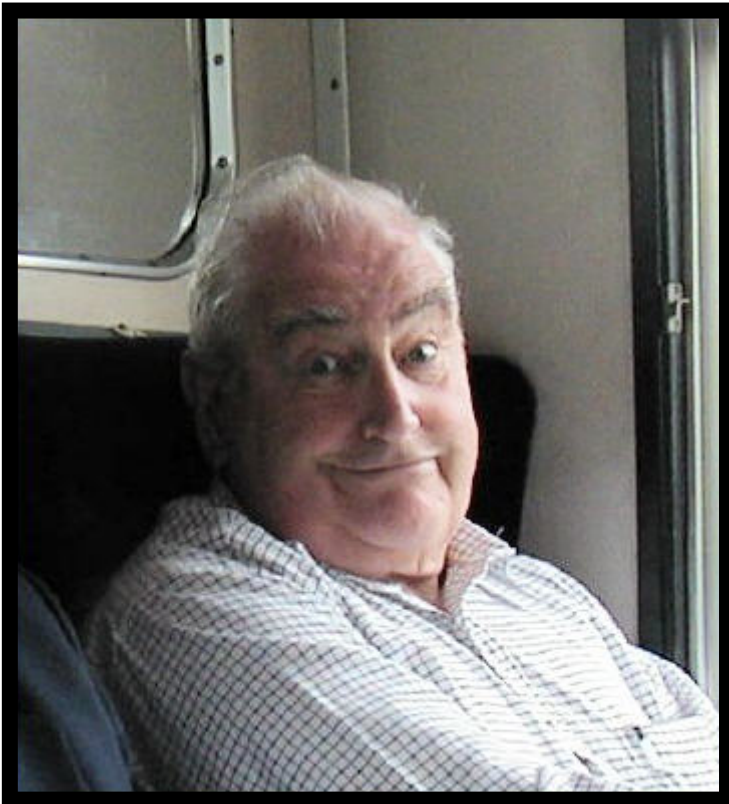




May 2003
Number 449



Brian Bishop (Bish) who passed away last month
Newsletter of the West Middlesex Group of the csma

Your editor speaking...

And welcome to my second edition!

Many thanks for all the kind words said about the first, even from those who I maligned!

Apologies must go to Mike Biss for truly mullering the formatting of the motorsport bulletin as well as to Rhys Edwards and Dave Wiles for inadvertently missing them off the list of committee members. Sorry guys!

And many thanks for all the articles submitted for inclusion! Keep 'em coming!

I've now got my email sorted out, so future submissions to:

jez.boakes@btopenworld.com

please!

So, enough drivel from me and on to all your good stuff!

Have fun!

Jez Boakes

From the Hot Seat

I must begin this month with the very sad news that Brian Bishop passed away in April. Although a very active member of NE London Group, he was known to a great many WMx members and I am sure you will all join with me in passing our sympathies to Brian's friends and family.

Those of you who attended the AGM last month will know that we have a new Committee and for once, its not just a repeat of the same old faces! You will have twigged by now that I have been elected back for a third term in office and the Group Treasurer remains Alison Durant. However, we have a new Secretary in the shape of John Wright who was last year's Motor Sports Co-ordinator. My thanks go to Ian for his hard work over recent years as Secretary. He isn't completely escaping our clutches though because Ian was elected to serve on the General Committee along with Allan Goddard, Bob Head and Rob Gibbs who were re-elected. Joining them this year are Paul Chamberlain and Toby Mack who are new to the Committee and I'm looking forward to the fresh input that they will bring to the meetings along side the experience of the "old hands".

The individual posts such as Centre Delegate, Motor Sports Co-ordinator, etc. will be allocated at the first meeting of the new Committee in May so watch next month's Sump for details of who to contact about specific topics. In the mean time, the com-

mittee contact details are elsewhere in this issue and I'm sure one of us will be able to help you.

The month of May is traditionally a busy one for the Group and this year is no exception. We kick off with the exodus to Wales for the Curtis Bennett weekend. You never know, this may be our year to bring home the big trophy! Whatever our successes on the competitive events, you can be sure that WMx will show the other Groups how to have fun. Good luck to those competing under the Group banner and well done to those who have decided to marshal. My boss still won't let me road rally the MG (probably a good thing – it may not survive!) but I'll be out there at a TC or two so see you there.

Our Clubnight this month is a variation on "The Great Egg Race". I seem to have been landed with organising something but you'll have to come along on the night to find out exactly what it entails. I'll just say that it will involve eggs and (hopefully) not too much mess. The venue is our usual haunt – the Liberal Club in Windsor from around 8pm on the 8th.

A number of our members who are fans of two-wheeled propulsion are off to Wales on the 10th/11th to take part in the Welsh National Motorcycle Rally. We wish them well in their endeavours and I look forward to reading all about it in an article or two later (subtle hint there!).

The Group will also be represented at the Brands Hatch Classic Festival. With many of our members interested in classic cars, this popular event will see members either exhibiting or just appreciating what is on show.

The second bank holiday weekend will be another social highlight. The planned bike ride-out on the 25th will finish in Bushey at the home of John Wright who is opening his doors to the Group for a barbecue from 2pm onwards. It is open to all, you don't have to have been out with the bikers first. There will be a selection of burgers and

sausages or you can bring something of your own to cook and please BYO drinks. I'm sure I don't remember reading that in the job spec for the Secretary post but nevertheless we're looking forward to sun and burgers.

We'll round off the month with the usual Noggin and Natter at the Jolly Woodman at Littleworth Common and I'm sure after that hectic month, an evening with a pint will be just what we'll need. Until then, have a good month.

Nikki Wild

The Secret Hairy Bits

Well Pedal Bin steps aside and Big J steps in to take his place, I'd like to say a big **thankyou** to Ian for doing his bit as secretary for the past few years and passing the post on to me in such good order.

But the truth of the matter is somewhat different!

Unfortunately Ian has not had time to hand over all the secretarial accoutrements due to organising some impending road event, well that's his excuse anyway, I'd like to wish Ian good luck with the CB and hope that WMx comes out in its rightful place, OnTop .

Whatever the outcome I'm sure that all those people travelling to Llandrindod Wells will have a great weekend's motorsport and a few relaxing drinks in the evening. <G>

If you're planning to go and haven't already booked your accommodation (assuming that this comes out before it's all over) you need to phone AG NOW.....

Talking of Motorsport the Barton Stacey Stage Rally style trackday was once again a great success.

Perry and I thoroughly enjoyed thrashing the little pug around the stages and I know everyone else did too. A huge vote of thanks must go to Allan and Ian for organ-

ising such a brilliant event; I'm certainly looking forward to the next one.

NWL group hosted the Concorde PCT just outside Leighton Buzzard recently.

It was the first time I had ever competed on a PCT and for those of you who don't know, all it involves is driving pretty much standard road cars up hills and seeing how far you can go.

All the action takes place off road and the terrain was very steep and grassy. It was also the first time that SWMBO has had a go at any competitive motorsport and despite nearly rolling the Pug on one section I think she enjoyed herself. The kids certainly liked watching Mummy and Daddy having a go.

I'll be having a go at another PCT in the near future and it would be nice if some other WMx members had a go too cos it really is good fun.

Just a reminder to anyone who would like to receive the Sump by email and/or would like to go on the WMx group email circulation list.

All you need to do is send an email to me at: BigJ@ukrm.net and tell me you want to be added to the list. This does not automatically mean you will no longer receive a hard copy of the Sump but in due course and to keep costs down it would be helpful if people would take the newsletter by email.

The Sump will also be available for download from the new group website, which is currently being tested by the committee and will be on general release soon.....Watch this space.

That's quite enough from me especially since I'm writing this only 10 days after the AGM.

Just a few things to remember:
If you need me I am available on

BigJ@UKRM.net

or

wmidsgroup@csma-netlink.co.uk

You can call me on:

01923 468205 home

07831 687113 work

07971 798107 mobile

You can fax me on:

07092 380973

That really is it, don't forget

"Give it beans....."

.....and Rhubarb"

BigJ

Brian Bishop. a tribute...

It was with great sadness that I read the email on the 10th April, informing me that Brian Bishop had passed away, having battled against cancer for some time.

Brian was the very first member of the csma that I spent any real time with. Back in 1993 (almost 10 years ago), I attended my first CB weekend in Wales. Chalkie was to navigate Tony Biss and I said I'd go along to marshal. The NE London Group took us under their collective wings and I was posted to a control with Bish for the night. By dawn, I had heard a great deal about the Association and Brian's long involvement.

Brian was the sort of character who was very difficult to ignore. Outspoken? Yes, but never afraid to stand up for what he thought was right. He was keen to welcome and involve new-comers and showed a loyalty and dedication to the Association, and NE London Group in particular, that is highly commendable.

My lasting memory will be his beaming smile and loud, infectious laugh. He will be greatly missed.

Nikki Wild
Chairman WMx Group

csma Barton Stacey Track Day

A participant's perspective...

Diary : Sunday 23rd March 2003 1815 - Arrived home tired, dusty and a little sunburnt.

No, not a day at the beach or a return from foreign climes but another **csma** WMx, rally format track day at Barton Stacey Camp, near Andover, Hants.

As always, Emma and I had been looking forward to this event ever since the last one at a rather muddy Martinique Square almost exactly one year ago, having also attended the previous Barton Stacey in September 2001 (on my birthday as it happened) as our first time out.

Since that first foray back into motor sport, down to Ian Perry's enthusiasm in the main, I have been slowly converting my Ford Sierra 4x4 into something that resembles a competition car, with the aim of competing initially in single-venue stage rallies and maybe the odd hill climb / sprint. Also part of the "conversion" was the mandatory BARS test for me, which was passed on the back of a "birthday present" day out at Silverstone Rally School last December. So Emma and I are also now MSA license holders.

As usual, I left things a bit late for getting the car into the state I wanted it in for this event. To complicate matters March had turned into the busiest month for a long time as far as weekends were concerned. Also, although the weather had started to be kind, the evenings were not quite as light as I needed and so some serious effort was put in to get the car ready. At this stage it is probably a good idea to thank the following people for assistance above and beyond the call of duty.

Ian Perry – Removal of the glass sunroof and plating over the hole.

Chris Glenn-Smith - Welding and roll cage fitting.

Emma Thompson (My "significant other" and co-driver) – Initial rear cage fitting

(worthy of an article on it's own!) putting up with me, general encouragement and assistance.

All that was needed was to replace the front brake discs and pads with the Tar-Ox grooved and cross-drilled items I'd just bought (at a remarkably low price), fit some suitably rally-esque mud-flaps, bolt an extinguisher in, pad the cage, change the wheels and we'd be away... Simple tasks normally, but it took two hours on the preceding Friday evening to get one of the old brake discs off! The disc had welded / corroded itself to the hub and took all my effort and a large hammer to get it off. As usual, the other simply slid off (presumably it had been watching what I was doing to it's twin), so I quickly replaced that side and then gave up as it had got very dark by then and I don't have facilities to cope with that!

Saturday morning dawned bright and sunny and Emma and I soon had all the other items done by lunchtime. I shot off to the venue just after lunch to offer assistance in setting up, which was gratefully received for an hour or so, although 80% of the work had been done by the time I got there. Clive Chapman had managed to source a Land Rover, trailer and a tonne of wet concrete to fill some of the more major holes in the venue, but was keen to return the vehicle to it's owner in Sunbury by mid afternoon. So keen in fact, that he left the venue on the Saturday afternoon without his car keys. I was despatched to meet Clive (on his way back) somewhere just off the M3, which I duly did, and called it a day by loading the spare wheels into the car ready for an early start the next day.

Sunday morning was even nicer than Saturday, if that is possible, so the cars were loaded with the final items and off we set for the venue, arriving at just after 0800. It would have been just *before* 0800, but 20 yards from the entrance to the venue I went over a bump a bit quick, the spare wheels jumped up in the back of the car and set the

fuel safety switch off. Good start! There was already quite a healthy number of people on the venue, so we found a spot, got unloaded and I headed off for scrutineering while Emma got the tea and bacon rolls in. After a quick check of the car and the drivers briefing we were set to go. The organisation for this event was to be slightly different as we could no longer use a little "rat run" round the back of the venue to get cars from the finish back to the service area without stopping the stage. Thus, "packets" of cars were despatched out onto the stage and held at a finish control before running back up the stage (now closed) to the top. In some hands a recipe for disaster, but exceptionally well controlled by AG and his team which kept queues to an absolute minimum.

Mindful of the fact that I had new brakes on the front which weren't quite bedded in, the first run of the day was pretty much a case of plodding round, not getting in the way and worrying about the small amount of play in the steering. (*Co-drivers note : Just before we started, Jerry said "I'm going to take it nice and gentle, as the brakes need to bed in". All I can say is if that was a gentle one, what was giving it some welly??!! - Emma*). Second run was a bit quicker, trying to find where we could push, where it was a bit loose and required a little less right foot - and worrying about the play in the steering which was not as small as it was, but it felt OK. We set off on our third run and started working the car (and the steering!) a bit harder. About 1/3rd of the way round, we powered out of a 90 degree right hander onto a 150 yard straight. A quick blast of third gear and up to about 70 mph before braking, back down to second and preparing to turn in to a double 90 degree left hander. Only the steering didn't want to. I had about 4" of play each direction before the front wheels moved. Oh dear. Metal gate. Marshals. Trees. Embarrassing... Fortunately the new brakes had bedded in by this stage, and what a purchase they turned out to be! We stopped in plenty of time and I went under

the bonnet to have a look. One part of the steering column consists of a metal socket into which another part of the column slides. A compliance bush helps transmit the steering input from one part to the other. Well it would if it hadn't worn out enough to completely drop out of position. We waited until the last car had passed and under radio instructions limped back to the holding paddock to work out what we could do.

The bush, as luck would have it, was still in reasonably good condition and looked like it just needed shoving back where it came from and holding there. "Jubilee clips" I thought to myself and went on the scrounge. I found one, and a short trip out to Halfords in Andover at lunchtime got the rest. After a bit more swearing, judicious use of a hammer and an inspection by the scrutineer we were deemed in a fit state to continue, which we were a bit pleased about. In fact, the steering felt better than it had for a while (perhaps unsurprisingly) and I was able to really stretch the legs of the car. I was trying to push harder than I had tried before, and also trying to get Emma used to calling notes and adjusting to my new found confidence and "mission" to throw the car about a bit; well, a lot actually. Timing ourselves, we noticed that the times were falling well during the afternoon, and decided to give it one last run at just before 1700 to go out on a good one. 10 seconds in, I felt compelled to let Dave Edmunds through in the TR7 V8, but I thought we could make up the time by pushing just that bit harder. It was whilst doing this that we had our first "off".

My excuse was the ABS operating when I didn't want it to. Emma thought the steering had failed completely (no faith in my repair work). The net result was us off the stage, having run straight on at a hairpin left on the lower parade square on the venue. Quick bit of reversing and wondering how much stick I was going to get at work the following day, and we were off again, trying to drive as quickly as possible as I felt we still stood a good chance of a reasonable

time. Attacking the loose section at the "top" of the venue, I was starting to enjoy myself again, when a bit of a heavy foot sent us into a 30 yard downhill tank-slap-per, half on – half off the stage. I just about got it back under control to turn left onto the final long straight and up the hill. Still undeterred (you'd think I'd have learnt by now) I threw the car into the last set of tight corners and Emma stopped the watch at the flying finish. We'd only dropped 6 seconds off our best of the day, which was quite something considering the number of moments in that one run.

So that was that. All over way too quickly as usual, but a lot learned and a lot to take forwards. There was just time left to say our "thank-you's" and "goodbyes" before the short trip back to Basingstoke and a well-earned bath and a beer.

Thanks to everyone else who made the day possible, and to the Wallis's for bacon rolls, burgers and tea.

I'd do it every weekend given the chance!

Jerry Ludlow

A marshals perspective...

Up bright and early (well, early anyway!) on Sunday morning and off down the M3 to Marshal at Barton Stacey. I would have liked to have driven the event but after seeing the conditions at Martinique square last year I decided not to trust Ian's "It will be no problem" and save my Lotus for another day. More on that decision later...

Arrived at BS (very easy to find, just off the A303) and my first job was to deliver some marshals bibs from Nikki. Showed them to AG. He said take them in to IP. Showed them to IP. He said take them out to AG. Hmm... OK, so I dumped them on a seat in the signing on van! Looked like everyone else had their own bibs anyway.

My job turned out to be marshalling the "Helipad" with a couple of other guys. This was a big tarmac square in the middle of the course which the "competitors" traversed in a big N. After a nose round the paddock area looking at the cars (anything from fully rally prepared cars with fancy fold up shelters to prepare them under, to pristine new hot hatches) we drove down the course to our area. First impression: Maybe Ian wasn't lying when he said it was good quality roads, damn! I should have brought the Lotus. Oh well, I am sure I will enjoy watching others having fun just as much as driving it myself. No? Ok, who am I trying to kid?

Not surprisingly, it turned out that the two points of the N were where everyone had problems. Initially everyone was cautious and I thought we might get away without having to do too much work. Everyone was being sensible and considerate, slower cars letting faster cars through, no-one tailgating and everyone having fun. Of course when drivers started getting used to the course the driving got more optimistic and the cones, tyres and lumps of concrete started taking a battering. Predictably the two corners that had most abuse were opposite sides of the helipad so we got lots of exercise chasing tyres and cones around. Even so, damage to the course was relatively few and far between so most of the time was spent enjoying watching the various attempts at handbrake turns and power slides. Cars were running in batches as there was a crossover in the middle of the course which was good as it gave us a breather every now and then to straighten the course out a bit.

After a break for lunch things restarted with the cars running in the opposite direction. It was obvious that some cars (or was it drivers?) were starting to feel the strain. The tarmac was starting to show damage with a few holes appearing and some of the gravel being ground to dust that looked a bit slippery. Predictably, some of the driving got a bit wilder with a few more cars out breaking themselves or spinning on the tightest hairpin. Us marshals had a great

time applauding the better attempts at slides and laughing when the more optimistic drivers got it wrong (as if I could do better!). It was certainly entertaining if hard work at times!

A few of the memorable moments that come to mind were:

- Cars of all sorts obviously having fun from a standard Mini 1000 to an awesome sounding TR8.
- The TR8 doing pretty consistent powerslides out of the hairpin and the noise of the V8 as it launched itself down the straights.
- An Audi 100 (Quattro?) being driven very smoothly and surprisingly fast.
- bump starting the Datsun 240Z. Twice! Starter motors might add weight but they also save marshals backs! :-)

- A green rally car (Seat Ibiza?) pretending a large concrete block wasn't there, driving over it and trying to drag it away. Still, I guess that is what sumpguards are for!

- IP acting like a lunatic as usual.....

Oh, and the complimentary burger at lunchtime tasted pretty good too!

All in all everyone was very friendly and helpful, the weather was great, the course looked excellent fun. I'll certainly try to be back next year, if not driving I'll volunteer to marshal again- maybe not as fun as driving but still fun all the same and there is more chance of being able to drive my car home afterwards :)

Toby Mack

Speaking of marshalling...

YOU COULD BE JUST WHAT WE NEED...

Interested in motor sport? Want to become involved rather than just watching it on the tele'?

Not sure where to start?

Try marshalling

Attend events but only ever as a competitor?

Want to give a little bit back to the sport you love?

Try marshalling

Anybody can become a marshal. You don't require specialist skills or qualifications. At every event, there are people on hand to answer questions and give any necessary training.

The simple fact is that no competitive event can run if it has no marshals. The Group's own Haymaker autotest has been cancelled in the past through lack of support. Other clubs have been forced to run events where the competitors marshal for each other – far from ideal.

If you decide to become a marshal, you will be joining the thousands of volunteers up and down the country who perform various tasks on events from paperwork administration to time-recording to crowd control and a vast spectrum of roles in between.

There is a wide variety of motor sport on which individuals can marshal, ranging from the Group's events such as the 12-car road rallies, track days and the autotests through to rounds of world championships. Despite the apparent glamour of international events, the most fun is often had on small, low-key competitions where marshals can chat and get to know each other.

If you are reading this and already consider yourself to be a regular marshal, why not register with the North London Centre (NLC) Marshalling Team? Likewise, if you are new to marshalling and would appreciate the advice available from experienced marshals, why not register? WMx is part of the NLC and, as yet, none of our members are registered with the Marshalling Team, yet we rely on them to supply marshals for Group events.⁷ There is an advert from Graham McLean elsewhere in the Sump with a registration form – joining the Team

keeps you informed of forthcoming events and puts you in touch with other marshals. Several Committee members are already planning to register.

No two events are the same so, whether you are attending your first or your hundred and first, there will be something to hold your interest.

This year, in addition to the three competitive championships (Driver, Navigator and Off Road), the Group is going to run an in-house Marshals championship in which those who marshal on several events can accumulate points for doing so. The plan

is to run it in an experimental format this year and then we will see whether there is sufficient scope to make it a permanent part of our championships. Not only will this encourage those who have come out to one or two events to hopefully come back for more but it will also give us a chance to formally recognise the vital role that marshals play in helping our events to take place.

So the next time you see a Group event publicised, why not come out and see what it's all about as a marshal?

Nikki Wild

CSMA North London Marshals Wanted



Motor clubs, headquarters, our local centre, local groups, arrange motorsport events during the year that need our support. They contact the marshalling teams to provide that support. There are group members who turn out to support group events that are unknown to the marshalling teams. Hence the problem. We have a full programme of varied motorsport events for 2002 for you to enjoy, so come along and join in the fun.

If you are interested in registering with the North London Marshalling Team and taking advantage of a free yellow marshalling suit issued to regulars, a team championship, the use of team equipment, and the benefits that only come from operating as a team, then please contact Graham McLean on 020-8553-4700 (home - evenings), or return the form to me at 48 Balfour Road, Ilford, Essex IG1 4JG. It could be the best decision you have made.

Return to Graham McLean, CSMA North London Marshal Team.

I would like to register with the CSMA North London Marshalling Team, please send me further details.

Name.....HomeTel.....

Address.....

.....



MOTORSPORT CO-ORDINATORS' BULLETIN

MAY 2003

Dates	Event (Status)	Organising Club	Type of Event	Champ
May Sat 3	* Metropole Run (C)	HQ	Regularity Run	
3/4	* Curtis Bennett (C)	HQ	Navigational Rally	
Sun 4	* Dunlop (C)	HQ	Grass Autotest	
Tue 6	Hollstar Inter Group TT ()	NWL	Table Top Rally	Centre
10/11	Swan (Nat B)	Windsor CC	Navigational Rally	ACSMC
17/18	* Miglia Quadrato ()	UH&ULMC	Walking treasure hunt	
Jun Sun 1	Juniper (Nat B)	NEL	Tarmac Autotest	BTRDA

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

Past Events

Concorder PCT The Concorde attracted 17 competitors in the main event and 3 in the csma section. With very dry weather, all the hills were cleanable, but some people just failed to reach the top occasionally. In the end Ian Lawson was the winner, having dropped 2 points all day and was a new entrant to the winners enclosure. We managed to run five different hills during the day with five runs at each. Next year we will try and fit in another hill (I can see the possible option for one) but will need a much better turn out of marshals as we were very short this time.

Future Events

Curtis Bennett Weekend Details of all the events taking place over the weekend have been sent out and so please can we have as many people as possible from the Centre supporting them. There are treasure hunts, a gymkhana, regularity run, road rally, grass autotest, scalextric, radio control cars, and more. Why not support this by making the trip down to Wales and enjoy the social atmosphere.

Hollstar Intergroup Table Top Rally The 2003 running of this annual event is being held on Tuesday 6th May 2003. Arrive 8.00pm for prompt 8.30pm start in The Burston Room, The Thistle Hotel (formerly The Noke Hotel), Chiswell Green, St Albans, situated 1¼ miles NE of J6 on the M1. MR 166/130037. Map 166 edition C2 will be required (Luton & Hertford). Bring along Pencils, rubbers, romer, stopwatches and any other standard navigational equipment you may want to use (but no road atlases or CD ROM's!). Navigation will be as straightforward as Ian can make it and the format of the event will be as for a normal 12-car road rally, but without the cars. For further information contact your Group Secretary or Ian Buxton, 2c Bicester Road, Aylesbury HP19 8AD Tel 01865 793222 (w).

Swan Rally This road rally will be venturing onto our doorsteps on the 10th May, as it starts in Hazlemere and finishes in Flamstead. The route is about 120 miles and uses one or two whites and although the start is on map 165, all the competitive mileage is on map 166. Navigation will be all tulip and several sections will be timed to the second. Entries are limited to 40 cars and the entry fee is £49 (which includes two breakfasts) before the 4th May and £54 thereafter. Further details can be obtained from either myself or from the club website at www.swanrally.org.uk.

Miglia Quadrato Regs are now out for this night time treasure hunt around the streets of the City of London. Although you use the car to get around, all the clues are found on foot and there are 20 easy, medium and difficult ones to find. You have five hours to plot and search and the event starts at midnight. Don't worry, the congestion charges don't apply during this period.

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 should be out middle of the month or earlier.

Other Items

It was very sad to hear the news of Brian's passing as Bish will be missed on a lot of the Centre events. He was involved with just about everything and things will just not be the same without him around.

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299 Work: 01977 593482

WMx Event Attendance

While I was preparing the Chairman's Annual Report for the AGM, I trawled through the Committee minutes for the year and extracted the reported attendance figures for the various events at which the Group has been represented. For those of you who find these things interesting, here is a schedule of the Average Member Attendance levels for different classes of event:

Clubnights	13
Noggin & Natters	9
One-off social events	18
Motorcycle events	8
Track day based events	12
WMx competitive events	33
HQ/Centre competitive events	8
Centre social events	9
HQ social events	22
MSA Marshals Training	9
External Competitive events	6
Classic shows	7
Average attendance	12

Notes to the above:

One-off social events include the Annual Dinner and the Weekend Away.

Centre Social events include the Holstar and Quadruplex inter-group challenges.

The CB weekend is included under HQ competitive events, while the HQ social events include the Retro Run, 3 Shires Run, Very Fast Show and Brooklands weekend.

Motorcycle events include the National Motorcycle Rally.

External Competitive events are those where Group members have supported other motor clubs either through competing or marshalling on road and stage rallies.

This exercise has been an eye-opener both from the viewpoint that Clubnights haven't been as poorly attended as comments had led me to believe but also as a good indicator as to where the Group's current active membership target their interests. There is a chicken and egg argument arising from the above list: Are we to deduce that we have a specialist audience who respond greatest to motor-sport focused activity or are we only attracting the said audience because we don't promote enough social activities that are non-motoring in flavour?

Personally, I believe that our Clubnights give a wide range of activities to appeal to families and individuals and it may be that attendance would improve if we changed the scheduling in some way rather than the content. However it remains that one-off events attract a far greater support than the regular monthly meetings so maybe this is something for the Committee to give more thought to. Perhaps more one-off trips, such as visits to museums, may be popular. Either way, I believe that the above will provide an interesting start-point for the 2003-2004 Committee elected at the AGM.

If you feel that you have something to add, then I will look forward to an influx of "letters to the editor" in response to this article or alternatively, I'll be happy to hear your views at a Clubnight or Noggin.

Nikki Wild

The deadline for articles for the June Sump is 21st May!

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