK licensed drivers, on Monday 11th August. You'll be able to drive your own car around this historic circuit throughout the day at a pace of your own choosing. It is anticipated that each driver/rider will have a minimum of five sessions on-track with the possible opportunity of some one-to-one tuition with an experienced racing instructor for both cars and bikes during the day. Helmets are available on loan from the circuit. Front seat passengers are permitted but they must be at least 17years old, be 'signed-on', and attend and fully understand the safety briefings and procedures. The full day of on-track action will finish at 5pm and all for just £100 per driver (normally at least £170). Entry forms and regs are available from myself.



Bullnose Enduro Last year Oxford MC organised the first of a new type of compact Endurance Road Rally consisting entirely of Special Tests (Selectifs) linked by easy road sections and no night section. It was so well received that they don't plan to change for

2008. On offer will be the widest variety of tests over all types of surface including a specially constructed, 3½ mile Selectif. Signing-on will open at 8:30am with the first car away at 11am. At least 30 miles of Selectifs with just 120 miles of easy Road Book navigation with a break for lunch and fuel. Finish from 7pm for a meal while the results are calculated, with bar open afterwards. Run under a clubmans permit, membership of Oxford MC will be available at £5 each. Entry fee is £135. The maximum number for the event will be just 50 cars and you are advised to send your entry in quickly. Regulations available from the myself or downloaded from www.oxfordmotorclub.co.uk.

Haymaker Autotest This year the event is moving to the Stanbridge site near Leighton Buzzard, due to their previous venue being lost. Details available later.

Yorkshire Enduro - Cancelled The organisers have decided not to run this year - the final round of the championship. This puts a strain on the championship by reducing the qualifying events from five to four and thus only three scores counting. The organisers of the championship are looking at ways of bringing in a new 'Enduro' event organised by Chelmsford MC in conjunction with Central Sussex, both established clubs, on the 25/26th October. The event will count as the last round of the championship and therefore, allowing competitors the chance to continue scoring on the Welsh and in October and hopefully allowing the result to be fair for all.

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

E-mail: mike.biss@btinternet.com

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**The deadline for articles for the
August Sump is July 23rd!**

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.

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