



WMx csma

March 2004

Number 458



Who are these people, and what is the event? (Answer on page 15)

Newsletter of the West Middlesex Group of the **csma**

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Your Editor Speaking...

Well, it appears to be the end of an era. I'm 90% of the way towards parting with my old faithful Lotus Esprit. The head says 'yes', the heart says 'what do you think you're doing...?!?' The head wins. She's spending more and more time off the road, bills are quietly getting bigger, and it's really not on having two silly cars...

So there's the prospect of a new car on the drive. A Cavalier SRi, the one with the nice

150bhp XE engine... Just go nicely in a Westfield that! (What was I saying about fitting a more powerful engine to cope with the increase in waistline!?!)

And someone else gets the pleasure of Lotus ownership. I just hope she brings her new owner as much fun as she gave me over the past 6 years. Sniff...

Have fun...

Jez Boakes, Editor

From the Hot Seat

This is it. It's here. The **Annual Dinner** will take place on Saturday 6th March. As well as a delicious-sounding formal dinner and entertainment, it will also be the setting to present the Group Championship trophies to the successful winners for 2003.

I'm sure that by now you've submitted your menu selections and that AG has your cheque but if you have overlooked the small matter of payment, please can you send a cheque (made payable to csma West Middlesex Group) to AG in advance of the night so that we know that the bookings are secure. We are happy for cheques to be post dated to the 6th. I'm looking forward to reporting an evening of fun next month.

The February Clubnight on the 12th was great fun. There were two "stages" laid out, one of which had a bridge section and chicane. AG bravely allowed us to play

with his latest cars and I was very impressed with the New Mini Scalextric car.

For the **March Clubnight**, I've been asked to repeat the "Who wants to be a Millionaire" clubnight. To add a touch of variety, his time, we're going to play in pairs. The venue, as usual, is the Liberal Club in Windsor. Starting at around 8pm on Thursday 11th.

This month's **Noggin and Natter** on Tuesday 30th moves to Stokenchurch (as advertised last month). This is the date for the first of a series of road shows introducing motor sport and is co-promoted by Motorsports News. Stuart Turner will be speaking and our very own AG is acting as master of ceremonies.

The **AGM** will take place on Thursday 8th as the April Clubnight. Next month's Sump will contain the annual reports from the Group's Officers (Chairman, Secretary and Treasurer) so you will have time to read them at your leisure before the meeting.

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On the night, the reports will be discussed and ratified. We also have to elect the Officers and Committee for the following year so if you've got a burning ambition to see the internal workings of WMx now is your chance. I know that some of our number would like a year off so if you like the idea of being actively involved with running the Group feel free to speak to one of the Committee about what is involved and stand for a post. As usual the venue

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will be the Liberal Club, Windsor, and the AGM will start at 8:30pm. See you there!

As I mentioned last month, we have to meet a quorum of 12 members on the night so if you know that you definitely can or can't attend, letting the Committee know in advance would be appreciated. You can email or phone the committee using the details in the contacts panel.

Nikki Wild, Chairman

Secret Hairy Bits

Perry and I got off to a good start on the Carpet Bagger rally.

The event started in Charmouth and followed a 190 mile route around the fabulous Devon lanes. We had a good run to start with despite losing quite a few minutes. (as did everyone else we found out later) A few flashes of the oil pressure light revealed that the oil level was a bit low and at the petrol halt we took the opportunity to top her up. The second half was going well until a small navigational error took us up a very steep muddy white. Perry confirmed that we had indeed wrong slotted

And that was when the problems started. We had beached out on the centre of the road with both front wheels off the ground. Perry got out to push, as all go Co-Drivers do, and his first discovery was that it wasn't mud!!!! This was obviously a very well used bovine transport route.....yuk.

No matter how hard we tried the car was going nowhere, we wandered back to the road in the pitch blackness as the torch carried for just these occasions decided not to work. The organisers had laid on a recovery service and after about an hour wait a "very nice man" arrived in his Range Rover and pulled us out. We cut and ran to the finish and were surprised to be classified as finishers and we weren't last either!!!

Despite the result we had a brilliant time and scored a few points towards the championship. It was good to see Ian Orford "of this Parish" out too, although he did consid-

erably better than us, in fact 6th overall so well done to Ian.

It was also good to meet up with John Cotton from NEL group, although he actually finished after us, I'm sure I'll find out what happened in due course.

All this rallying in Devon has got me to thinking that I really ought to be trailering the rally car to these events, so if anyone knows of a smallish car trailer for sale suitable for a Peugeot 205 then please let me know.

The NWL 12 car was next on the agenda and eight crews assembled in the car park at Millbrook proving ground for the 50 mile route. Three crews from WMx were entered, Graham Falcke/Lesley Martin, Colin Hiscock/Chris Foxley and John Wright/Phill Cannon. AG came out to join in the fun and marshal a few controls.

The route was great, the navigation was great, the car went well, we came last..... Phill did well on what was only his second plot and bash event, he's still learning to cope with the "Mal de nav" so we'll try a different strategy next time.

Congratulations must go to Graham and Les who managed an excellent 3rd Place overall on their first event.

Thanks to Dave and Cath for organising, and all the marshals without whom events like this just would not happen.

The next 12 car is on Friday March 12th. Organised by NEL group this event starts at Knebworth Herts. Please contact me if you require regs.

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The Presidents slot car stages took place on February 17th and was hosted by NEL group at the Red Lion Hotel Hatfield. AG, Dave Wiles, Alan Smith and a few others myself included set up three challenging special stages which were enjoyed by all. It was good to see Phill Canon, Dave Bryant and Harry Bryant in attendance but where was everyone else ? The event was won by NWL group and the winning crew was Mike and Steven Harrison. I'm sure the full results will find their way into this issue somewhere.

I'm sure a lot of you will have heard of the upcoming Revival Rally. This is to be an endurance style event over 4 days in November following roughly the RAC route from the 60s and 70s. Cars will be limited to 1400cc with a minimum of modifications apart from safety mods. I have started to build a new car for this event and have based it on a 1400 205 XS. I'm still looking for a suitable navigator so if anyone wants to join in the fun then please get in touch. Don't forget also that the March Noggin will take place at The Kings Arms Stokenchurch and will be a Motorsport Roadshow

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promoting this event, which coincidentally is being supported by the csma. AG is to comperre the evening and the guest speaker is Stuart Turner. I'm sure it will be an interesting and informative evening.

Finally I've just got back from the Historic Motorsport show at Stoneleigh. What a great event, 4 halls dedicated to the competition cars of yesteryear. AG had reliably informed me that there was much to see and not much to spend your money on but on this occasion he was wrong..... I still managed to buy a new pair of race boots and a fireproof balaclava. However I did manage to avoid buying a new made to measure suit as Sam and Charlotte (my kids) didn't want to wait for me to be measured, another day perhaps. There was a rally stage in full swing with many famous cars and names such as Arikkala and Brookes at the helm. All in all a great day out and a show to be revisited next year.

That's it for now.

Don't forget the Beans.....

...and the Rhubarb.

Big J, Secretary

Sparks Fly at Clubnight - Thursday 12/2/04

The February Clubnight saw Allan Goddard and his band of helpers treat us to six special stages of Scalextric at the Liberal Club in Windsor.

AG, assisted by John, Drew and Jez, who arrived early to lay out the courses, constructed an impressive stage with turns, straights and even a bridge section. Testing revealed a couple of uneven joins so AG set to work with Jez's mini-grinder resulting in a fountain of sparks across the table. I wonder whether the Group insurance covers us for setting light to our Clubnight venue?

The format was simple. Crews of two entered and had to complete each of the six "stages". One crew member completed five laps then handed over to the other crew member to complete a further five laps and the combined total time (including handover) for the pair was recorded.

To prevent a "flying finish" approach, at the end of the 10th lap, the car had to be stopped in between two white lines on the track. Failure to do so attracted a 10 second penalty. Further 10 second penalties were attracted (per offence) if all four wheels left the track. In reality, that did little to curb the more flamboyant driving styles (although I'm glad to report that AG himself collected the most penalties!). The only other rule was that if a car came away from the track, only the crew members themselves were allowed to replace it.

The times were very competitive all evening, as the table of results shows.

Jeز and I got off to a good start setting the fastest time on the first stage. And a penalty-free run on the second stage (second by just 2 seconds from John and Colin) gave us an early advantage.

A minor indiscretion by myself (overconfidence getting the better of any talent!) on a couple of stages collected some penalties and knowing that other crews were recording similar times, I was convinced that we would not end up fastest.

On Stage 5 we collected a penalty each when the tail happy Toyota met with the bends on Dave Wiles' track and decided to take the scenic route!

Overall results were close after the 60 laps with just 14 seconds separating first and second. Overall winners were the crew of myself and Jez with a total of 805 seconds, closely followed by John Wright and Colin Hiscock with 819.

A special mention must be made of the crew of Bob Head and Ian Roberts who managed an entirely penalty-free evening.

A big thank you to AG and Dave for providing the cars and track and to Bob Head for being the results team.

Crews:	Nikki Wild / Jez Boakes	John Wright / Colin Hiscock	Toby Mack / Drew Good-speed	AG / Dave Wiles	Bob Head / Ian Roberts	Stage Winning time
Stage 1 Time	121	126	123	111	131	121
Pen's	0	10	10	20	0	0
Total	121	136	133	131	131	121
Stage 2 Time	120	118	132	121	148	118
Pen's	0	0	10	0	0	0
Total	120	118	142	121	148	118
Cumulative	241	254	275	252	279	239
Stage 3 Time	172	208	191	169	206	169
Pen's	10	0	0	10	0	10
Total	182	208	191	179	206	179
Cumulative	423	462	466	431	485	418
Stage 4 Time	92	101	94	91	120	94
Pen's	10	0	0	10	0	0
Total	102	101	94	101	120	94
Cumulative	525	563	560	532	605	512
Stage 5 Time	148	152	154	164	203	152
Pen's	20	0	30	20	0	0
Total	168	152	184	184	203	152
Cumulative	693	715	744	716	808	664
Stage 6 Time	112	104	111	125	135	104
Pen's	0	0	10	40	0	0
Total	112	104	121	165	135	104
Total Time	765	809	805	781	943	758
Pen's	40	10	60	100	0	10
Total	805	819	865	881	943	768

Nikki Wild

Plymouth – Dakar Challenge

(The Challenge –drive the route from Plymouth to Dakar (and on to finish in The Gambia) on a limited budget to aid charitable causes in Senegal and The Gambia. Cars to cost less than £100 to purchase, with £15 for preparation. Upon arrival at the destination, cars will be auctioned off for charity.)

Whilst most normal people were spending Boxing Day recovering from the previous day's turkey extravaganza, Ian and Charlene were embarking upon the 2004 Plymouth to Dakar challenge. Their companion for the journey was to be Bessie, a Citroen BX estate acquired for free when a work colleague cruelly abandoned her in favour of a shinier, newer model and generously donated her to the cause.



Boxing Day morning saw Ian ticking items off his list, as he methodically packed the last of the equipment and supplies required for the journey ahead. True to form, Charlene had picked departure day to come down with some terrible lurgy, so emerged from bed just in time to leave for the ferry. Like most other teams, they were not actually leaving from Plymouth, preferring instead to make the Portsmouth – Caen crossing.

From Caen, there followed some 1200 miles, over two days, of rather unremarkable driving through France and Spain to reach the group meeting point in Sotogrande. Charlene spent the journey huddled forlornly in the passenger seat, asleep most of the time, although waking long enough to witness the driving snow experienced whilst traversing the Spanish mountain passes.



After a rest day in Sotogrande, Charlene was finally on the mend, so it was off to Algeciras for the ferry crossing to Morocco. The Moroccan border post appeared chaotic and disorganised – lots of paperwork to fill out and rubber-stamping to be performed. It seemed an age before they finally cleared the border. Little did they know then that this was nothing compared to what awaited.

Driving in Morocco was an interesting experience, between suicidal locals overtaking in the most inappropriate places and the “priorité à la droite” roundabouts. On the road to Marrakech, the High Atlas Mountains floated picturesquely above the landscape. New Year's Eve (also Ian's 40th birthday) was spent in Marrakech, drinking weak but expensive beer, in probably the only

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non-dry hotel in town. It was heaving with locals and tourists alike, as they all danced the night away to Marrakech's answer to The Gypsy Kings.

The Moroccan scenery was hugely varied, from the mountainous regions of the north to the more desert-like barren landscapes of the south. By now, a number of the cars were beginning to feel the strain, with some impressive "bush-mechanic" exploits, including a temporary repair in Laâyoune, which lasted several hundred miles, of a collapsed engine mount using wood to pack the void. Bessie, however, was still running near perfectly, save for a slightly grumbling clutch.



At Dakhla, there was another rest day to allow any repairs required and to allow the remainder of the teams to catch up before braving the border crossing into Mauritania.



At the group meeting, the plans for the next few days were revealed – rather disconcertingly for Ian, Charlene and Bessie, the word "landmine" was mentioned.

Clearing the Moroccan border was straightforward, if a little time consuming. Immediately over the border, the lovely tarmac road vanished, to be replaced by rough, washboarded dirt tracks. There was about 12km distance between the Moroccan and Mauritanian borders, imaginatively referred to as No-Man's-Land – this was where the land mines

allegedly were. Bessie bumped and battered her way across the terrain, her adjustable suspension really coming into its own. All the crews made it safely to the Mauritanian border, where the new menace was now to be "cadeaux".

Mauritania is an incredibly poor country so local officials try to supplement their income from the tourists. At each police checkpoint, whilst checking passports, the Gendarme would enquire of Ian and Charlene about "un cadeau" i.e. a present. Most were content with a pen or sweets, although one or two enquired about more valuable items, such as mobile phones or clothes. Fortunately, after several minutes they grew weary when it became clear that a pen was all that would be offered and waved the team on their way.



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Travelling from Nouâdhibou in the north to Nouakchott in the south requires crossing the Sahara desert. Guides were picked up at the Mauritanian border and the group of teams broke into little convoys of four to six vehicles for the desert run. Ian and Charlene were accompanied by a Landrover, Peugeot 405 and a Lancia Y10. Rather surprisingly, the first evening in the Sahara saw the weather bear a remarkable similarity to Britain, with heavy rain and high winds.

There then followed two days of highly enjoyable desert driving, negotiating the mix of the soft sand and puncture-capable rocks. By now, Bessie's tyres were running at about 15psi to cope with the terrain. There was time to enjoy the finer things in life, when they and convoy-pals cracked open the dinner jackets and posh frocks for an evening of "Fine dining in the Desert", complete with a side of smoked salmon carried all the way from the UK.

The run to Nouakchott included a 40km drive along the beach, frantically trying to beat the rapidly incoming tide. Large numbers of pelicans took to the air in alarm, as the cars came flying across the sand. The local fishermen were also attempting to launch their boats – the beach was a busy place that morning.

The border crossings from Mauritania to Senegal were to prove extremely tedious and a little expensive. Senegal does not currently allow vehicles of over five years old into the country, so the group were only allowed to move in convoy under the watchful eye of the customs official, who did not arrive at the border until around 3am. Despite the official being keen to escort the group straight from northern to southern border as quickly as possible, negotiations allowed an unexpected four days in the country. Unfortunately, this did not extend to allowing the group to actually visit Dakar. Although the authorities were inhospitable, Ian and Charlene found the Senegal people very friendly, even though the word "cadeau" would crop up regularly in any conversation.



In complete contrast to Senegal, the welcome from The Gambia was staggering – the authorities arranged a procession for the teams through the city of Banjul, even allowing the honour of passing beneath the Presidential Arch, which is generally open only to the President. All along the route, people were cheering and waving, showing enormous gratitude towards the teams.

Bessie went off to auction the day after Ian and Charlene flew back to Britain – she managed to fetch 26000 Dalasis (£520). In addition to Bessie's amazing auction feat in aid of the African charities, Ian and Charlene were also raising money for the East Berkshire Autistic Support Group, by coercing friends and work colleagues to sponsor them on their endeavours. The money raised through sponsorship looks like being in the region of £1500.

Charlene Gibson

*Your Group Needs **YOU!***

To attend

The **csma** West Middlesex Group **Annual General Meeting 2004**

Play an active part in the running of **your** group!

Elect the committee **you** want to see running
your group.

Influence **their** ideas for the future of **your** group.

Let your voice be heard!
It's YOUR group!

8pm

Thursday April 8th

Liberal Club

Windsor



Into 2004 with the.....

csma North London Marshal's

.....for fun and support to motorsport.

Welcome to the **csma** North London Marshalling Team. We are a friendly team and value your support. We operate as marshals, timekeepers, officials, and safety radio operators on a wide range of local club, national and international motorsport events. Marshal suits are provided for our regulars and points can be gained in our Team Championship. Full instruction is provided on all duties by other members of the team.

So if you are enthusiastic, reliable, and interested in doing a worthwhile and essential job, while getting a front seat on the action, then please fill in your availability on the event list, (tick for yes, cross for no, question mark for maybe), and return as soon as possible to Graham McLean at 48, Balfour Road, Ilford, Essex IG1 4JG. If you require any further information, you can contact me on (020) 8553 4700 (home-evenings). Come and join the fun, give it a try.

Name.....Membership No.....

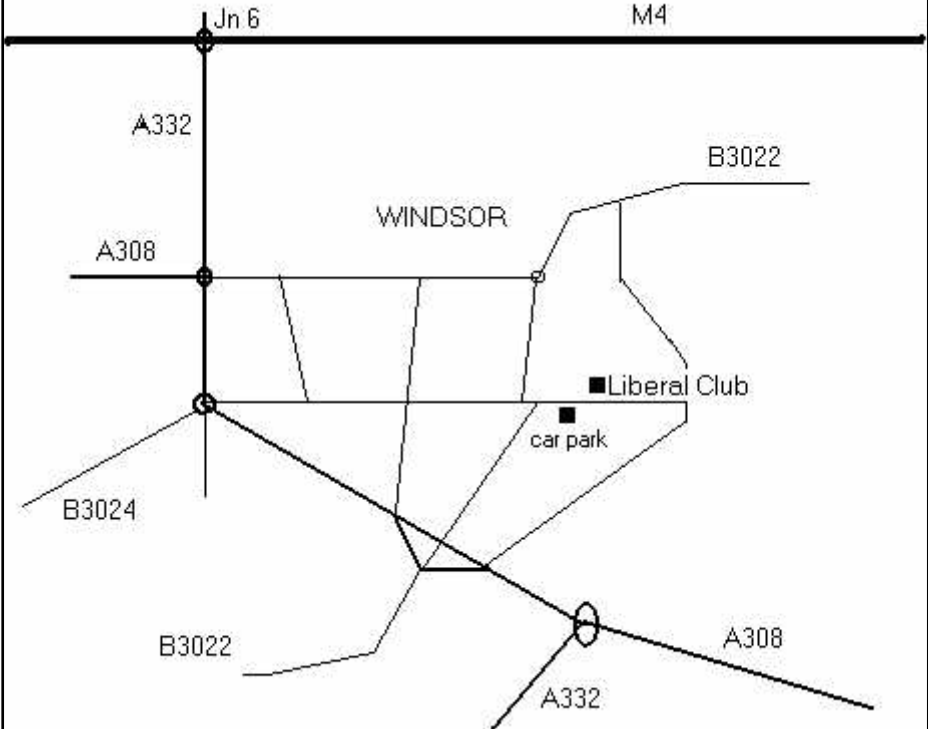
Tel No.....(h).....(w)

Address.....

<u>Date (2004)</u>	<u>Event & Location</u>
Sun 1 Feb	csma Red Tape Motorcycle Trial, venue to be advised.
Sun 8 Feb	MCAC Oakington Stages, Oakington Airfield, Cambridge.
Sat 14 Feb	BARC Winter Rallycross, Lydden Hill, Kent.
Sun 14 Mar	BLCC Rally of Kent, Detling, Maidstone, Kent.
Sun 21 Mar	Borough 19 MC Sprint, North Weald Airfield, Essex.
Sun 28 Mar	SCMC Mini Tempest Stages, Longcross, Chertsey, Surrey.
Mon 12 Apr	BRDA Rallycross, Lydden Hill, Kent.
Sun 18 Apr	csma Concorde Production Car Trial, Leighton Buzzard.
Sun 18 Apr	csma Services Motorcycle Trial, Bordon, Hants.
Sun 9 May	Herts Auto & Aero Club Sprint, Debden, Essex.
Sun 16 May	Craven MC Brook Motorsport Stages, Longcross, Surrey.
Mon 31 May	WECC Millbrook National Stages, Millbrook, Beds.
Sun 6 June	csma NEL Juniper Autotest, Hatfield, Herts.
Sun 13 June	SCMC / FDMC Abingdon CAR-nival Stages, Oxfordshire.
Sun 20 June	csma NWL Greenacres Autotest, Leighton Buzzard, Beds.
Sun 4 July	WAC Essex Charity Stages, Bradwell on Sea, Essex.
Sun 11 July	SCMC Scorpion Sprint, Longcross, Chertsey, Surrey.
Sun 25 July	csma NEL Grasshopper Autotest, Leighton Buzzard, Beds.
Sun 1 Aug	Borough 19 MC Lotus Cars Sprint, Hethel, Norfolk.
Sun 29 Aug	csma NEL Holly Autotest, Enfield.
Mon 30 Aug	BRDA Rallycross, Lydden Hill, Kent.
Sun 5 Sept	SDMC Spotted Dick & Custard Stages, Longcross, Surrey.
Sun 12 Sept	MCAC Bomb-Along Stages, Oakington, Cambridge.
16-19 Sept	Wales Rally Great Britain, Cardiff, South Wales.
Sun 19 Sept	Borough 19 MC Sprint, North Weald Airfield, Essex.
Sun 19 Sept	csma W.Middx. Haymaker Autotest, Bramley, Basingstoke.
Sun 3 Oct	csma NWL Autumn Autotest, Leighton Buzzard, Beds.
Sun 17 Oct	GBMC / WAC Oakington Autumn Stages, Cambridge.
30-31 Oct	csma Metropole Run, CB Road Rally, Dunlop Autotest, at Whitemead Forest Park, Parkend, Gloucestershire.
Sat 6 Nov	BRC South of England Tempest Stages, Aldershot, Hampshire.
20-23 Nov	Roger Albert Clark Rally – Sheffield, Cumbria, Carlisle, North Yorks, Sheffield.
25-28 Nov	Revival Rally (supported by csma) – Harrogate, Carlisle, Chester, Cheltenham.
Sun 5 Dec	Oxford MC Carfax Stage Rally, Longcross, Chertsey, Surrey.

Clubnight

Where is it?



Windsor Liberal Club
Victoria Street
Windsor

Parking available in the multi-storey, also on Victoria Street
(£1.50 evening charge)

[But the non-drivers can make this up on the subsidised beer!!]

MOTORSPORT CO-ORDINATORS' BULLETIN**MARCH 2004**

Dates	Event (Status)	Club	Type of Event	Champ
Mar Fri 12	*12 Car Rally (C)	NEL	Navigational Rally	Centre
13/14	*Swan Rally (Nat B)	Windsor CC	Navigational Rally	Rally2004
Sun 28	*Brakefast Autotest (Nat B/C)	Harrow CC	Tarmac Autotest	
Apr Sun 18	*Concorde PCT (Nat B/C)	NEL	Production Car Trial	Centre
Sun 18	Services (Nat B)	HQ	Motorcycle Trial	
Tue 20	*Hollstar Table Top Rally ()	NEL	Intergroup Map plotting	Centre
May 15/16	*Miglia Quadrato ()	UH&ULMC	Treasure Hunt	
Jun Sun 6	Juniper Autotest (Nat B)	NEL	Tarmac Autotest	BTRDA

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

Past Events

February 12 Car Rally Starting from the Millbrook proving ground, the event used both maps 153 and 166 for its 50 mile route. Some standing instructions to go round all unmarked triangles caught some out and the last instruction to avoid a map reference caught some more out. Everyone made it to the finish though and the first time crew of Graham and Lesley achieved a brilliant 3rd place overall.

1st	Car 1	Mike Biss / Ian Buxton	NEL/NWL	Exp	0 Fails	0 Mins
2nd	Car 4	Ted Manktelow / John Evans	NWL	Exp	2 Fails	0 Mins
3rd	Car 9	Graham Falcke / Lesley Martin	MK	Beg	2 Fails	4 Mins
4th	Car 7	Alan Robins / Dave Robins	NWL	Nov	3 Fails	10 Mins
5th	Car 3	Alan Thurbon / Lee Craker	NWL	Exp	4 Fails	2 Mins
6th	Car 2	Bernard Ward / Dave Rosher	NEL	Exp	6 Fails	7 Mins
7th	Car 8	Colin Hiscock / Chris Foxley	WMx	Nov	7 Fails	14 Mins
8th	Car 6	Phil Brent / Graham Robinson	NEL	Nov	10 Fails	15 Mins
9th	Car 5	John Wright / Phill Cannon	WMx	Nov	13 Fails	6 Mins

Kent Rally Only 21 crews assembled for the start of this event, but it was a tough one. Non stop sections between the start and halfway and again to the finish meant no let up for either crew member. A bit of fog during the night made it tricky at times and some of the roads were very slippery with the muck on them. We lost it late in the day when we got a difficult route card right at a junction and obviously gave it to the others behind. The usual problem with being first car on the road. As usual, the organisers had put on a very tough but enjoyable event.

2nd	Car 1	Mike Biss / Cath Woodman	0 Fails	3 Mins
8th	Car 6	Paul Wright / Malcolm Barber	2 Fails	13 Mins
	Car 15	Nigel Nelson / Martin Saunders	Retired	

President's Slot Car Stages The event only attracted ten crews to the venue at Hatfield, but it was North West London who again won the team award and best placed crew. A nice spread of food at halfway went a long way and the venue provided plenty of room for the circuits to be laid out. Three courses were on offer in each half, with

penalties for leaving the track, inverting the car or not stopping in the box. Some of the cars stayed on the track a lot better than others and as for the Shogun, that was very top heavy and difficult to control. Afterwards, the tracks came apart a jolly sight quicker than they did to set up.

1st	Mike Harrison / Steven Harrison	NWL	805 Secs	2 Penalties
2nd	Harry Bryant / David Bryant	WMx	822 Secs	1 Penalties
3rd	Lee Craker / Alan Thurbon	NWL	827 Secs	0 Penalty
4th	Dave Smith / Cath Woodman	NWL	835 Secs	4 Penalties
5th	John Wright / Phill Cannon	WMx	849 Secs	1 Penalty
6th	Bernard Ward / Mike Biss	NEL	856 Secs	4 Penalties
7th	Mick O'Blath / Dave Rosher	NEL	868 Secs	3 Penalties
7th	Alan Robins / Dave Robins	NWL	868 Secs	9 Penalties
9th	Jeff Kenyon / Ron Barnett	NEL	962 Secs	6 Penalties
10th	Alan Smith / Dee Keane	NWL	969 Secs	6 Penalties

Future Events

March 12 Car Rally This event will start from the Station Hotel in Knebworth, near Stevenage, and use map 166 for its 45 mile route. Further details and entry form next month or contact Bernard Ward now on 01992 582323. This is the last one of the season

Swan Rally The rally uses maps 174 and 175 (Reading area) and covers about 170 miles. The event uses the format of a tulip roadbook, with the marshals telling you what number to start each section on. No piles of envelopes on this event. Alternatively, you can enter the clubmans part of the event and get to use a marked-up colour map. Entry fee for both events is £49 before the 7th March and £54 afterwards. Breakfasts are not included in the fee.

Breakfast Autotest If you fancy having a go at an open tarmac autotest, then this is the one to have a go at. Using the old airfield at Bovingdon, near Hemel Hempsted, most off the tests are forwards and if you enter the clubman event, you can even carry a passenger.

Concorde PCT Don't forget to put the Concorde production car trial in your diaries for April 18th, the week after Easter. We need plenty of marshals to mark the scores by competitors, no previous experience needed, just some enthusiasm to help out. Several courses are laid out on some steep hills and the cars have to traverse the routes without hitting the markers or stopping. The further they get up the hills, the less penalty points they get. Anyone wishing to help out on the event should give either myself or Graham McLean (020 8553 4700) a call.

Hollstar Table Top Rally North East London are hosting the event this year and we will be returning to the Red Lion at Hatfield for the venue. The usual format of sections to be plotted against the clock, with accuracy more important than speed, will be the order of the day. Dave Rosher has done the navigation, prior to his long imminent move, and should provide everyone with a non mind-boggling challenge.

Other Items

Revival Rally Roadshows Organised by the **csma**, and the Endurance Rally Association, these are a series of informal Rally Forum club-nights, staged up and down the country with the clubman in mind, sponsored by Motorsport News. There's films, rally quizzes, guest speakers, a chance to meet members of the editorial team of Motorsport

News, check out the route for next November's Revival Rally, meet officials from the MSA - and ask questions on any rally matter you care to mention! Philip Young will be at each evening to field questions on the new Endurance Rally formula. The two nearest rounds to us are at:-

Kings Arms, Stokenchurch (March 30th), Junction 5 of the M40 (follow orange arrows), we expect standing room only so come early if you want a chair - we kick off at 7.30pm with Stuart Turner speaking on his RAC Rally experiences, he won a string of victories as master-mind for BMC and Ford. Seating limited to 175. West Middlesex group are going to be having their March Noggin at this one, so plenty of familiar faces will be on hand.

Holiday Inn, Cambridge (April 6th), 7.30pm. Special guest: Tony Fall, boss of Safety Devices, he's driven works Mini Coopers, MGBs, 1800s, Datsun 240Zs, Lancias, and World Cup Ford Escorts.

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299 Work: 01977 593482
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The deadline for articles for the *April Sump* is March 24th!

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.

Cover picture: WMx members Searle Siemssen and Barbara Sabey taking part in the 1969 RAC Rally.

March Noggin 'n' Natter

Different venue:

Not the usual venue - the Jolly Woodman at Littleworth Common...
Instead, the **Kings Arms Hotel, Stokenchurch!**

Different Format:

Not the usual informal chit-chat...

Instead, an evening of motorsport related items:

A couple of brand new short videos!

A motorsport celebrity Q&A session!

A Special Guest Speaker - Stuart Turner - ex Ford and BL rally team director and winning RAC rally co-driver with Eric Carrlssen!

Your very own Allan Goddard is the MC for this special event, so get along early - 'cause despite this it's sure to be busy!

