



May 2005
Number 470



Martin Saunders receives the WMx Off-Road Trophy!

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Your Editor Speaking...

Another month of no progress whatsoever - apart from finally getting my new three phase converter wired up to my new lathe... Used it for all of five minutes before the converter blew up. Flames and everything! Harumph. Still - the chap came tonight and fixed it, but I'm still rather nervous...

The fix came just in time to allow Toby to come around and use my arbour press with a small fitting turned up by yours truly to press a pair of bearings on his new limited slip diff. Oh well - at least the machinery is getting *some* use... The upshot of a new lathe is that the old one is for sale, so if anyone fancies a complete time Hoover just drop me a line! Never raced or rallied! ;-)

Have fun!

Jez Boakes (Editor)

Chairman's Scribblings...

Hi peeps.

Welcome to another year in the life of csma West Middlesex Group

We had a great AGM, which I think was completed in record time.

I'd like to thank all those who have offered their time to help run our club, you will see the names later in this issue and see that some of them are unchanged, but I would particularly like to welcome our 2 newest members, Malcolm Grubb and Derrick Holden, thanks guys for volunteering your time and I look forward to working with you.

I am sure that this year will prove to be the best yet and that we can build upon our recent successes.

My motorbike was duly collected and taken to be serviced and mot'd the other day, a few days later it was returned to me with a nice crisp mot and new fork seals, which

ultimately led to my wallet being substantially lighter, but such is life. Don't let anyone persuade you that motorbikes are cheap. They were once regarded as cheap transport but with the current advances in technology, it is certainly more expensive to run a sports motorcycle than it is to run the average family car. However, nothing compares, when you consider that I can't afford a car that does 0-60 in 3.2 seconds, but I can ride a bike which does for substantially less than five grand.

Took her out for a spin on Sunday and I really enjoyed the brief spell of good weather, fortunately I was home before the heavens opened, but I'm now ready for the first Group ride-out, which will have happened by the time you read this.

The Sylva now resides in my garage and the next item on the agenda is to get a new mot and get her ready for the Summer.

She does have some weather gear but I true kit car fashion its not the best and the experience is a far better one with the hood

csma West Middlesex Group

down. A bit of fettling with the hydraulic handbrake and I'll take her to an autotest and give her a spin. It will be nice to drive a rear wheel drive car again, especially one with a high power to weight ratio.

Don't forget to get your entries in for the **csma** Lifeboat Challenge.

This looks as though it will be an excellent event and places are filling up fast, so send your entry in now !

Mack's Mutterings

Where has the last month gone? Jez's reminder for this Sump deadline came as a bit of a shock - I knew it was coming up but figured there must be a few weeks left to go. No such luck so here I am trying to figure out what has happened in the last month!

Well, my Westfield project is still progressing. Pistons and rods were fitted and a rash moment on eBay found me a fancy head with big valves and huge ports. Then I realised the new valves were too big for the piston cut-outs so the pistons need to come out again for machining... What was I saying about progress? Oh well, if in doubt find something else to do - so I dug out my old diff and started fitting an LSD to it. Of course that has turned out not to be as simple as it might have been but that is another story...

So what about WMx? The big event this month has been the AGM. An excellent turnout (thanks everyone!) and everything went smoothly so it was over in good time for the nosh and quiz. The bad news is that the officers have stayed the same so you have to put up with me as secretary for the next year, the good news is that we have some "new blood" in the committee in the form of Derrick Holden and Malcolm Grubb. The food was good as usual (although some would have liked more chips) and AG put on a great quiz. This time I was paired with Jez but unfortunately our combined might gave us a distinctly average score. What was the colour of Bob the Builders hat again? The sad part of this

The Sump April 2005

Seems like I have missed the Sump deadline yet again, but this time only by 9 minutes.

So I'll sign off for now,

Give it Beans.....

.....and Rhubarb.

And don't get caught !

Big J (Chairman)

was that Jez knew the right answer to that one but assumed I must know better because my house is scattered with Bob the Builder books. You would have thought he knew what my memory is like by now!

Noggin and Natter I missed yet again, despite a resolve to get to more of them this year. At least I had the excuse that I was 100 miles away - maybe next time?

The last event I had in my calendar was our 12 car. Again I was going to attend (to marshal at least) but unfortunately work got in the way and I found myself on aeroplanes for most of that week. I have not got to talk to anyone properly about it so hopefully it went well and there will be a report in the sump sometime soon!

So what about the coming month? May Clubnight is the Hollstar table-top rally. Please try and come along to this! The big event for May as far as I am concerned is the Curtis Bennett weekend at Whitemead. This is my second attempt to find out what this is all about (after last years cancellation) and I hear that everything is looking good for this year. As usual, I need to get my act together and decide if I am entering the Metropole or the Dunlop (or both!). Whatever, I am sure it will be an excellent weekend, albeit a tiring one!

Last (but not least!) in May is the Noggin and Natter. Yes, I really will do my best to be there! It is also worth pointing out that motorcycle ride-outs are now taking taking place, finishing at the Noggin and Natter. Check the calendar for more details.

That's all for now - have fun!

Toby Mack (Secretary)

The West Middlesex Group AGM came and went at our April Clubnight on the 14th.

The evening's formalities began with a review of the Group's rules as circulated in the last Sump with the minor amendment to say that up to six members would be elected to general committee each year. The rules and appendices were ratified and accepted by the meeting.

Moving on to the annual reports for the year, again circulated in last month's Sump, these were accepted as written without any questions from the floor. Similarly, the accounts for 2004 were accepted.

Moving on to the election of Officers, there is no change from the last year with John Wright, Toby Mack and myself continuing for another twelve months in the same roles.

The first changes came to the general committee. Rob Gibbs and Paul Chamberlain both stood down due to work commitments which made attending meetings difficult and I'm sure you'll all join me in thanking them for their work over during their time on the committee. We also had one vacant post which remained unfilled during the year.

Allan Goddard and Bob Head were re-elected and joining them are Derrick Holden, Malcolm Grubb and Jez Boakes (who had previously been co-opted to the committee in his capacity as Sump editor). I'm looking forward to meetings with some fresh input on the way we run the Group.

Contact details for the new committee are in the usual panel elsewhere in the Sump and there are email links off the website. If you have any questions, suggestions or burning issues that you think the committee should address then please to get in touch with any one of us.

There were no motions or other business other than a proposal from Ann Holden that the minutes should reflect a vote of thanks to those who had worked for the Group during the previous year.

Following the closure of the meeting, we had a ten minute update from Stephen White about the change process and there is a detailed report on this subject elsewhere in this Sump.

This was followed by a hot dog and chip supper and one of AG's excellent quizzes. He certainly got us scratching our heads for some of the challenging questions. I was paired with Bob Head and I can't claim much credit towards our score of 40 out of 60. The eventual winners were the pairing of Derrick Holden and Malcolm Grubb on an impressive 46 points.

Thanks to AG for another fun quiz and to all the members who turned out to support our AGM for another year.

Nikki Wild

**The deadline for articles for the
June
Sump is May 25th!**

**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.**

csma WEST MIDDLESEX GROUP

Thursday the 16th June

Blue Mountain Golf Complex

Bracknell, Berkshire...

This year's 'deal' includes coffee or tea with bacon sandwiches on arrival, 18 holes of golf, a cheese & ham Ploughmans lunch plus a choice of puddings and a pint of Stella in the restaurant afterwards. ***That's good!***

I need a **£5 deposit AS SOON AS POSSIBLE** from all interested parties so we need to get a move on!

The inclusive **TOTAL** for all of the above is **£30** and the balance will be payable to me in full ***BEFORE 1st June*** .

Please book YOUR place for the day, as soon as possible as I have to give firm numbers to the Course well before the event. Golf Carts will be available at extra cost on the day as usual & we'll meet at the Course at 9.15am.

For more information or to reserve your place, please contact me on:

Home) 0118 934 5726 Mobile) 07785 903 000

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

I hope to see you there.....? AG

The WMX Annual Dinner 5th March 2005

This year's Annual dinner was held once again, at The Aurora Garden Hotel in Windsor. We had a great turnout of members with all of the available places filled well before the event. As some motorsports groups are struggling for members it proves that West Middlesex is as strong as ever.



As last year, the food was really nice and was delivered promptly to everyone. Some of your committee (who shall remain nameless!) were so impressed they decided to take some pictures as proof!



This year's entertainment was a caricaturist called Danny who spent the evening drawing pictures of some of the people. There were some excellent likenesses and each picture only took about 5 minutes. For example, here is one of your Treasurer's Mum.....

As additional entertainment we had Big John who surprised everyone with his magic skills. John was very entertaining and gave everyone a good laugh during the evening.



After the meal we had the awards ceremony. John and AG presented the trophies which were:



Champion Driver – Dave Edmunds
Champion Navigator – Dom Jeans
Off Road Champion – Martin Saunders
Endeavour Award – Mike Scott
Performance Shield – The Grubb Family!
The Beetle Trophy – Malcolm & Michael Grubb
Goddard's Globe – Not presented

Last but not least, AG entertained us as usual with his knowledge of everyone's errors and faux pas over the year. We were hoping to pass the £1000 mark as we were just £32 short after last year's meal. So everyone was amazed when Nikki and I counted the money and we had raised over £67. It was the most money that I have seen AG raise in one evening. This year the money was donated to Comic Relief.

After the Dinner some of us decided to continue drinking and wait for the Grand Prix to start at 3:00am unfortunately by the time it began most of us had drunk too much and decided sleep was a much better option.

Thanks AG and the Committee for organising a thoroughly enjoyable evening, I look forward to the next one!

Gail Mack

csma West Middlesex Group

May Clubnight

The Hollstar!

Table Top Rally

Thursday May 12th

8:00pm Start

The Liberal Club
Victoria Street
Windsor

Please come along and support your group!

Supper provided!

Please bring:

OS Map 175 Edition c1 or later

Romer

Pencil etc...

Fun Motorsport Events in the South



.....go on give it a try, you may enjoy it !!!

Welcome to the **csma North London Marshalling Team**. We are a friendly team and value your support.

If interested, then please tick your availability below, and return 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 (evenings 1900-2130 please).

Date (2005)

Event & Location

21-22 May	csma Curtis-Bennett Motor Sport Weekend – Metropole Run, CB Road Rally, Dunlop Autotest, Gymkhana, and more - Whitemead Forest Park
Sun 5 June	csma NEL Juniper Autotest, Hatfield, Herts
Sun 19 June	csma NWL Greenacres Autotest, L Buzzard, Beds
Sun 24 July	csma NEL Grasshopper Autotest, L Buzzard
Sun 21 Aug	csma NEL Holly Autotest, L Buzzard, Beds
Sun 4 Sep	csma West Middlesex Haymaker Autotest, Hants
Sun 2 Oct	csma NWL Autumn Autotest, Leighton Buzzard
25-27 Nov	Lombard Revival Rally (csma supported) Oxford

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

Tel.....(h).....(mob)

Address.....

.....

.....



Dates	Event (Status)	Club	Type of Event	Champ
May Thur 12	* Hollstar ()	WMx	Inter-Group Table Top Rally	Centre
14/15	* Miglia Quadrato (C)	UH&ULMC	City Treasure Hunt	
Sat 21	* Metropole (C)	HQ	Regularity Run	
21/22	* Curtis Bennett (C)	HQ	Navigational Rally	
Sun 22	* Dunlop (C)	HQ	Grass Autotest	
Jun Sun 5	* Juniper (Nat B)	NEL	Tarmac Autotest	BTRDA
11/12	* RNLI Challenge ()	HQ	Treasure Hunt	
18/19	* Britvic Enduro (Cm)	Chelmsford MC	Endurance Rally	
Mon 20	csma Karting Day ()	HQ	Kart Racing at Rye House	
Sun 26	Greenacres (C)	NWL	Grass Autotest	Centre

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

Past Events

April 12-Car The event used quite a lot of roads we hadn't used before (maps 165 and 175) but unfortunately as Malcolm said at the drivers briefing, there had been a recent outbreak of 30mph 'itis' in a lot of areas and this had an effect on the feel of the rally. It was a cold night for the marshals and I even drove through a blizzard on the Dunstable Downs on the way over to the start. Everyone made it round the route and a very accommodating start / finish pub rounded off a very good evening. Even Philip Young was seen out marshalling on the event!

1 st Car 1	Mike Biss / Ian Buxton	NEL/NWL	Exp 0	fails 0	mins
2 nd Car 3	Alan Thurbon / Lee Craker	NWL	Exp 0	fails 1	min
3 rd Car 6	Allan Goddard / Martin Saunders	WMx	Exp 0	fails 1	min
4 th Car 2	Drew Goodspeed / Tony Brooks	WMx	Exp 0	fails 2	mins
5 th Car 7	Sarah Harrison / Mike Harrison	NWL	Exp 0	fails 31	mins
6 th Car 8	Derek Newbould / James Newbould	NEL	Exp 1	fail 24	mins
7 th Car 4	John Evans / Ted Manktelow	NWL	Exp 2	fails 14	mins
8 th Car 9	Philip Brent / Graham Robinson	NEL	Exp 3	fails 29	mins

Concorde Production Car Trial Although we didn't have a very big entry this year, I think it went down very well with everyone, especially as the weather was nice to us this time. There were 10 entries in the National B event and 7 entries for the Clubmans event. There were six hills laid out and we managed to do 5 rounds of each. We even had some new layouts this time. Dave Smith (pictured right) was the only person to clean all the hills and won the Concorde Trophy for his efforts. For the first time in ages, we didn't have a single retirement throughout the event. My thanks go to the very good support we had from all the marshals and hopefully we can receive a better entry next year.



Future Events

Hollstar Inter-Group Table Top Rally This year the Hollstar will be hosted by West Middlesex Group on Thursday 12th May at the Liberal Club, Windsor (to see a map, enter SL4 1EN in one of the Internet map sites). AG says map 175 edition C2 double underscore will be required (although the OS website shows C1 as the current map, released in Jan 2005!) and the event begins at 8pm for a 8:30pm start. There will be a hot supper available on the evening. The Hollstar table top rally consists of teams of two people plotting a route on the map and then answering some questions to see if they went the right way. There are awards for best individual crew and the Hollstar Trophy for the best two teams scores from each group. This is a round of the North London Centre championship.

Curtis Bennett Motorsport Weekend This is the **csma** annual motorsport weekend which is based at the Whitemead Forest Park, down in the Forest of Dean. The weekend comprises of the Metropole Run, which is a 30 mile regularity event starting at 7:30pm, followed by the Curtis Bennett rally at 10:15pm which is a 120 mile road rally. The CB this year will be mainly pre-plot navigation on marked maps and the aim of this is to get everyone around the route and enjoy themselves. I have been advised that spotlamps are allowed on the event but not for the first 45 miles, until we get into Wales. The route is suitable for all cars and if you haven't done the event before, this is the time to have a go. Go on, you'll enjoy it! Back in bed about 3am for some sleep before the Dunlop autotest at 11am. This is an all forwards grass autotest, with passengers compulsory. There will be six different tests with two runs at each and with the best time only to count. At around 4pm, the awards for all the events will be presented. In addition to the three main events, there will also be lots of other activities being held during the weekend to suit all members of the family. I have regs and details of all the events being held if interested in a good weekend away.

Miglia Quadrato This is running on the night of 14/15th May and is the City of London treasure hunt that involves looking for 60 clues in the Square Mile. You plot the clues, given by map references on a 1:10000 map, drive to the locations and then try and find the answers. They are split into 20 easy, 20 medium and 20 hard and you have five hours to find them all. As long as it isn't raining, this is a fantastic event to do and all for the princely sum of £10. Contact me if you want some regs.

Juniper Autotest Now is the time to come forward and offer your services to marshal, either to me or to Graham McLean. At its simplest, marshalling just involves making sure competitors cross a line properly and don't hit any cones. We even give you free food and drink from the chuck wagon (and very good it is too). The venue in Hatfield is booked, the officials agreed and the regs sent out to registered competitors (all 106 of them). We should have the current British champion Paul Swift out in his Mini Special, Chris Atkinson in his fearsome 2L Subaru engined Buggy, Malcolm Livingston in his superbly driven Lotus 7 (the same one his dad use to drive), plus a whole host of others. This is the pinnacle of autotesting and is a sight to be seen. Get close to it by marshalling and see what all the fuss is about. If you want to know more,



then please just give me a call. Get some group members together to come along and we will put you all on the same test so you share the atmosphere.

RNLI Challenge Allan Goddard is organising this event which aims to raise money for the RNLI and to give crews a competitive run around the south coast area. The aim of the event is to raise money for the RNLI training fund and awards over the basic finishers awards are based on the amount of sponsorship you raise. Entry fee is £20 and although there is no specific starting point or time on the Saturday, everyone has to get to the finish at the Lifeboat College in Poole between 1pm and 3pm on the Sunday. You have to work out your own route between the nominated lifeboat stations and visit as many as you can. The entry fee even includes a road atlas to plot the route on. Allan Goddard is the clerk of the course and Alan Smith the entries secretary. Contact Alan Smith for regs on 01491 628379.

Greenacres Autotest The date for this event is now a week later than originally planned so that it doesn't clash with Le Mans or the Britvic Enduro. As usual it will be held at the field near Leighton Buzzard and regs will be out sometime during the month.

csma Karting Day This will be held on Monday 20th June and will take place at the Rye House circuit at Hoddesdon. The cost of the event is £65 per person and there will be qualifying rounds and several races during the day.

Other News

Land Use Problems – Yet again someone has come up with a plan that affects motor sports use of farm land. Changes to the EU subsidy to farmers mean that they must now only have "non agricultural" use of their land for a maximum of 2 months of the year otherwise they lose their subsidy. The two months has to be continuous! DEFRA (not the EU) have ruled that motor sport counts as "non agricultural" use. This means that if the farmer has registered the fields that are used for autotests, PCTs, autocross, scrambles, trials, etc., then the events may not take place anymore. This comes into effect during May this year. What a great idea! The MSA is pursuing the matter with DEFRA and with the other members of LARA. In order to help make the best case to have motor sport reclassified, the MSA desperately need information about club events and access to agricultural land. The MSA have produced a form (which has been circulated to all Groups and Centres by HQ) which they would like completed for each affected event. Each Group will need to ascertain whether their events are impacted by this as finding out later may have implications on the viability of their event running. Returns to Ian R Davis (idavis@msauk.org) at the MSA no later than Monday 16th May 2005, and copied to Terri Jacobs at HQ so that she can keep a register of which **csma** events are affected. This will assist the Motor Sports Committee in protecting your motor sports activities.

Mike Biss: NLC Motor Sports Coordinator **Tel:** 01525 720299 **E-mail:** mike.biss@bt.com

csma and the future

My thanks, on behalf of the Committee, to WMx member and Independent General Council member, Stephen White who gave us an update at our Group AGM in April as to where the change process has got to. For those of you who were unable to attend, here is a more detailed summary of the progress so far and what you can expect to see happening in the next year or so.

Background

In the autumn of 2001, there was a conference in Hinckley where all the officers of Groups, Centres, Specialist Committees and others congregated to discuss many aspects of our club and how it operates. Out of that conference, the Club Governance Review Team was formed and I'm happy to say that some of the suggestions made at the time have already been put into practice.

The main improvement that I've noticed is that we now have two excellent contacts at HQ in the club activities department, Jo Underhill and Angela De Silver who are being very supportive of our Group Committee's work. They are always on the end of the phone or email when we need them and having a point of contact at HQ is proving a useful resource.

A common call at Hinckley was for Groups to have access to mailing lists in order to promote events and increase turnout. This has been implemented by HQ working with individual Groups to produce a mail shot flier. Initially aimed at promoting new members' evenings, this has been extended to allow us to send out a general flier promoting the Group and all our forthcoming events. We decide the postcode catchment area and HQ send out the fliers once we've decided on the content. This approach means that Groups get the support and contact information we need and HQ do the hard work for us. Fantastic!

Another aspect of the conference was that the structure meant that there was a lot of confusion about where responsibility and accountability lies within the club and commercial sides of the organisation. As a result, three independent general council members (IGCs) were tasked with looking at the way the **csma** is currently set up.

The result was an astounding document detailing 28 different "fora" and the role of each. Groups, centres and specialist sub-committees are just three of those. The IGCs looked at the club structure and at the same time a team of non-executive directors (NEDs) looked at the totality of the Association and how the club and commercial sides interlinked.

One key concern is that the General Council now has absolutely no teeth. If it doesn't like, for example, a decision that the board makes then that's tough, they have no authority to demand anything different.

These findings were all relayed to us members at a special meeting in April 2004 and a question and answer session allowed us to put our views forward. It was clear that there is widespread concern that the commercial side can make decisions without any consultation or approval from the club side but that also that the association has evolved in such a way as to become a complicated and inefficient animal that needs to be changed if it is to survive.

The future

Once the IGCs had produced the analysis of the club as it stands, they were tasked with identifying the best structure for the future. Doing nothing was not an option so they started from scratch with a completely blank canvass and the result was a much

simplified structure but with much more accountability built in and clear lines of communication and responsibility.

It is clear that the commercial side and club side of **csma** must both remain. The commercial side makes money which the club side spends. But they need us to do it – having a 385,000+ member base is quite a lever when you approach a company to provide a benefit. At the same time, the club side needs the commercial side to provide the funds for our activities. A calculation for this exercise showed that if we had no commercial arm and continued with the same level of activities, our membership fees would have to go up to £340 each for a year's subscription!

Having accepted that the two sides need to remain, an integrated, working structure was devised which was flexible enough to take the association forwards.

Top level

The main issues that they addressed were those of improving communication throughout the association, building accountability into the governance structure, making the commercial side more accountable to the club side (to dispel the “them and us” mistrust), improving support to members at group level and to make the **csma** AGM more accessible.

To address criticism that there is nobody keeping check on the commercial side, a new level will be created above the Board. These will be Governors whose task will be to “preserve the **csma** ethos”. They will advise the Board and report annually at the **csma** AGM. The Governors will be professionally competent individuals who, crucially, will all be **csma** members. They will also be completely independent. i.e. any members who become Governors will relinquish any other **csma** appointment. That way there will be no conflict of interests.

Below the Governors and **csma** main Board will be the commercial executive and the club council.

The Commercial side

On the commercial side, a lot of the subsidiary boards have been dissolved. Instead a company called “Motoring and Leisure Services Ltd” will look after the commercial interests (Britannia Rescue, etc.). This company will be FSA regulated to ensure that the legal requirements are met; indeed, a lot of the decisions that were made on the governance of the Association at the highest levels (including M&L Services Ltd) were heavily weighted to meet FSA compliance.

Within this company the current plan is to have three operating groups: Services Operating Group (SOG), including Club support (Jo Underhill, etc), the M&L magazine and member eligibility; Leisure Operating Group (LOG) which will manage the leisure properties; and Benefits Operating Group (BOG) which will include Britannia, Frizzell, etc. These will all have strategic and integrated business plans with clear performance targets to be met. The plans will be monitored at Board level and reported up to the Governors. In addition there will be “Service Level Agreements” (SLAs) which are effectively contracts with the club side to deliver specific services to the club. This puts a formal relationship in place and means that the commercial side is accountable to the club side, it's “customer”.

The Club side

On the club side, three key areas of operation were identified: Grass roots, active members and regional activities; Special interest and specialist groups; and operations support.

The current proposal is that Regional activities (what we now know as local groups and centres) will have support from a Regional Club leader and deputy and hopefully an HQ-funded Regional Club Activities Manager (RCAM). The RCAM role has proved immensely successful in the north west where Libby Talbot currently holds the post. The RCAM is a resource who is available to help and support every group in the area. E.g. if we run an event, the RCAM could act as event secretary, process paperwork, etc. freeing up members to perform other roles or enter. This specialist support would be invaluable so I do hope that HQ will approve the roll-out to other regions.

Regions will contain “Groups” that will serve local needs. One idea currently on the table is that they could be a geographically based group, such as WMx, or they could be discipline based. Anywhere there is a group of members with a common interest, a group could be formed. An example quoted was that there may be a number of members in the Thames Valley who like windsurfing – they could get together and if there were sufficient numbers, would form their own local group.

This structure will allow more local groups than at present (rather than fewer as may have been feared) and will allow flexibility and overlap. E.g. the same member could be served by a social group that covers their area, a caravanning group, a fishing group, a motor sports group etc. It all depends on what members actually want in any given area. I know that Steve Johnson is already looking to set up a regional motor sport group for members in the north west of England, based at Eaves Hall.

It is envisaged that Specialist Groups will initially be in three parts (more could be added if sufficient regional groups on a common theme emerged). The Motor Sports committee will become Motoring (to reflect the wider appeal of motoring and motor sports events) and will be split between 2-wheel and 4-wheel. Camping and Caravanning will have their own group and the third area will handle our social benefits. The social area will be concerned with liaison over strategic events (things like the Proms concerts), social trips and escorted overseas holidays.

Thirdly there is the operations support and club governance. It is in these areas that the club is governed in terms of its operations, i.e. setting and monitoring club-commercial interfaces, preparing and monitoring the 3-year business plan, succession planning, etc. etc.

Throughout these three areas, there will be an interaction between the club and commercial side. Any one of the groups could have an SLA with the LOG, BOG or SOG (hope you're keeping up with this!) to provide a service. The difference now is that people will know who is providing what for whom and if the service isn't up to scratch, there is both somebody to complain to and a credible course of redress.

The Club Council will sit above the Regional, Specialist and Club / operational level to act as overseer – effectively a replaced, but rejuvenated, General Council.

The new model provides clear roles, responsibilities and accountabilities, ensures that there is a direct interface between the club and commercial sides, ensures that there are financial checks and balances and has a robust planning, budgeting and reporting system to ensure that the business plans are met and that nothing is hidden away.

The SLAs between the club and the BOG / LOG / SOG ensure that member requirements are met in the benefits. i.e. we get the benefits that we actually want, rather than just what the commercial side might like to be involved in. Selected members will have places on these operating groups to ensure the club's wishes are met in the service delivery from HQ.

And at the top, the Governors will safeguard our club "ethos" from getting swallowed up in commercial operations.

Timetable

The FSA compliance has already commenced as it is a legal requirement. At the 2005 **csma** AGM, you will see motions put forward to amend the Memorandum and Articles of Association (the top level legal rules which govern the association) which will allow the architectural changes to be made to the structures. Following that, the club structure changes can be identified in detail so that at the 2006 **csma** AGM further motions can be put forward to implement the final changes at club level.

Conclusion

In reality, the average member on the street may not notice anything different. They'll still be able to attend events, have their benefits and be part of the **csma**. But it was clear at the conference three and a half years ago that there are a great many members who feel very strongly that our club must be preserved and I believe that the small team of members on whose shoulders this process has fallen, have worked extremely hard on our behalf to ensure that this happens.

There is a great deal more detail behind the scenes and all the specialist committees and Centres have been consulted about future structures and "staffing" to inform the next stages of the implementation.

Personally, I would urge you to support the process as it unfolds in the next year and a half. We shouldn't be afraid of these changes because they are strengthening the club's position in **csma** and allowing us as members to carry on doing what we all enjoy.

This isn't something that is just being done at the top of the tree, it filters right down to all of us and we're all involved so if you have any questions about the whole process, please contact a member of the committee and we will make sure that your concerns or questions are addressed.

Nikki Wild

West Middlesex Group Committee Member Contact Details		
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csma Lifeboat Challenge



June 11th - 12th 2005

*On behalf of **csma** I would like to invite you to participate in an exciting new event to help raise money for our RNLB Lifeboat crews.*

*Welcome to the **csma** Lifeboat Challenge 2005!*

*This will be a non-competitive fun weekend for **csma** members, RNLB members and all their friends and family!*

For more details and an entry form please contact Allan Goddard on:

07785 903000 (Mobile), or
agoddard@csma-netlink.co.uk (email)