



June 2003
Number 450



Impressive haul of silverware for Wmx members from the Curtis Bennet weekend!

Newsletter of the West Middlesex Group of the csma

Your Editor Speaking...

Hello again! Third issue and counting, and this time I don't think I have to apologise to anyone...

Hopefully next month should see an improvement in the print quality of the Sump - it would have been this month but Parcel Force have intervened and put the kibosh

on things for the moment... Watch this space!

Lots of exciting stuff lined up for the next few months - golf, walk, met office trip and autotest teach-ins amongst others of which more below... It's going to be a busy summer so let's hope for some good weather!

Have fun!

Jez Boakes, Editor

From the Hot Seat

It only seems five minutes since I was typing the Chairman's spiel for the May edition of the Sump and looking forward to a busy month for the Group. Well, that prediction was certainly correct.

Well done to all the WMx members who made the annual trip to Wales for the CB weekend. A very impressive array of trophies from various aspects of the weekend adorned the table at the awards night ranging from the Metropole Run and Curtis Bennet Rally award winners to the successes on the Gymkhana, Dunlop autotest and the treasure hunt (OK, everybody who did that was declared a joint-winner but that still counts!).

I know there will be much debate amongst the organisers following the feedback from competitors and marshals about this year's event but that is not for these pages. However, I am sure that they will take all the comments on board to make next year an even better event for all concerned.

For those of you who didn't make it this year, you missed a treat. The weekend has become much more than a trip to Wales for a road rally. The organising committee have extended the competitive side to include the Metropole Run as well as the CB Rally and Dunlop Autotest. But for those who are not that way inclined, there are other attractions to try your hand at. These include two treasure hunts (one on foot, one for cars); a gymkhana (great fun, simple driving tests like driving your car between two poles without touching them - sounds easy but is very nerve

wracking!); a display of classic vehicles owned by csma members; 4x4 driving course for those of you who arrive with a 4x4 vehicle; slot car racing; radio controlled car autotest; and much more. The weekend culminates with the awards evening on the Sunday. The last two years we have had guest speakers very prominent in their areas of motor sport. Their enthusiasm for the sport is both contagious and inspiring but at the same time the non-motoring members of the audience were entertained by their tales.

I strongly urge you to pencil in the 2004 CB weekend for your diary and watch out for publicity in due course.

I suspect that the WMx contingent over-partied themselves on the CB weekend because the May Clubnight a few days later attracted the sum total of 5 of us. The Great Egg Race has therefore been put on hold until a future date. Since Jez and I had organised it for four teams to match their wits against each other, it seemed unfair to set AG, John Wright and Bob Head off on their own!

At the time of writing, the WMx BBQ is still to happen. Hopefully the Wright household has recovered from hosting the last committee meeting and is raring to feed the hoards.

The **June Clubnight is our annual walk** and this year we are returning to the Knowl Hill area and those of you who are less keen on motoring related activities have no excuse! A gentle stroll of around 3 to 4 miles through Berkshire fields taking in a couple of pubs en route means that this is a popular evening for old and young alike.

The start will be the Seven Stars pub on the A4 at Knowl Hill and there should be further details elsewhere. Any questions, give one of the Committee a call.

The keen-eyed lot that is the WMx membership will have noticed that the July Club-night has taken a departure from the regular "second Thursday in each month" slot. You may or may not be aware that the Met Office is relocating from Bracknell to the Exeter area this summer. Thanks go to Perry Roe, who is one of those being relocated and has arranged for WMx to have a tour of the Met Office before the move. I understand that they have managed to fit us in around their relocation plans and WMx is the last group to visit. It is a privilege to be allowed to see behind the scenes so please do come along. The plan is to retire to a local hostelry afterwards for some liquid refreshment. The details for your diary are: **Met Office Trip, Tuesday 15th July, beginning at 7:30pm.**

Another activity which the Group is looking into running is an **Autotest Training day**. After the Dunlop Autotest this month, and indeed after our own Haymaker Autotest, I have heard people saying things like "I'd like to have a go at that but don't want to start off entering an event against experts" and "I think I do everything right but I'm still slower than others, where am I going

wrong?". Well, now's your chance to have your questions answered.

We are lucky enough to have the services of some of the country's top autotesters. (My dad and brother are not only csma members but are among the top 10 contenders of the British Autotest championship.) We will run a tutorial session explaining just what you can do in your ordinary road car, demonstrate the individual types of manoeuvre and highlight those little time-saving points that make the difference to the time on a test. Then there will be an opportunity for you to put it into practice – both singly and in a string of manoeuvres. The whole day will be geared very much towards beginners and novices, so don't be shy – this is the best chance you will get to practice with expert advice on hand.

The Committee are in the process of securing a date and venue in the summer, so watch this space for more details and then turn up with your car. Or, if you're feeling brave, tell your significant other that you're popping out to the shops and bring theirs!

Finally, **Happy Birthday WMx Group**. Yes, it's **50 years** since WMx officially came into being. There is a brief history of the Group elsewhere in the Sump from AG, who was present for more of those years than is polite for me to mention!

Nikki Wild, Chairman

The Secret Hairy Bits

Well I can't believe its come round so quick, it seems like only yesterday that I was writing the last Sump article, c'est la vie as they say.

Well the Curtis Bennett weekend has come and gone, and I have to say a good time was had by all, we must say a big THANKYOU to Ian Perry and his team for putting on a great event and hope that more of you will join us next year. Rumour has it that it will be one particular group member's 40th CB rally so I'm sure the social scene will be very special. Congratulations must go to all the WMx crews who

tried so hard to bring the various trophies home to their rightful place, but particular mention must go to Malcolm and Steven Grubb who did especially well at the Dunlop autotest.

Speaking of which your committee are trying to organise a days autotest training for all those who want to brush up on their technique or want to have a go for the first time under the watchful eye of some National autotest champions. Planning is still in the early stages but we'll let you know as soon as we've got details finalised.

Unfortunately due to venue problems I have had to cancel the planned autotest at the Bushey carnival. This year I am organ-

ising a Classic car show with Bushey Round Table and the plan was to run in conjunction with the car show and as a spectator event. However as I am now on the third venue (which is unsuitable for autotesting) I will postpone it until next year. I have it on good authority that I will be able to use my number one choice next time.

My little Pug continues to run well despite nearly loosing the gearbox during the Concorde PCT. IT would appear that someone did not tighten the g'box to engine bolts sufficiently (no names no pack drill, they know who they are) suffice to say I really should have checked them myself and they are fully locktightened this time. And talking of the Pug (usually referred to as UGU) a parcel arrived this morning containing her new trip computer and timing eqt. Unfortunately the speedo sensor was missing but I'm sure they will send it in due course. There a garage full of bits and pieces awaiting fitment including the rear discs and renovated sumpguard on revised mountings. Just need to get myself one of those round tuit things as I never seem to have the time.

Amongst all the clutter in my garage I have a Kawasaki ZX6r which is unfortunately in need of a good home, I don't seem to have the time at the moment to

West Middlesex Group – A Brief History (The First 50 Years!)

The **csma** was founded in 1923, primarily as a motoring club, although the initial membership was mainly motorcyclists. The basic aim of the Association was, and still is, to provide a platform for members to get together to enjoy motoring sport and related social activities.

Initially London based, the membership grew rapidly and "Centres" were formed. Two were in London (North and South) and one each in Birmingham and Worcester. By 1936, many other Centres had been

use her as I'd rather be rallying. So if anyone is in the market for a 6 year old 600 sports bike with rolling road graphs showing 105bhp at the rear wheel, I'm open to sensible offers around £2495. It will be sad seeing her go but I really don't have the time and could do with the space.

On a totally unrelated note I had planned to do the Barbara Carter memorial rally on the weekend of June 7th, unfortunately it's been re-scheduled for the 5th July and now clashes with my Classic car show, that's the second time it's happened to me so far this year. Perry and I might actually get out in UGU before the summer but don't hold your breath OK!!!

On a lighter note and I suspect it's mentioned elsewhere, Perry has very kindly organised a trip around the Met Office in Bracknell on July 15th. It will be your last chance to have a nosey round as they are relocating to Exeter very shortly. Please come out and support us it will be a good evening, and I'm sure we'll manage a beer or two afterwards.

See page 13 for my contact details... That's it for this month: don't forget:

"Give it beans.....

.....and Rhubarb"

BigJ, Secretary

added to the Association and they began to form Groups within those Centres.

In June 1939 the inauguration of the West Middlesex Group as part of the North London Centre was recorded. World War II interrupted the Groups progress somewhat and it wasn't until 1953 that a Group, first formed at London Airport, officially changed its name to the West Middlesex Group.

For many years WMx continued to meet at Heathrow until progress forced a move. Various temporary meeting places were used until we settled at Westel House in Ealing Broadway in the early '70s. In 1988, once again, we had to up-root. This time our monthly meetings were held at the

British Telecom Sports and Social Club at Yeading. A six year stay and we were on the move again and in 1994 began meeting at the District Arms, Ashford, Middlesex.

Refurbishment forced a further move and since 1997 our regular monthly Clubnights have been in a function room at the Liberal Club, Windsor. We also meet monthly at the Jolly Woodman pub, Burnham Beeches for a chat over a sociable drink.

West Middlesex is a group with a proud motor sport history with active competitors competing successfully at all levels all over the UK and beyond. At the same time, successive Group Committees, mindful of the original aims of the **csma**, have continually organised varied and interesting social calendars over the years.

Allan Goddard

West Middlesex Group

motorcycling enthusiasts

The Mid-Week Ride-Out

Tuesday 24th June 2003

We'll meet for coffee at the Square Deal Café* at Knowl Hill on the A4 'twixt Maidenhead & Twyford at 8.00am to leave at 8.30 sharp.

Skirting 'round Reading we'll run across the Berkshire Downs into Hampshire and through the New Forest to a breakfast halt just south of Wimborne.

There we'll be meeting up with a couple of other **csma** 'bikers before riding on to our lunch halt alongside a lighthouse !

Following a lunchtime Nosh an' Natter we'll head home via the 'Piddles and Salisbury Plain to finish at the West Middlesex Groups' evening Noggin an' Natter with the non-biking members at the Jolly Woodman, Littleworth Common near Beaconsfield by 8pm., a days' total of approx 240 easy miles.

As ever this will be a 'ride suitable for all but using mostly 'A' and 'B' roads rather than motorways, so it's more of a relaxed 'bimble' than an all out 'blat' ! All very relaxed and no one gets left behind.....!

There'll be comfort breaks taken en-route and, as I'm sure some of you have come to expect, pleasant and unusual places to stop and eat throughout the day.....

.....and we go, come rain or shine !

Please contact me before Friday 13th June so I can book numbers at the Café for breakfast 'cos I'm away for the week before we go!

Mobile: 07785 903 000

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

* - The Square Deal is approx. 200 metres East of the Old Devil Inn and on the other side of the road.....

AG May '03

csma WEST MIDDLESEX GROUP
Golf Day : 2003

CLOSING DATE FOR BOOKING : Friday 13th June 2003

Hi Everyone,

I hope you're looking forward to our Annual Golf Day on:

Thursday the 26th June

Once again we will be playing at:

**The Blue Mountain Golf Complex, Bracknell,
Berkshire**

The plan is: we will meet in the coffee bar next to the Pro-shop around 8:45-9:15am allowing us plenty of time to change, have a warm-up with the 'putter, etc...,our tea/coffee and bacon sandwiches are booked for 9:15am and our first tee-off time is 10am.

Then it's 18 holes of stroke play,using RW's handicaps (!), and we'll eat and drink in the excellent restaurant and bar afterwards at around 3.00pm where we may be joined by a few non-playing guests.

I have booked tee-off times for 10 players in a 1 x 4 ball and 2 x 3 ball format and it's first come first served!

As last year, our 'deal' includes coffee or tea with bacon sandwiches on arrival, 18 holes of golf, and a late light lunch in the restaurant.

The inclusive TOTAL for all of that is £28.50. payable to me before Friday 13th June please.

NB: Two golf carts have been booked for those that I've judged might need them, (that's Ray and Me !).

The latest we can book any partners or non-playing guests wishing to join us for our late lunch is noon on Tuesday 24th June (Noggin & Natter night).

Our Lunch choice can be any one of the following :

Ham,Egg and Chips; a Traditional Cheese Ploughmans; Ham Ploughmans; Soup and a Sandwich; Chilli and rice; Lasagne; Scampi and Chips; or a full English Breakfast!

PLEASE ADVISE ME WHEN YOU BOOK.

Finally, if you are a current holder of a
csma West Middlesex Group golf trophy,
(I think that's Alan W.and Mark...?),

***PLEASE RETURN THEM TO ME ON OR BEFORE THE 26th June.**

...suitably engraved for 2002 and with a receipt then I'll be pleased to arrange a refund for you. The trophies will be re-presented to the 2003 winners at our post Golf Lunch.

To book YOUR place for the day, or if you need any more info.,please contact me on: 0118 934 5726 (Mobile) 07785 903 000

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

Will this be the year when Alan Wakeman finally 'wobbles'? Will young Mark Palmer do the double?, or will Richard run riot over the lot of us! And it's now 15 years since we had a lady Champion, is now the time for another? Maybe we'll get a completely new name on the Trophy? Come along and make it YOURS!

See you there.....? Kind regards to you all, *Allan*

CLOSING DATE FOR BOOKING: Friday 13th June 2003

A Biblical Tale...

And so it came to pass that I found myself in the Land of the Leek.

My trusty steed Terry the Trabant at my side and Lo as I arrived in the place that they call Llandrindod I was hailed by the mighty Goddard who said:

"Michael come forth to me and together with thine partner Terry and your navigator Pauline Pony you will contest the Metropole run and the Curtis Bennet rally" And thus it was so.....

On arrival at the appointed time in the Place of ATS on the night of the Sabbath I came upon a man bearing noise meter and pen and he sayeth unto me "reveth thine engine to 4500 rpm or until it doth fill the car park with smoke" and this I did and the man sayeth unto me, behold you have passed the test of loudness with much completeness, off you must go to be scrooted in the place of the four poster . And it came to pass that the place of the four poster was manned by many knowledgeable eunuchs whom sayeth unto me that Terry has passed the scroot and to the place of signing on we must proceed.

As we turned the corner, the star in the sky to our left signaled the place of signing on.....and sign on we did as it sayeth in the supplementary regulations.

Off to the Palace of Metropole we did pass unto 8 hours.

And Lo as predicted in the book of regs we did leave this place by the flag of the Herrington. Taking much care we traversed the route as written in the book, taking heed of the proverb to be careful of the seconds as they may cause you some harm. And as we took care Pauline speaketh unto me in the tongue of the one in the know saying speedeth ye up or sloweth ye down lest the penalties will affect our positioning in the book of results.

After the time taken for the sun to passeth into the ground we did arrive at the place they call Built Wells, where Terry was laid to grass, whilst all present gathered at the place called Ye Olde adding uppe shed.

(...time passes...)

5.....4.....3.....2.....1.....Proceedeth

And we did proceed after the sign of the Dragon unto TC1

Where upon we were given the writings of the prophets Nelson and Perry to guide is through the night. Pauline spake unto me thus saying " remember the words of the prophet Nelson" and thus it was as he had spoken which meaneth there was much slippiness in some parts.

Through the night following the words of the prophets, until we came upon the place

where it is known that the armies gather to fight in mock battles. And the words of the prophets did contradict the words of the book of Blueness.

The book of Blueness being clear that only once may you pass over the route to enlightenment neither twice or thrice.

And Pauline was afraid saying " forsooth the prophet has foretold that not once but twice must you travel the path to the promised land"

And so it came to be that we passed over the route to enlightenment for the second time past the flags of death into the promised land.

The promised land filled with tarmac and many brows of blindness.

And as it was written there would be much searching for the place of the code board. But lo it was not to be, for as the prophets has foretold of the double passing the book of blueness was indeed correct and the land of code board was incomplete.

And it came to pass that we followed the writings of the prophets until they did cease. Arriving at the place once again of ye olde adding uppe shed.

Where much juice of the tea plant and flat baked cakes were consumed.

And so off to the land of nod to dream the dream.....

(Manuscript found on a table after the awards ceremony)

ANON

Finding Those Bits...

Have you ever been in the situation where you just can't find your much needed bits? Well that was me. Some years ago Alison and I bought a 1968 MK2 Morris Mini. Original paint and well looked after it soon became part of the family. Kept cosy in the garage and taken out on those not too often sunny days. However, this little world was soon to end. It was only meant to be a quick trip but it turned into a nightmare. Round the roundabout we went until.....we heard a strange tinny metal on tarmac noise. A good way to describe it would be a sort of jam jar lid rolling across the kitchen counter noise. I looked to my right and just caught sight of a large lorry killing one of our precious little hubcaps. We stopped and I jostled with the five lanes of traffic to retrieve the wounded party. But it was to no avail; the damage was done and irrevocable. Once back at home the wounded soldier was sat

in the garage and things were just not the same. We hunted high and low for a replacement, but alas none could be found.

The story does not end here, but pauses over time as the forgotten mini sits in the garage ever hopeful of going out on those ever sunny summer days.

It was by complete accident that one day I was sat surfing the net and looking around on ebay for nothing important that I decided to do a search for mini items. I could not believe my eyes when up popped five mk2 mini hubcaps going for fiver. They were snapped up and soon arrived nicely packaged in my garage and once again a resplendent little mini was cosy sat in the garage.

The moral of the story is, if you cant find those original replacement parts, have a look on ebay because you never know what you will find.

<http://www.ebay.co.uk/>

Rob Gibbs

The deadline for articles for the July Sump is 18th June!

Opinions expressed in this newsletter are those of the contributors, and not necessarily those of the csma, West Middlesex Committee or the editor.



MOTORSPORT CO-ORDINATORS' BULLETIN

JUNE 2003

| Dates | Event (Status) | Organising Club | Type of Event | Champ |
|------------|----------------------------|-----------------|-------------------------------|--------|
| Jun Sun 1 | * Juniper Autotest (Nat B) | NEL | Tarmac Autotest | BTRDA |
| Sun 22* | Greenacres Autotest (C) | NWL | Grass Autotest | Centre |
| Jul Sun 27 | Grasshopper Autotest (C) | NEL | Grass Autotest | Centre |
| Aug Sun 24 | Holly Autotest (C) | NEL | Grass Autotest | Centre |
| Sep Fri 12 | Greenhorn 12 Car Rally(C) | NWL | Navigational Rally | |
| Sun 21 | Haymaker Autotest (C) | WM | Grass Autotest | Centre |
| Mon 22 | Track Day at Croft (C) | HQ | Take your car on a race track | |
| 26-28 | Retro Run (C) | HQ | Car Treasure Hunt | |

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

Past Events

Curtis Bennett Weekend Another successful weekend for North London Centre with just about every award going our way. NWL were the team winners on the Metropole Run and CB rally, whilst WM scooped the award on the Dunlop autotest. The interview with Mike Broad at the awards presentation evening was very well received.

Hollstar Intergroup Table Top Rally At last the trophy has been wrested from the grasp of NWL when NEL managed to get their two teams home in 1st and 3rd places. The individual winners were separated by one minute (although each had three fails) at the end of another well run Ian Buxton organised event. Full results will be published shortly.

Future Events

Juniper Autotest Please put this event in your diary as a date to marshal on. We will need as many people as possible to make this event run smoothly, so please make the effort to attend this exciting sport. This is the pinnacle of tarmac autotesting and all the top drivers in the country will be attending. The event takes place at Hatfield in Hertfordshire and all marshals get a free burger and drink. If you haven't marshalled before, don't worry, just let me know you are interested and I will go through it with you. There is nothing difficult about it, just a matter of being consistent, and the best bit is you get to see the action from close quarters.

Greenacres Autotest The first Centre autotest takes place at Stanbridge, near Leighton Buzzard, and is an easy smooth grass event with nearly all the tests in a forwards direction. The organiser is Pete Gregory and regs are now available.

Other Items

Road Event Insurance Some of you may already be aware of this but the Alexander Forbes system of pay on the day road cover ceased one week before the Curtis Bennett weekend. This was due to the brokers not being able to get the cover renewed. Fortunately Competition Car Insurance stepped in to supply a similar setup for the following weeks events, which is still currently available. Alexander Forbes have now found another underwriter for the insurance and so this option is again on sale. However, the rates have gone up and a 12 car will now cost in the region of £14 a time.

New Road Rally Format The MSA have decided to create a new level of Road Rally permit after the success of the World Cup rallies for 1400cc cars. Known as Endurance

rallying, the format will be for near standard cars up to 1400cc which will compete on multi venue tests (extended autotests on gravel and tarmac) linked by road rally sections. Only standard road tyres are allowed throughout. This will be similar to some of the Historic events that are running but catering for on drivers on either a limited budget or want a different challenge. The first event under this new format takes place on July 11-13th in Wales and so far over 100 people have request information. The MSA hope to have the new format approved later in the year so that more events can be held.

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299

Work: 01977 593482 Email: mike.biss@bt.com

A view from the rear of (Saint) David..... or,

West Middlesex go 'MAD' on the Welsh National Motorcyc- cle Rally!

David Rillie and I hatched this cunning plan – no really, it was a joint idea but I thought if I write about our little adventure, and its all gone wrong, then of course he can take the blame! Seemed fair to me..... You see, we thought if we could get half a dozen West Middlesex 'bikers to sign up for the first element of the Three Nations Challenge, known as the Welsh National Rally, then almost certainly those same intrepid souls would do the English(?) National Rally in July ('cos we always do), and all we'd have to do is 'persuade' them to do the Scottish National in September and Hey-Presto, we'd ALL be rewarded with a Three Nations Award.....easy!

Err, no!

Getting six Wmx 'volunteers' to fill out the Entry Forms, write the cheques and send the lot off before the closing date was relatively straightforward – getting 'em to the Start of the event proved a tad more difficult.

Originally I was going to make up a Team of three with Dawn and Jeff Rampton while David would be joined by two csma work colleagues, Mike and Kevin, to form a second Team and we'd all ride together. Unfortunately Dawn became poorly (hope you're lots better now Dawn,) and being the gentleman he is, Jeff withdrew to look after Dawn. Then Kevin dropped his 'bike in London a couple of days before the event,

which left just the three of us, Mike, Allan and David – hence the second title at the beginning of this report!

Dave and I arranged to meet on the M48 at Aust Services on the 'old' Severn Bridge on Friday afternoon and we then enjoyed a brisk run on damp roads, but in watery sunshine, up through Usk, Gilwern and Talgarth to the Honey Café in Bronllys. While there we were joined by a chap from Birmingham who was engaged on the Round Britain 'run which takes place from April to October and involves collecting answers and photographic evidence from seemingly all corners of the British Isles. Fascinating in itself but he arrived on a Pan European with a dual adult sidecar in which the passengers sat side by side, it was as wide as a Transit van and must be a bugger to filter with!!

Several coffees later we bade him farewell and rode on via Builth Wells and up to Llandrindod Wells to book in at Greylands where most West Middlesexer's had stayed and enjoyed Chris and Tony's excellent hospitality just the week before over the Curtis Bennett weekend. Tony is a fellow 'biker and kindly moved his immaculate Honda Deau-Ville into the corner of his garage allowing us to squeeze Dave's Honda VFR and my ST1100 into a safe and dry environment for the night. A couple of hours later our bikes were joined by Mike's Honda CBR and the three of us were soon ensconced in the bar at the Llanarch enjoying Welsh steaks with all manner of compliments.

Suitably refreshed, an early night was on the cards and by 12.30 DR could be heard

snoring gently – from the car park – on the other side of town....! Some things never change, others ...etc...

Next morning, after the usual sumptuous Greylands breakfast and failure to persuade Tony to join us, we headed north, for the 40-mile trip via Newtown to the 'Theatr Clera' in Welshpool and the Start of the Clive Motorcycle Club organised Welsh National Rally.

With a flexible start time (9am to 1.00pm) there were a hundred or so bikers still booking in when we arrived at 10am. The formalities completed, and with the appropriate tee shirts purchased, we set off on our chosen route for the first of the seven-teen Controls to be visited before finishing at Aberystwyth, theoretically, late this afternoon.

David, our Route Finder General, led off with me just behind him (a position I was to occupy for about 90% of the event – hence the lead title of this report!) and Mike bringing up the rear. Our early route took us on a clockwise loop from Welshpool via several Controls sited on some superb 'B' and 'C' class roads (browns & yellows...) along the Welsh/English border before we headed west a little for a fuel stop and lunch at the Vulcan Arms (an old CB rally Start/Halfway venue), on the A470 just north-west of Builth Wells. While tucking into a well earned grilled plaice, salad and sauté potatoes (well I thought I'd earned it!), outside the heavens opened and the parked-up bikes got a real Welsh drenching. Unsurprisingly, we were joined by quite a few other competitors about this time and, I admit, we tarried a little until the rain eased before we headed off into the Cambrian Mountains.

More Controls were visited and more excellent roads ridden in the mountains, on the edges of Mynydd Epynt and in the Brecon Beacons National Park. A quick break for coffee and we headed south, slotting between Llanelli and Swansea, out onto the Gower Peninsular to visit the 'compulsory' control at Port Eynon Point.

The A4118 across this most southerly part of Wales is single track for the most part and has a freshly filled in trench right on the riding line throughout most of its length, and on both sides of the road. Easily the most unpleasant part of the whole event. On arriving at the Control, in a field 20yards back from the waters edge, we lined up the 'bikes for a Team 'photo before heading back up the A4118 (no alternative,) to the Services at junction 49, right on the most westerly end of the M4.

It's important to keep your body fluids topped up on an event like this, so Mike and I were a little surprised when, seconds after we'd just sat down with another hot coffee, Dave, who had been studying the next part of the route, suddenly sprung to his feet and announced... "Come on, no time for that! We're 50 odd miles from Haverfordwest and the Control closes in an hour!" Back in the saddle, the A48 led us to Carmarthen and the A40 took us into Haverfordwest. The Control was sited on an airfield off the B road some 3 miles north east of the town, a road popular with the Pembrokeshire Constabulary and the Traffic Management dept. in their little white Nissan vans that evening!!! We made it, safe and sound, in time, and without incurring the wrath of Boys in Blue!

I ought to explain that there were two basic 'types' of Control – un-manned ones variously requiring the finding of information from a notice board in a remote village, as we did in Llandyfaelog; to identifying the sculptor of a piece of art on public display in Wolves Castle; or trying to read a date on a church wall in the tiny hamlet of Ponrhydfendigaid. The latter sounds straightforward enough but the gates were locked and it was very dark! There were quite a lot of us at that one!

Then there were 'manned' Controls where, we not only had to book in with the Marshals during the times each one was open, but also had 10 general knowledge questions (with a Welsh flavoured bias) to answer. OK at first, but as the day turned to

night and the tripmeter read in excess of 350 miles covered since Welshpool, then questions like "Who is the manager of the Welsh National soccer team? a) Mark Hughes, b) Terry Yorath, c) Max Boyce, or d) Paddy McGintys goat"... became, frankly un-educated guesswork! It was after 10pm, we'd been on the road for almost twelve hours, I went for the goat, and we pushed on into the night!

Now sports bikes aren't as comfy for long distances as a Pan European and naturally enough Mike and David on the CBR and VFR were beginning to feel the strain – so was I but that wasn't the bikes' fault and pride wouldn't allow me to admit to any flagging! We decided we ought to go and book in at our hotel at Devils Bridge before going on to the finish which was still more than an hour away, just in case the hotel closed up early for the night and we needed a key to get in.

The decision was taken and DR led us off up this single track mountain road, AKA the B4343, and, looking at my map as I write, I see it varies in height between 233 metres and 693 metres above sea level and, I recall, at an average width of 12 feet wide over approximately 16 miles until it meets with the A44. It was raining; it was misty, and very, very black. Sometimes the single rear light just 20 metres or so in front of me momentarily disappeared. Then it would flicker back into my vision as Dave braked before turning into yet another curve or diving over another hidden crest. In my mirrors Mikes headlight resembled something Charlie Dimmock might plant at the bottom of a garden water feature. All riding together, relaxed but concentrating hard, and with all senses on full alert, we dipped, dived, twisted and turned through what we knew, in daylight, must be some of the most beautiful scenery anywhere in the UK. We couldn't see any of it and, I'm not at all sure why, but I don't think I'll ever forget that bit of our ride. Somewhat bizarrely, it was almost a disappointment when we reached the main road!

Our refuge for the night, the Dyffren Castel Hotel, lay half a mile to the right. We booked in, dumped what little luggage we had, and headed back along the A44 toward the Finish Control in Aberystwyth. This was in the (rather swish I thought) TA Centre just on the edge of town. Just after 11.15pm we kicked down the side stands for the last time on this event and went inside to book in and find something to eat.

The formalities over, Mike and I headed for the dining area, but Dave decided he was past eating and chose to ride back to our hotel and make sure they didn't shut the bar until we'd got back. It's a lousy job, and we were grateful that David volunteered to resolutely keep the barman gainfully employed until we got back to relieve him!

Back at the TA Centre Mike and I were tucking in to our first meal for more than 10 hours. And what a spread the exceptionally cheery lady members of the Clive Motorcycle Club had created, including the inevitable full breakfast menu. I knew I would sleep well so I chose the Chilli with salad, French bread, Diet Coke and a coffee. Yeh, I know what you're thinking, but at £4.00 the lot it would have been rude not to!

Half-past midnight, we chained our bikes together in the car park and walked into our hotel. You'll be delighted (but not, I suspect those of you that know him, be surprised...) to know that Dave was doing a fine job in keeping the Landlord busy! He'd even lined up a couple for Mike and I on the bar in case his chin slipped off his hands and he fell into a deep slumber until morn'. (Fat chance, if the bar stays open then so do David's eyes!) We were joined by two other couples that had also been on the event and we all chatted freely until someone said "Ah, well, I'm off to....." and suddenly the bar miraculously empty!

A good nights sleep works wonders and just after 10am we were mounting up and heading for home, a mere 260 miles away for me. The ride back through the mountains lining the A44 was a pleasant and

fitting end to our little adventure. We all split up at Rhayader – Mike to go North, Dave to go South, and me to go East, to enjoy a fairly dry run back to the Thames Valley.

We'd all been rewarded with Bronze medals for our efforts on this years' pretty tough event (so the others tell me) but I'm told that plans are afoot to 'soften' things a little for next year. Nevertheless, we'll all go back again and hopefully we can take a few more West Middlesex 'bikers with us next year. I know you'll enjoy it.

Many thanks to David and Mike for their company and I'm sure Mike will join me in acknowledging and thanking DR for his amazing ability to lead us round a complicated route that we KNEW he'd not driven before and only appearing to consult a map about every hundred miles!!!

Oh, and for keeping the landlord up until we got back.....! What commitment! Thanks Dave.

Now, just the English and Scottish to do then.....

Allan Goddard, May 2003

West Middlesex Group Clubnight Walk Thursday 12th June

As usual our mid-summer (?) Clubnight will take the form of a gentle walk, and we will be meeting outside the Seven Stars PH at Knowl Hill on the A4 between Twyford and Maidenhead.

The START will be at the slightly **earlier time of 7.30pm** and we'll be walking on country paths and across fields so please come prepared. The walk will go ahead come rain or shine!

So, we Start at a pub, there's a pub halfway round, and we finish at a pub. If you need to know anything else, please give me a call!!!

Please note the earlier START time than usual clubnights

I look forward to seeing you outside the Seven Stars on 12th June.

Allan Goddard

Hollstar Results

| O/A Pos | Crew | Group | Fails | Mins |
|---------|---|-------|-------|------|
| 1 | Mike Biss / Bernard Ward | NEL | 3F | 17 |
| 2 | Cath Woodman / Dave Smith | NWL | 3F | 18 |
| 3 | Ron Barnett / Dave Rosher | NEL | 6F | 42 |
| 4 | Lee Craker / Alan Thurbon | NWL | 9F | 46 |
| 5 | Alan Robins / Dave Robins | NWL | 10F | 46 |
| 6 | Ted Manktelow / Mike Harrison | NWL | 10F | 48 |
| 7 | Allan Goddard / Alison Durant / Rob Gibbs | WMx | 14F | 49 |
| 8 | John Wright / Perry Roe | WMx | 21F | 48 |

Thanks to all the competitors who competed on the Hollstar, and also to all the friends and supporters who came along. The room was rather packed out! It looks as if the timing was a bit tight this year, perhaps an extra 15-30 mins would have allowed more crews to get the route. Group results were NEL first with 9F / 59 mins while NWL were second with 12F / 64 mins. WMx were in 3rd place with 35F / 97 min. Finally, thanks to Anne Coghlan and Beth McGill for doing all the timekeeping and route card handing-out!

Ian Buxton



Marshals Required – Your club needs you!

Sunday 6 July Wickford Automobile Club Essex Charity Stages, Bradwell on Sea, Essex.

Sunday 27 July CSMA NEL Grasshopper Autotest, Studd Farm, Leighton Buzzard, Beds.

Monday 24 August CSMA Holly Autotest, Whitewebbs Steam and Country Show, Enfield, Herts.

On Sunday 6 July the CSMA North London Marshal Team will be running the Airfield Stage on the Wickford Automobile Club Essex Charity Stages at Bradwell on Sea, Essex, and will need plenty of support to cover all the positions, marshalling, start and finish timekeeping, and safety radio. The stage will run 6 times during the day and there will be breaks between some of the stages. We will need to sign-on by 07:45 and the event will run till about 1800 hours. I would appreciate your help, even if only available for the morning or afternoon, for this action packed day of rallying.

This year's CSMA NEL Grasshopper Autotest is being held on Sunday 27 July at Studd Farm, Leighton Buzzard. This is a grass autotest, a drink will be supplied and there will be a marshals draw.

This year's CSMA Holly Autotest is being held on Sunday 24 August as part of the Whitewebbs Steam and Country Show, Enfield, Herts. This is a grass autotest, a drink will be supplied and there will be a marshals draw.

If you are available to help on any of these events then please return the attached form. I would appreciate your support. For further information, then please call Graham McLean, Club Chief Marshal, on (020) 8553 4700 (home - evenings).

Please return to Graham McLean, 48 Balfour Road, Ilford, Essex IG1 4JG.

I am available to marshal on: Sun 6 July Wickford Auto Club Essex Charity Stages. (tick as appropriate)

I am available: all day / morning / afternoon (delete as appropriate).

Preferred duty: marshal / start timekeeper / finish timekeeper / safety radio – callsign

I am available to marshal on: Sun 27 July CSMA NEL Grasshopper Autotest.

I am available to marshal on: Sun 24 August CSMA NEL Holly Autotest.

Name.....Tel.....(h).....(w)

Address.....

Others in party.....

AUTOTEST TRAINING DAY

Saturday 19th July 2003

Were you one of those sat on the sidelines at this year's Dunlop Autotest wondering:

"how do they do that?"

or have you tried your hand on the Haymaker and wondered:

"why am I slower than the winner?"

Well, here is your chance for some expert tuition...

WMx have been lucky enough to retain the expertise of one of the country's top autotesters. Duncan Wild (yes, there is a relationship to the WMx Chairman!) is the British Trials & Rally Drivers Association (BTRDA) Autotest Committee chairman and reigning Welsh National Autotest Champion, he contests the BTRDA and MSA national autotest championships (amongst others), regularly finishing in the top 10, and has agreed to come and impart the secrets of autotesting success to WMx Group members.

This is one of the cheapest and most enjoyable forms of motor sport to become involved with and now is your best chance to find out first hand from the experts how it's done!

The venue will be the Parade Square at Longmoor Camp, just off the A3, in Hampshire.

The day will be NON-COMPETITIVE so there's no need to worry about the pressure of beating anybody else.

There will be a teach-in and demonstration of what can be done with your ordinary, standard road car, followed by the opportunity for you to practice individual manoeuvres and sequences that you will come across in competition.

If you are interested in coming along, please contact Nikki Wild so that we can gauge numbers and plan how best to structure the day.

Nikki Wild: Tel: 01256 762865 (H), 07778 161572 (M)

nikkijwild@aol.com / nikki.wild@btopenworld.com

(Regs and Directions next month...)