



March 2007  
Number 492



*Stage 4 of the February Slot Car Stages!*

## Contents

Your Editor Speaking.....	2
A Note from your Chairman.....	2
Mack's Mutterings.....	3
WMx Committee Member Contact Details.....	3
February Slot Car Stages.....	4
Spring Solo.....	5
The Secret Diary of Ian, Aged 5 and a bit.....	6
Motor Sport Coordinators' Bulletin.....	8
New Dawn.....	10
Interesting Changes in the Breakdown Industry.....	11
Barton Stacey Rally Practice Day.....	12
History on Wheels - March Clubnight.....	13
csma North London Centre President's Slot Car Stages Rally 2007.....	14
Q & A.....	14

## Your Editor Speaking...

**H**ello again Gentle Reader! A short month positively flies by with not much getting done again. I really must shake off this torpid (good word, eh?) mood which has afflicted me recently...

Fortunately not everyone is as lazy as me - the new overseer of the WMx website in particular has been working overtime! By the time you read this a revamped website should be up and running so why not check it out at [www.csmawmx.com](http://www.csmawmx.com)? Malcolm (for it is he who failed to step backwards quickly enough when volunteers were requested)

will be attempting to keep the content more up to date than the previous incumbent who found he became too busy to give it the time it deserved.

Looking forward to the March Clubnight - the History on Wheels museum is **well** worth a visit, with some extremely interesting and historically significant vehicles, all with a highly informative explanation of things from Tony the owner of the museum. I urge you to come along if you have the slightest interest in motor vehicles!

Have fun!

*Jez Boakes (Editor)*

## A Note from your Chairman

**I**t's been a hectic month for yours truly as I've been kept very busy at work (shock, horror!!). We have a new range of trucks coming on line soon and I and a colleague have been at the forefront of delivering the training to ensure a smooooooth transition into service. Fat chance! I can't give too many details, but we've had containers fall off the back because of faulty locks, cabs fall off because of broken welds and steering partially seize-up whilst negotiating traffic islands. When our boys have finished re-shaping the countryside, I'm sure it will be all-right-on-the-night, as they say. Still, it's a good job I've got the **csma** to help me unwind after a difficult day.

Speaking of **csma** matters, the last club night was a slot car evening – once again I ask where were you all? AG laid out two special stages whilst Dave laid out a **huge** spread, it was more akin to the Dakar. Two crews went missing on it and we're still looking for them! Also, the WMx Annual Dinner is upon us. I'm really looking forward to seeing a lot of you there, it's usually a great bash but more importantly, it's good to see the award and trophy winners getting their rewards. It makes it a fulfilling evening in many ways.

I'll try not to get too drunk this year, or get myself locked out of my own room!!!!

As ever keep your foot in it.....

*Derrick Holden (Chairman)*

## Mack's Mutterings

**N**ot a lot to report from me this month! Last month I mentioned that I had finally got the engine out of my Westfield. Well, that is about as far as it has got. I have been collecting bits, some expensive - £80 just to move the gearlever back 5 inches, and some cheaper - £20 for a complete clutch kit including release bearing has got to be a bit of a bargain, but I haven't really got much further in putting the engine back in. Perhaps next month....

From a WMx point of view I was at the Slotcar stages. As predicted last month, there were three excellent stages and a selection of interesting cars. "Interesting" varying from the easy to drive to the down right impossible! The only down side was that there wasn't such a great turnout. I think I have commented on this in the past with the slotcar evenings which is a great shame as they really are great fun (I think everyone attending would agree, it isn't just me!) so I am puzzled why we don't get

more people attending. If you have any ideas then let one of the committee know.

Looking forward, we have a number of interesting events coming up. First the Annual Dinner - as always, I am really looking forward to this. I have also resolved not to drink quite as much as before but then I said that last year! Shortly after there is our clubnight. This is a visit to the Eton Motor Museum (organised by AG), should be good! Then there is one of our big events of the year, the Barton Stacey Rally track day, if you aren't going to enter then I am sure AG would welcome volunteers for marshalling. Last but not least in March is our Noggin and Natter combined with the first motorcycle ride out of the year. As always, AG is organising.

I shouldn't end without mentioning the AGM. This is on the 12<sup>th</sup> April and, if you are at all interested in how the West Middlesex group is run then please put it in your diary now!

That is it for now, have fun!

*Toby Mack (Secretary)*

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**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.**

## February Slot Car Stages

The February WMx Clubnight was another of the popular slot car evenings. AG had spent the afternoon laying out the Liberal Club function room with the usual challenging table-top stage and was joined by Dave Wiles who supplied a long, flowing stage. A third sprint stage between the two completed the courses.

We were divided into pairs for the competition and I was with James Hillier. The usual format was followed that one of the pair would complete a designated number of laps before a change over for the other member to complete their laps. The combined time for all the laps (including change over) was recorded.

Driver 1 Driver 2	<i>Derrick AG</i>	<i>Ann Jez</i>	<i>Dave Simon</i>	<i>Dan Toby</i>	<i>Nikki James</i>		<i>Average</i>
<b>Stage</b>							
<b>1</b> Time	123	158	156	140	150		145
Pens	0	10	0	0	0		2
<b>Tot</b>	<b>123</b>	<b>168</b>	<b>156</b>	<b>140</b>	<b>150</b>		<b>147</b>
<b>2</b> Time	134	142	143	152	161		146
Pens	0	0	0	0	20		4
<b>Tot</b>	<b>134</b>	<b>142</b>	<b>143</b>	<b>152</b>	<b>181</b>		<b>150</b>
<b>3</b> Time	89	99	88	87	99		92
Pens	0	0	10	0	20		6
<b>Tot</b>	<b>89</b>	<b>99</b>	<b>98</b>	<b>87</b>	<b>119</b>		<b>98</b>
<b>4</b> Time	134	120	136	136	124		130
Pens	0	0	0	0	0		0
<b>Tot</b>	<b>134</b>	<b>120</b>	<b>136</b>	<b>136</b>	<b>124</b>		<b>130</b>
<b>5</b> Time	155	153	155	180	165		162
Pens	10	20	10	20	10		14
<b>Tot</b>	<b>165</b>	<b>173</b>	<b>165</b>	<b>200</b>	<b>175</b>		<b>176</b>
<b>6</b> Time	98	104	109	101	112		105
Pens	0	10	10	10	10		8
<b>Tot</b>	<b>98</b>	<b>114</b>	<b>119</b>	<b>111</b>	<b>122</b>		<b>113</b>
<b>Total</b> Time	<b>733</b>	<b>776</b>	<b>787</b>	<b>796</b>	<b>811</b>		<b>781</b>
Pens	<b>10</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>60</b>		<b>34</b>
<b>Tot</b>	<b>743</b>	<b>816</b>	<b>817</b>	<b>826</b>	<b>871</b>		<b>815</b>
<b>Semi final</b>	AG Jez	v v	Ann Derrick		Winner: Winner:	AG Derrick	
<b>Grand final</b>	AG	v	Derrick		Winner:	AG	

10 second penalties were awarded if the car left the track completely or for overshooting the finish box. James and I had a flamboyant start picking up an "off road" penalty each on Dave's stage 3. I had a very smooth practice run and then found the car's (or rather my) limit on my timed run.

Competition was as fierce as ever at the top. Derrick and AG took an early lead with a flier on Stage 1 and an equally impressive performance on Stage 2. Of course there is no truth in the rumour that our organiser may have partaken in some pre-event practice. On Dave's Stage 3, they were beaten to the win by Dan and Toby but after the first round of stages, Derrick and AG were comfortably in the lead with over 30 seconds in hand.

The second round of stages produced a win for Jez and Ann on Stage 4, who were having a smooth run. This was the only penalty free stage and one that James and I had our best performance on.

Dave and Simon tied with AG and Derrick on Stage 5 (even matching their penalty). Honours on the final stage again went to AG and Derrick.

The added challenge on Stage 5 was a car whose wheel detached itself from the car at unpredictable moments. It was decided to let the times stand, rather than change cars and start the runs again, since it added an extra degree of tension and provided entertainment for those watching.

What became clear was that the penalties were to be the deciding factor. Despite two stage wins, Toby and Dan finished fourth following a couple of time consuming "offs" on stage 5. These were in addition to the aforementioned wheel problems.

James and I enjoyed our evening but were stuck in fifth place after our excursions off the black stuff and an ability to spin cars in corners that others appeared to find fine!

A single second separated second and third, with Dave and Simon taking the podium behind Jez and Ann.

The top two pairs were then divided up to take part in the semi finals. Instead of timed runs, it was a straight race between the cars.

AG threw chivalry aside to beat Ann for the first place in the final and then Jez and Derrick entertained with a lively race which saw Derrick take the remaining position.

In the final, AG showed his expertise to take overall glory in a well deserved win.

Thanks to AG and Dave for laying on some challenging and entertaining courses for us and to those who supported them by turning up to take part.

*Nikki Wild*

West Middlesex group and Farnborough District Motor Club are jointly organising an Autosolo:

## **Spring Solo, Sunday 29 April 2007**

**At Barton Stacey, Andover**

An AutoSolo consists of a number of timed, 'all forwards' tests, on hard surfaces, within test areas not exceeding 200 x 200 yards. The courses do not require specialised manoeuvres (such as spin turns) and their design and marking are intended to make the routes easy to follow.

Regs will be available from early in March. You can download them from the WMx website, email the committee or contact AG for more information.

## The Secret Diary of Ian, Aged 5 and a bit

*Continued from issue 491...*

<Day 2>

Dear diary,

It's very late and a long time after my proper bed-time but Paul says it's all right for me to stay up and drink beer so I had two pints (well, OK, Paul finished them for me because I wasn't sure about the taste). My head's been spinning and I was sick all down the front of my pyjamas but I cleaned it all off and I'm wearing them now even though they smell funny and feel damp still. My special teddy looks a bit funny, all his fur's stuck up on one side 'cos he got wet too but he says he doesn't mind too much.

I lost my pink marker pen a few times today because every time we get to the start of one of the loud screechy bits, I have to get out of the car and go and find a man with a clock to write in my Official Book, he writes down the time that we got to him to make sure that we arrive at the right time, I think it's so that they can work out later who was good and gets the chocolate bars, and who was bad and doesn't get any sweets. But each time I get out of the big seat, my pen falls out of my special pocket and onto the floor and then it rolls under the seat or something so I can't find it. And then when I look for it, Paul gets annoyed and says he's going to stick it in a very strange place if I don't watch out.

We had a bad bit at the end of the day because we got stuck in a ditch and it took a long time to get the car out, it was making lots of funny noises and smells and I got covered in mud and wet grass and stuff when I tried to push us out of the ditch, so I sat down and had a bit of a cry. Paul was good about it though and said that I couldn't help being a wet muppet, whatever that is. Then when we got to the start of the next bit, they said we were too late and they'd all given up and gone home, so we couldn't make the tyres screech any more so we came here to the hotel and I told the organisers that it wasn't fair and if they didn't put it right I'd set my invisible friend Henry onto them and make them all sorry and this big woman behind the desk called Heidi put her arms round me and hugged me to the big bumps on her chest and she said it was all right and they'd make it better for us. So it's all right now. I didn't tell teddy about getting hugged by Heidi because he might not approve.

<Day 3>

Dear diary,

It's lunchtime and we've been very busy all morning, it was raining at the start and we had a long drive all the way to Scotland and did lots of screechy bits in the forests, Paul was driving really quickly and we kept catching the car in front, he kept saying this was really good, but was getting very frustrated that the car in front was in the way, and kept saying rude words. He was driving very well but we slid off the track and through some bushes at one point and I thought we were going to get stuck again. I was very worried because I didn't want to have to get out and get covered in mud and wet grass and stuff, but Paul very cleverly managed to drive out of the bush again and I didn't even have time to want to have a wee. We knocked a bit off the back of the car though, but Paul stuck it back on with chewing gum and something called tank tape, I think it's a bit like a tank-top but stringier, so I don't know how he did that, but he was very pleased with himself. The other car with Paul and Lisa isn't with us any more, the organisers said we've all be re-seeded (I know the car's a bit more muddy than it was before, but I didn't think there was enough mud on it to plant anything) so we're playing with lots of different cars now. Paul keeps seeing another car with yet another driver called Paul (maybe you have to be

called Paul if you're a driver?) and they say lots of rude words to each other and laugh and push each other around. This driver has a navigator called John who smokes a pipe like my Daddy used to, I wonder how they can see inside the car with all that smoke all the time.

We had a flat tyre on the last bit, I said it wasn't too bad because it was only flat at the bottom, but Paul said that when it's like that it's no good so we went to look for the greasy man and we couldn't find him, but we found the man who had all the shavings on him before and he helped us by driving his big van over the wheel. Then lots of people all started hitting the wheel with hammers and big sticks and eventually the tyre came off and we put another tyre on it and threw the old one away. I got my hands very dirty and tried to wipe them clean on my trousers but my trousers are all dirty too, so I couldn't get them very clean at all. I wiped my hands on my hankie and on my teddy, I don't think he liked it very much but I said sorry. Anyway I'm just going to have my lunch now, it's gone a bit cold and gloopy but I'm sure it'll be OK.

**<Day 3>**

Dear diary,

It's bed time again and so I'm just going to tell you what happened at the last bits of today then I'm going to go to sleep. We did a bit more screechy driving through very dark forests, the trees were very close to the sides of the car and it was scary. I think we were going very fast but Paul said he didn't know what was going on because all the lights inside the car had stopped working, so he couldn't read the instruments. I said that was all right because he's not supposed to be reading while he's driving along, I told him that my Mummy tells my Daddy off if he ever takes his eyes off the road for any reason, especially if she spots him looking at girls on the pavement or in other cars. This afternoon and evening went pretty well really, we didn't crash into anything this time and didn't get stuck in the bushes, which is a nice change.

**<Day 4>**

Dear diary,

It's the last day of the rally and we've almost finished. There were several screechy bits early on which went really really quickly, I didn't have time to get nervous or squeeze Teddy too tightly, and then we spent a long time on the motorway so I had time to get my crayons out and my colouring book and drew a picture of Paul and the car. I don't think I'll show it to him though because it shows the car stuck in a bush and Paul looking puzzled so he might not like it. Then we did a screechy bit round a really smelly place, there was a sign saying sewage farm but I don't think it had anything to do with sewing (apart from my Granny sometimes smells like that and she does lots of knitting, so I don't really know). And we're now at Blackpool and Paul wants to have a go on the Big Dipper, it looks very very very very very very high up and I'm afraid that if I go on that then my eyes will burst or I won't be able to breathe or I'll fall out. So I'm holding onto Teddy very tightly to make sure that he doesn't get frightened as well. We've just done the last screechy bit which was along the seafront, we could see lots of waves but there were big concrete walls to stop us going splish if Paul got it wrong. But he did very well, we only hit two of the barriers. Last time I tried doing this sort of thing in my pedal car I kept knocking everything over and then bumped into Granddad who was sleeping at the time so he woke up and almost swallowed his false teeth, it was really strange 'cos he went bright purple and made lots of coughing noises. So Mummy was annoyed with me.

**<Day 4>**

Dear diary,

We're at the hotel now and I have to say that Paul's got a bit squiffy, but so has almost everyone else. We sat round tables for a long time talking to the people from the other cars, and there was Paul and Lisa and another nice girl called Lisa who had big bumps on her chest and a big round man with a funny accent and that funny Paul as well, and they all kept laughing and making silly jokes about Paul's car and how it all kept going wrong and then the man with the microphone made some jokes about the car going wrong and they gave us a big prize each and everyone was cheering which was nice.

I'm in bed now and going to sleep with my teddy, he says he's glad that it's all over and finished and we're safe. Next time I'm going to have to try doing the driving. I wonder if Mummy will let me borrow her car?

*Ian Perry*

**Motor Sport Coordinators' Bulletin**

**March 2007**

<b>Dates</b>	<b>Event (Status)</b>	<b>Club</b>	<b>Type of Event</b>	<b>Champ</b>
Mar	Fri 9 * 12 Car Rally (C)	csmawm NEL	Navigational rally	Centre
	Tue 13 * Slot Car Stages ( )	csmawm NLC	Scalextric	Centre
	Sun 25 * Rally Practice Day (C)	csmawm W Mx	Try out your car	
Apr	Sun 15 * Concorde PCT (Nat B/C)	csmawm NLC	Production Car Trial	Centre
	Fri 20 * 12 Car Rally (C)	csmawm NEL	Navigational rally	Centre
May	18-20 CB Weekend (C)	csmawm HQ	Rally / TH / Autotest	
Jun	Sun 3 Juniper A/T (Nat B)	csmawm NEL	Tarmac autotest	BTRDA

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

**Previous Events**

**12 Car Rally - February** The rally suffered from the snow and ice that came down a couple of days before the event and although Ted went round the route on the day, there was too much ice still about to make it safe. Therefore the decision was taken to cancel the event and run it two weeks later. These notes are written before then, so results next month.

**Future Events**

**12 Car Rally - March** Bernard Ward is running this event and it will start and finish at The Robin Hood and Little John PH, Tonwell, MR 166/334172, 1.5 miles north of the A10 on the A602. Enter Tonwell via the northern road into the village, as the southern road is No Entry. Food is available at the start. You will require map 166 edition C3 along with the £10 entry fee and for this you will get a route of about 45 miles. Entry form should be available in this newsletter, but if not, give Bernard a ring on 01992 582323.

**President Slot Car Stages** This annual event will be organised by Allan Goddard and will be the normal format of four circuits laid out and teams will consist of two people, one driving and the other putting back on (if your driver is too enthusiastic) for half the laps and then you change over to complete the rest. The winners will be those who have the least penalties (extra penalties for coming off the track of course). This is suitable for every one of all ages and abilities and is a Centre inter group competition. Please make every effort to attend on behalf of your Group. The event is planned to run in Hatfield but the venue has changed to Goslings Sports Centre in Welwyn Garden City, Stanborough Road, AL8 6XE.

[www.multimap.com/map/browse.cgi?lat=51.7907&lon=-0.213&scale=25000&icon=x](http://www.multimap.com/map/browse.cgi?lat=51.7907&lon=-0.213&scale=25000&icon=x)

**Rally Practice Day** This has proved to be a very successful event and will be running again at Barton Stacey Camp, Andover, located in Hampshire at 185/438½427½.. The format is similar to a track day, in that you get as many runs over a "rally stage" as your car can handle. The rally title is actually a little bit misleading as you can do the event in

any road legal car. Entries cost £75 and should fill up very fast. If you are interested in either competing or marshalling, then please give Allan Goddard a ring on 07785 903000 or 01189 345726.

**Concorde PCT** Please make a note to either come along and marshal or compete at this production car trial, which will be held at Mile Tree Farm, near Leighton Buzzard. All you have to do is try and get as far up the hills as possible without stopping; the further you go, the fewer penalties you get. The Clubsport part of the event allows you to compete without a competition license. Regs will hopefully be out towards the end of February and entries and offers to marshal will be gratefully received by myself.

**12 Car Rally - April** Advance notice of a new event being organised by James and Derek Newbould, which is planned to run on Friday 20th April and use the roads around Buckingham. It is being run as a stand alone event as it so far out of their normal area, but it will count towards the Centre series, so please support it. The event starts from at the Green Man PH, A43, Nr Silverstone, MK15 2JG, and all the route is on map 152 edition D1.

**Curtis Bennett Motor Sport Weekend** The event will be running again this year, along similar lines to 2006, but this time it will be based near Cheltenham rather than White-mead Park. There will be the two 12 car rallies on the Friday evening, then there will be the Windrush Run (which is a touring assembly/pictorial treasure hunt) on the Saturday and the Dunlop autotests on the Sunday. All three of these events will count towards the Curtis Bennett trophy. The awards presentation will be on Sunday afternoon at 4pm.

**Other Items**

**12 Car Rally - December** I made a mistake in last months edition and I actually showed the write up and results for the November event. Hmm, seems only one person actually spotted that one. Well it was all going to plan until we got to the seventh section and a stupid mistake in the navigation gave everyone an unnecessary problem. Fortunately nearly all the crews managed to sort it out and carry on the rest of the route. The route was basically a little variation of last years, but reversed, and the nature of the roads meant the time schedule was tough to maintain. Of course this was no problem to Dave and Cath who sailed round the route to an easy victory. Many thanks to all the marshals who turned out and allowed me to have ten time controls on the route.

1st	Car 10	Dave Smith / Cath Woodman	Exp	NWL	0 Fails	0 Mins
2nd	Car 6	Fiona Duncan / Owen Turner	Nov	Falcon	0 Fails	15 Mins
3rd	Car 9	Pete Gregory / Graeme Presswell	Exp	NWL	0 Fails	19 Mins
4th	Car 8	Allan Goddard / Lee Craker	Exp	WMx/NWL	2 Fails	20 Mins
5th	Car 5	Tom Brooks / Rob Brook	Nov	WMx	3 Fails	17 Mins
6th	Car 7	Steven Harrison / Mike Harrison	Nov/Exp	NWL	4 Fails	95 Mins
7th	Car 2	Philip Brent / Graham Robinson	Nov	NEL	8 Fails	36 Mins
8th	Car 4	Jim Keogh / Dan Austin	Nov	NEL/NWL	12 Fails	25 Mins
9th	Car 3	Luc Callens / Rick Minnie	Nov	NEL	17 Fails	26 Mins
	Car 1	Derek Newbould / James Newbould	Exp/Nov	NEL		Retired

**Quadruplex Inter Group Competition** Please note that this year the event should be running in the early part of the year, having swapped dates with the Hollstar. The organisers should be Surrey Group. No information as yet.

**Mike Biss:** NLC Motor Sports Coordinator

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## New Dawn



LOVE OF MINI BEING RACED AT BARTON STACEY 2006!



We keep hearing about the **new dawn**, well here she is with a lovely smile, **to herald the reintroduction of csma club activities in 2007, particularly motorsport.** Volunteers have been working away behind the scenes to keep these activities going but urgently need your support to make them even more successful in the coming year and keep them firmly established in the calendar. We have some great events planned so get involved with one of the best motoring clubs in one of the most active areas the **csma North London Centre.** The further you look the more activities you will find, all there for your enjoyment whether you are a competitor, marshal, or spectator. Put these dates in your diary now and contact the organisers.

One of the best ways to make contact is by visiting the **csma North London Centre website** at [www.csma-nlc.org.uk](http://www.csma-nlc.org.uk)

**Sun 25 March - csma West Middlesex Rally Practice Day, Barton Stacey, Andover.**

**Sun 15 April - csma Concorde / Bulldog Production Car Trial, Leighton Buzzard.**

**Fri 20 April - csma NEL 12 Car Navigational Road Rally.**

**Sun 29 April - csma West Middlesex Autosolo, Barton Stacey, Andover, Hants.**

**Fri 18 - Sun 20 May csma Curtis-Bennett Motor Sport Weekend, Cheltenham, Glos.**

**Sun 3 June - csma NEL BTRDA Juniper Autotest, New Barnfield Library, Hatfield.**

**Sun 24 June - csma NWL Greenacres Autotest, Leighton Buzzard, Beds.**

**Sun 22 July - csma NEL Grasshopper / Groundhog Autotest, Leighton Buzzard.**

**Sun 2 September - csma W.Middlesex Haymaker Autotest, near Basingstoke, Hants.**

**Sun 7 October - csma NWL Autumn Production Car Autotest, Leighton Buzzard.**

*Make contact today to pledge your support by calling Graham McLean on (020) 8553 4700 (evenings 1900-2130 please) or e-mail: [graham.mclean@bt.com](mailto:graham.mclean@bt.com) Many thanks.*

## Interesting changes in the breakdown industry

I recently had cause to make use of Britannia Rescue's services and got chatting to the recovery driver to pass the time. He revealed some interesting changes that are about to hit the industry which I thought I would share with WMx members. Now this is all hearsay from one driver, so should be read in that light, but I thought fellow members may find it interesting and perhaps we ought to be prepared for some teething troubles in the spring when breakdown companies adjust to new regulations.

Currently, the recovery drivers are not limited to the amount of time they spend driving. He could be called to a breakdown, at the start of a shift, in Hampshire and have to take a car to say Manchester and still be expected to drive back within the same shift. He could theoretically be expected to be on the road for 10 hours solid. This will all change in April when there will be new legislation.

My driver told me that the new rules mean that breakdown drivers will still be allowed to drive anywhere within a 60 mile radius of their base without a tachograph, so effectively continue just as they do now, but if they need to travel further they'll be restricted and would have to have two drivers to work in shifts.

National breakdown companies are looking at a relay system where they would take you to the limit of one driver's area on one truck and then transfer you and your vehicle to another recovery truck to continue the journey. The driver I was talking to said that his company had worked out that if you broke down in Edinburgh and were recovered back to Hampshire, your car would need to change lorry six times! That would be both inconvenient and time consuming.

He also said that breakdown cover policies may be required to include a hire car insurance element and as a driver, you'd be taken to a car hire collection point to continue your journey whilst your car would be recovered separately. His company is looking at acquiring a large car transporter so that they could drop drivers whose remaining journey is a long one at a car hire location and then hold the stricken vehicle at a central location until they had a dozen or so cars. They would then complete the long distance recovery (maybe once a week) of all the cars to their respective destinations thus needing just a couple of drivers and one big lorry for the long distance work.

I don't think that would please me. Even if I had hire car insurance, I wouldn't want my own car sat around somewhere for a week before it was delivered back to my house or to a local garage for repair.

The driver thought that, inevitably, call out times will increase initially while recovery drivers are restricted to the number of hours they drive or while pairs of drivers are tied up on single runs to split the driving hours. There may be additional drivers recruited to supply demand but that would take a while.

His theory is that as fewer road side repairs are possible, recovery is becoming the norm and that is part of the reason for the changes. That and good old Health & Safety rules. I appreciate that the legislation is being introduced to help the drivers of the recovery lorries and that it is unfair to expect them to drive long distances without a break – particularly the expectation that they will return to base quickly having dropped off a vehicle. But as the consumers of this service, I think we may notice an impact of what appears to be a logistical headache. At least we know that the regulations are industry-wide and, hopefully, Britannia Rescue will be able to maintain its reputation as one of the best service providers through this transition. But if you're going to have a breakdown after April, a little more patience than in the past may be needed.

**Nikki Wild**

**csma West Middlesex Group presents:**

# *The Barton Stacey Rally Practise Day*

## *Sunday March 25<sup>th</sup> 2007*

Following on from our successful Event of 2006, and courtesy of the British Army, the West Middlesex Group has again been granted permission to run this most popular event again !

We'll be following a similar format to previous years and returning to the same Military venue but, with a little volunteer help from some of you, we hope to have a few newly 'repaired' roads for you to use.

Places are very limited and the Entry List is bound to fill up fast once news is out. So be quick and get your entry in ASAP!

It will be a full day's untimed motorsport for just £75 and will be suitable for all road-legal cars. So you can bring along your rally car, your standard shopping car, and just about everything in between.

*Interested but don't want to drive?* Well, we'll need Marshals, and lots of 'em, on the Sunday!

*Good with a shovel, banging in stakes or trimming trees?* I'd be **very** grateful if you could help us out too. If you're free for a few hours on Saturday 24<sup>th</sup> March and can support the Event & the **csma** by assisting in setting up the venue, please contact me.

**Allan Goddard**

**Mobile : 07785 903 000**

**Home : 01189 345 726**

**[e-mail : agoddard@csma-netlink.co.uk](mailto:agoddard@csma-netlink.co.uk)**

**The deadline for articles for the *APRIL*  
Sump is March 21<sup>st</sup>!**

# *HISTORY on WHEELS*

csma West Middlesex Group Clubnight

Thursday 8<sup>th</sup> March 2007

*Hello Everybody,*

*YOU, and any guests you care to bring, are invited to a special evening at the 'History on Wheels' collection on Thursday 8<sup>th</sup> March 2007.*

*We'll meet at the Venue at 7.30pm and start our guided tour at 8pm. The effervescent owner Tony Oliver will personally be showing us around. There will be a £5.00 charge per person for the evening, payable on the night.*

*To find History on Wheels make your way to Eton Wick and look for the Greyhound pub sign. Turn into the road by the sign, it's called The Walk, and the pub itself is 150 yards in front of you.*

*It stands on a T junction, turn right here (try to resist the urge of a visit to the Greyhound, EXCELLENT though it is, unless you're running really early!) and follow the lane round for approximately 600 yards, passing over a small white-railed river bridge, past a couple of farm entrances, until, at the end of the lane, you reach a pair of large black gates which should be open unless you get there before me!*

*Parking is at the far end of the site just past the Entrance, we'll meet just inside this entrance. Now there is a very small NAAFI-style canteen on site, OK for tea / coffee and perhaps a cheese sandwich, a bag of Smokey Bacon or a Garibaldi but, if you've had a long day I'd grab something before you come 'cos you're definitely going to have a long evening (I know Tony very well!)*

*IF time permits we'll re-locate to the aforementioned Greyhound pub but, frankly, that's not very likely! Tony is a very interesting and charismatic host, an enthusiast, and a World class talker on his subject.*

*So it may be a another late night but I can promise you a really fascinating evening.*

*I look forward to seeing you all there.....*

**Allan Goddard mobile: 07785 903 000**

csma North London Centre

## Centre President's Evening

### Slot-Car Stages Rally 2007

Tuesday March 13<sup>th</sup>

**ALL** members of North London Centre groups are invited to an evening of mildly competitive fun and excitement on the evening of Tuesday 13<sup>th</sup> March 2007.

As tried and tested each year since 2001, this evening will be presented as an Inter-Group Competition, with the **best two team performances from one Group** winning the (now prestigious?) **Presidents Cup**.

The organisers will provide all the slot cars, facilities and equipment to be used, as usual all you'll need to bring is lots of enthusiasm and your sense of humour! A minimum of rules, a maximum 'play time', and complimentary refreshments should ensure a good evening for everyone.

The action will take place at:

The Collingwood Suite,  
Gosling Sports Stadium,  
Stanborough Road,  
Welwyn Garden City,  
AL8 6XE

- it's approx. 2 miles from the A1(M).....

All **csma** members of North London Centre & their friends plus members of any other **csma** local Groups are invited to attend. You will need two teams of two to be in with a chance of winning the Group Team Trophy, aka, the Presidents Cup.

Would you please be kind enough to record your planned attendance with either your own Group secretary or with me before Friday 9<sup>th</sup> March to facilitate planning of the arrangements & the buffet.

Signing on will be from 8.00pm, the Drivers' briefing at 8.25pm, Stage One will open at 8.30 sharp and we should be presenting the awards by 11pm.

I look forward to seeing everybody on the 13<sup>th</sup> of March in Welwyn Garden City..

**Allan Goddard ~ President : csma : North London Centre**

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

## Q&A

*The following question was recently posted by a member of the Honda VFR owner's page of the Bikers Oracle website:-*

I spent a lovely 30 minutes on Sunday with my newly acquired steering head adjustment nut tool (do they have a shorter name?) I never successfully managed to coordinate the correct number of taps with a drift to take the slack out of my head bearings, or avoid them being overly tight, so splashed out on the tool. Marvelous - took seconds to set it up right and it felt miles better this morning on the way to work, no more clunking. So,

now that I've blown the money on the thing, what is the knack of setting the pre-load correctly on the head bearing using a hammer and drift / screwdriver on the adjustment nut?

*And the answer posted by another member was...*

Easy. You will need:

- A) One 100-kilo male;
- B) An assistant (normally one of A's offspring);
- C) A large flat-headed screwdriver (preferably with a bent, paint-spattered handle);
- D) One 3-kilo lump hammer;
- E) A 3.5 metre run up, and;
- F) A short temper.

Step 1: Ensure that A) grasps D) firmly in one hand, and retreats to distance E). B) should hold C) against the castellated rings, with the small flap of skin twixt thumb and index finger covering the end of the screwdriver. B) should then ask A) as to whether or not he's got C) in the right spot. Note that he should actually have C) moving while he speaks.

Step 2: A) should respond, in an irritated fashion, that if B) could stop faffing about and hold the damned C) steady, he'd be able to tell him. B) responds that there's no need to get cross, as he was watching Chucklevision a minute ago and would quite like to get back to it before it ends. A) replies that this is important, will only take a bloody minute, and will add value to B's engineering knowledge.

Step 3: B) starts to reply but is cut off by A), by now getting quite angry, who shouts at him to shut up and walks across to forcibly push C) into the right spot before returning to the start of E).

Step 4: A) then starts his backswing - D) should end up by his opposite ear - and without warning sprints forward whilst starting to swing D) as hard as he can. At this point B) bends forward, putting his head directly into the firing line, to pick up a small piece of swarf lying on the garage floor that has caught his eye. A) has to abort both run up and swing, nearly giving himself a hiatus hernia in the process.

Step 5: A) then screams incoherently at B), who looks hurt, and bursts into tears. Both return to Step 3. This time, however, B) is visibly shaking and as A) charges forward flailing D) round in a whirling arc, B) flinches and jerks the end of C) 1.75 cm to one side. D) catches C) a glancing blow, imparting *precisely* 25Nm of force to the castellated nut, before following through into the side of the fuel tank (propped up with a short piece of spare wood), leaving a large, high-quality dent in the hitherto pristine paintwork and twisting the mounting at the rear of the tank beyond repair. The force of the impact also knocks the bike off balance and it topples slowly onto its side. Onto the open toolbox.

Step 6: A) stands speechless and motionless for a fraction of a second, staring at the havoc wrought on his otherwise immaculate machine. Prompted by his genetic instinct for self-preservation B) reacts faster, drops C) into the cat's litter tray and hurtles out of the garage back into the house. A) tries to lift the bike up, only to discover that the toolbox is embedded in the side fairing panel. Bellowing like a wounded bull, A) charges into the house after B), only to be met by A)'s spouse, who berates A) for shouting at B), and forces A) to apologise (through gritted teeth) to B).

See? Easy-peasy.

**Dave Rillie**

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