



May 2006
Number 482



*A Dellow MkII - which had to be the cutest car on the
Corinium Run! See page 5 for more...*

Contents

Your Editor Speaking.....	2
A Note From Your Chairman.....	2
Mack's Mutterings.....	3
Juniper Autotest.....	3
Minutes of the 2006 csma WMx Annual General Meeting.....	4
Good Guess?.....	6
"DR it's AG. How would you like me to change your life?".....	9
April Caption Contest.....	11
An Interview With... Derrick Holden.....	12
Committee Member Contact Details.....	13
Motor Sport Coordinators' Bulletin.....	14
Spring Treasure Hunt.....	16

Your Editor Speaking...

Hello my fellow West Middlesexians! (Is that a real word...?)

Putting this edition together I changed the date on the "submissions for the next Sump are due by" line as usual and was absolutely horrified to find myself typing "June"...

A relatively quiet month following on from a quite hectic start to the year (January 12-car, New Year Run and Barton Stacey amongst other things).

Garage news is limited to dismantling the headstock of my big lathe (a Colchester) to

try to quieten it down. A few bob spent on spares (blimey - they know how to charge!), several hours of work and the difference was staggering...ly small. If there's anyone out there in Sump-land who knows about such things I'd be keen to hear from you!

Another packed edition, thanks to lots of submissions - keep 'em coming! We want to hear about what you're up to - it doesn't have to be motoring related... Come on - get scribbling!

Have fun!

Jez Boakes (Editor)

A Note From Your Chairman

Gulp! Well it happened in front of a small (but obviously select) gathering - I was elected as Chairman of the WMx committee, so hello to you all.

I have been a member of the committee for the past year and I have been impressed by the dedication and loyalty shown by all the committee members in dealing with the 'problems' that have beset the **csma**. I look forward to continuing working with the committee on your behalf to keep a full programme of events on the go - your support is much appreciated in this.

Elsewhere in this issue of The Sump, there is an 'interview' with me by way of introduction so that you will get a rough idea of what it is that makes me tick, my interests (cars,

surprisingly!) hobbies (cars, surprisingly!!) and passions (.....!!!).

I would also like to take this opportunity to thank my predecessor in this post, John Wright - his efforts during his stewardship are greatly appreciated and we wish him well as he takes on new interests, but hopefully we'll see him on some events in the future.

So, here's to the future of WMx group - there are challenging times ahead for us all, but together we are strong so let's go onward and upward...together.

Derrick Holden (Chairman)

PS. I have just been given 'audience' tickets for A Question of Sport! Hopefully there will be a driver on one of the teams (I can but hope). I'll let you know next month what it was like and if 'my' team (Matt Dawson) won.

Mack's Mutterings

It is that time of the month where I have to think about what to write about and, to be honest, I am not sure I have a lot to say! I guess the Easter holidays (along with the obligatory visits to parents and in-laws!) took up a big chunk of last month but the only event I can think of to mention is the AGM. Mind you, it is a pretty important event so perhaps I should say something!

After last year's excellent turnout it was perhaps a bit disappointing to only have 13 people attending, especially given the trouble the csma has been going through and its affect on the Group's finances. However, at least there were enough to make us quorate and allow the AGM to go ahead. As far as the voting went, there were no contested posts but we do have a slightly different look to the committee. Derrick has moved to take over the chairman role while Ann has joined as a general committee member. Apart from that things are as they were so you have to put up with me as secretary for another year!

After the voting there was a discussion chaired by AG and Nikki on the changes at HQ and our Group finances. Hopefully that went some way to clarify where we stand and allow others to put their views on how these issues should be tackled. Certainly

there were some good points made about possible ways to raise funds if necessary. When the general discussions were over there was a DVD shown on Lombard Revival Rally. I am not sure what I expected but it was great fun, a mix of humour (it was difficult not to laugh at Mr Mason!) and interest – it certainly showed the true clubman spirit of the event and was a breath of fresh air compared to the commercialised coverage we see of rally events nowadays.

Looking through our calendar for the next month there are a few interesting events coming up. As well as the usual Noggin and Natter, the motorcycle ride outs are starting again (April seeing a visit to the motorcycle museum). Then there is our May "clubnight" event which is a treasure hunt. This should be a fun event with only a nominal entry fee (to cover costs) so I hope to see you there!

The next big event in May is the Curtis Bennet weekend. The format is slightly different to before but it still sounds like an excellent weekend away. Unfortunately for me it clashes with a family event so I will not be able to make it, still there is always next year...

That is it for now, have fun!

Toby Mack (Secretary)

Juniper Autotest



Saturday
June 4th



New Barnfield Library, Hatfield, Herts

Marshals requested! No experience necessary!

Please contact Graham McLean : 48 Balfour Road, Ilford, Essex,
IG1 4JG or call on (020) 8553 4700 (evenings 1900-2130 please).

**Minutes of the 2006 Annual General Meeting of the
csma West Middlesex Group**

Held on Thursday the 13th of April 2006, at the Liberal Club Windsor

Meeting opened: 20:35

1. Present: 13

Toby Mack, Allan Goddard, Nikki Wild, Jez Boakes, Simon Mummery, Celia Mummery, Malcolm Grubb, Madeleine Grubb, Ann Holden, Derrick Holden, Chris Foxley, David Smith, Ian Roberts.

2. Apologies for absence

Bob Head, Sarah Pontet, Len Hillier, Angie Canning, Charlie Turner, Ian Flower, Alison Durant, Rob Gibbs, Stephen and Denise White, Caroline Grubb, Steven Grubb.

3. Minutes of the 2005 AGM

Minor corrections made to spelling. Number present was 21, not 22 at stated. Proposed: Derrick Holden, Seconded: Malcolm Grubb.

4. Matters Arising

None.

5. Vice Chairman's report (Allan Goddard)

Proposed: Chris Foxley. Seconded: Ann Holden.

6. Secretary's Report (Toby Mack)

Proposed: Nikki Wild. Seconded: Simon Mummery.

7. Treasurer's Report (Nikki Wild) and Acceptance of Accounts

Proposed: Simon Mummery, Seconded: David Smith.

8. Election of Officers

<i>Post</i>	<i>Nominee</i>	<i>Proposer</i>	<i>Second</i>
Chairman	Derrick Holden	Allan Goddard	Nikki Wild
Secretary	Toby Mack	Nikki Wild	S Mummery
Treasurer	Nikki Wild	Allan Goddard	Jez Boakes

All elected unopposed.

9. Election of Committee Members – 5 posts

<i>Nominee</i>	<i>Proposer</i>	<i>Second</i>
Jez Boakes	Malcolm Grubb	Ian Roberts
Allan Goddard	D Holden	Ian Roberts
Bob Head	Allan Goddard	Derrick Holden
Ann Holden	Madeleine Grubb	Celia Mummery
Malcolm Grubb	Chris Foxley	David Smith

All elected unopposed.

10. Submitted Motions

None.

11. Any Other Business

11.1 Group funding

AG:

... summarised the situation with the csma financing and club activities as we know it. He expressed optimism that there is now light at the end of the tunnel but suggested that self funding is likely to be a long term requirement. He stressed the need for people to sign up and pay for events before we have to commit to expenditure, otherwise we will have cash flow problems.

We believe 4 groups have folded so far but others are considering their position. With the group structure we have, we have a very good chance of making ends meet and keeping the group going. This is due to a great extent to NWs excellent control of the group finances.

If anyone knows any company or individual who could benefit from an advert in the sump they should let the committee know.

AG mentioned that our forthcoming treasure hunt will have a nominal fee of £4 which will go to club funds.

NW:

... went through a summary of the group finances and our revised budget against our original budget for 2006. She explained where the money went and what was no longer claimable due to the changes.

NW:

thanked all the committee and event organisers (particularly those who organise a lot of events!) who continued to do this despite being significantly out of pocket due to the lack of expense claims.

The bottom line being that at the end of the year we will be £94 short assuming no unexpected expenditure.

Madeleine Grubb asked about the possibility of charging a group fee.

NW pointed out that some groups now charge for the paper newsletter but that the committee would rather not charge any fixed fee as it could put members off. The possibility of asking for donations was also discussed.

11.2. M&L benefits

AG asked if anyone does not take ANY benefit from the csma and discussed the fact that M&L will have a charged subscription for those that do not. Will this have a dramatic affect on the circulation of M&L?

Simon Mummery pointed out that some people are already saying they are not prepared to pay for the subscription because there is no club information included.

11.3.

Ann Holden proposed a vote of thanks to the committee for all the hard work last year during trying times.

12. Date of the next AGM

Thursday 12th April 2007.

Meeting closed: 21:35.

Good guess?

Two important events took place on Sunday 23rd April. St George's Day was celebrated up and down England and 86 cars took part in the third running of Cirencester Car Club's Corinium Run. The event is a touring assembly with the added interest of an economy element.

Jeze and I headed to Gloucestershire, on a gloriously sunny Saturday afternoon, to book into our regular B&B where we were welcomed with the usual pot of tea and home made cake.



A Magnificent Lagonda M45 Tourer (11.91mpg)

After a relaxing brew in front of the roaring log fire, Ted (Martin Saunders, Cirencester CC's Chairman and long time WMx member) and Terri Jacobs picked us up and dragged us kicking and screaming to the pub. Oh alright, we didn't exactly put up a fight. Dinner and several pints is of course a well known preparation for successful motoring events. Although when the alarm went off on Sunday morning, I wasn't so sure that it had been a good idea!

After a hearty breakfast, we loaded up the car and drove the few miles up the road to the Centurion garage on the A417 where our car, and the rest of the field, was fueled to the brim and it's petrol cap sealed by the scrutineers. From there, we drove – carefully – to the Highwayman Inn where signing on was in full swing in the bar.

In the pub car park we met up with AG and Alan Smith in Alan's beautiful little Lotus Elan S3. AG was going to be doing the driving for once and was looking forward to improving on the fuel economy that Alan had achieved last year. More of that later...

We had elected to take part in the event in my Lexus IS200 SE once again and noted that there was also an IS200 Sport (a year older) entered. I would be interested to see how we fared compared with them – the only difference being their LSD.

After Saturday's sunshine, it was a little disappointing to have a dull day with showers in the afternoon but the warm welcome from the organizing club and the friendly atmosphere of the event more than made up for the damp weather.

Our first section took us from the Highwayman in a south westerly loop round to Prinknash Abbey passing through some lovely scenery including a private park. We had an elevenses break along the way for a banana and to let the small convoy we were in get away from us before finishing the section and arriving at the Abbey in good time.

We elected not to have a break and set off on the second section of the route which this time headed north east through Winchcombe to the Broadway Tower. There was no specified lunch stop which allowed everybody the flexibility to find a stop that suited them. We passed a few picnickers and there was a notably large number of cars in one pub car park. With a field of 80+ it is a challenge for any organiser to find a location that (a) appeals to everybody and (b) can cater for over 160 hungry crew-members.

There was a note in the final instructions that there was a St George's Day parade along Winchcombe high street in the afternoon and we were advised to plan our section so as not to be held up by the road closure. With that in mind, we chose to drive through to Toddington and make the half mile detour to the Gloucestershire and Worcestershire steam railway.



A Healy Silverstone (20.69mpg)

We arrived at the station just after the train to Cheltenham race course had departed but the timetable implied that we only had quarter of an hour to wait for the next one returning so we decided that we'd delay the visit to the cafe until after we'd had a photo opportunity. That turned out to be a mistake. The train actually arrived after a half hour wait.

By the time I'd watched the enthusiastic amateur local sword dancing group perform on the platform and Jez had taken the equivalent of several reels of pictures (digital cameras are a wonderful invention) we were up to the time that I'd said was the latest we should leave the railway to still complete the section at a leisurely pace.

Of course, we were still peckish so we called into the cafe for a sausage roll and flapjack which meant that the remaining 16 miles were going to have to be covered at slightly above the suggested 20-25 mph average. Fortunately, the route included some B and



"Kinlet Hall" (?mpt) (miles per ton of coal...)

A road mileage, which helped, and we arrived at the marshals at the Broadway Tower on the last minute of our allotted time window. I'm not sure that it helped our fuel economy very much though!

To deter drivers from driving too fast, or from taking so long that all the marshals are stood around for hours, there is an earliest and latest arrival time specified for each control. Whilst this isn't a competitive event, not checking in during your allotted window means that you are ineligible for inclusion in the calculations of the

economy and efficiency and we didn't want to be denied our certificate of achievement.

The third and final section of the event took us south, via a weighbridge, back to the garage to refuel and on to the Highwayman Inn. The weights of all the cars were taken into account in the calculation of the Cirencester Efficiency Rating. The Lexus, Jez and I weighed in at 1660Kg and that resulted in us having an efficiency rating of 19.03 which was 9th best out of the 80 finishers. AG and Alan managed a rating of 8.03 in a range from 7.29 to a staggering 40.98.

We didn't fare quite so well with the fuel economy where we were 26th. 32.57mpg was an improvement over last year's 32.2mpg and very close to our nominated 32.7mpg. Not bad overall considering the number of slow convoys that we'd been stuck in (no good for keeping up momentum) and the lively middle section of our run. The other Lexus managed an impressive 34.03mpg.

At signing-on, each crew had been invited to declare the economy that they thought they would achieve. We were 4th closest with our estimate. Was it just a good guess? Well, it was actually based on last year's performance plus a little bit for Jez's optimism that we could better it. As it turned out, we were only 0.4% off the mark.



Two of the many nice Mk I Escorts playing out

When AG heard that the other Lexus had a better mpg than us, AG gave Jez the title Bigfoot Boakes. But when I pointed out that Jez had in fact improved on last year's result, the title had to be revoked. Instead, we noted that Alan Smith's economy of last year was 26.5mpg and that was also what the pairing had nominated for this year's event. AG was confident that he would better this and declared at the start that he had a lighter right foot than Alan. In the end, "Granite-foot" Goddard (that will cost me at the next annual dinner!) managed 23.75mpg.

The variety of fuel economies achieved by the other participants ranged from a Lagonda M45 Tourer recording 11.91mpg to a diesel VW Polo managing 59.11mpg and a Peugeot 206 recording 81.97mpg!

The event attracts entries from far and wide including local club members and the Historic Rally Car Register as well as well known names from motor sport. Stuart Turner was this year navigated by Tony Mason in a Ford Zephyr. The field included some beautiful vehicles ranging from the 1913 Overland Tourer, through Austin Healeys, MGs, Lotuses, Porsches, Jaguars, Mk1 Escorts, Sunbeams, Minis, Mercs, a Caterham and MX5s to a 2005 Smart Roadster coupe. It's great that the event welcomes cars of any era.

The Corinium Run has become one of our "must attend" entries on the calendar. The organizers have achieved, in a short time, a loyal following and that is in no small part down to the great atmosphere on the event. A good route, flexible stops and the low-key challenge of the economy run are all factors and there is a special something which makes it a fun way to spend a day's motoring.

Nikki Wild

“DR it’s AG. How would you like me to change your life?”**The Rallye Catalunya 1999****Wednesday**

I should have known better. I had known Allan for twelve years and I really should have known better. But foolishly I said ‘Yes,’ to the question above, and so it was that I was conscripted into the Presswell/Saunders assault on the April 1999 Rallye de Catalunya as food crew and jobbing mechanic. The plan was that AG would collect the van, trailer and rally car on Wednesday and return to Twyford where I would meet up and kip on the sofa for the night before setting out early on Thursday for Dover and the rally. However, on Wednesday morning I received the following call:-

AG:- “DR it’s AG – It’s snowing here, I’ve just picked up the van and it’s really slow.”

As this came from the man who used to expect to get 100mph out of a fully loaded Transit minibus on the old RAC Spectator trips, I assumed that “slow” was only a relative term in this context.

Me:- “Yeah, well it’s towing a ton of rally car on a trailer, what do you expect?”

AG:- “No, I mean it’s REALLY slow!! It won’t do over fifty! I think we’d better start tonight otherwise I don’t think we’re gonna make it!”

So Wednesday night saw a fish and chip supper at Twyford, following which I settled into my mobile home for the next ten days, Pete Gregory’s Stealth Sherpa. Now we all know that Allan is prone to exaggerate just the tiniest bit, and so I was appalled to find that for once he was telling the literal truth. The van wasn’t slow - it was very, very slow. Fifty was ambitious and only possible if you were on the flat - the slightest sniff of an uphill slope had the speedo moving inexorably downwards with Allan struggling with a gearbox definitely not designed for the work it now found itself doing. Within the first half hour we agreed that with the addition of a turbocharger and gears 2A and 3A it might just have been up to the job! As we plodded along the M4, M25, M26 and M20 towards Dover, Lloret de Mar and the rally seemed a very long way away.

We arrived at Dover just after midnight, desperately hoping to blag our way onto a much earlier ferry than our booked 10:45 crossing. Much grovelling to the extremely attractive Sea France girlies at the ticket desk seemed to have little effect, until Uncle Allan’s sweetie box appeared - job done! We drive straight onto the 00:30 sailing feeling very pleased - we’re now ten hours ahead of the game, and with the van’s lacklustre performance we could need every one of them. We only just have time to get up the stairs before the ferry is on the move for what turns out to be a very smooth crossing, much to my relief. AG spends most of it attempting to open a small tin of pistachio nuts and, having finally succeeded, he then finds that he doesn’t like them.

At Calais we spent half an hour sitting in the van on the car deck before being let loose into France, but eventually find our way out onto a deserted autoroute at 02:30. As neither of us is particularly tired we agree we will get a few miles under our belts before having a kip. The first fill-up of the van takes place, and a back-of-an-envelope calculation indicates that we’re only getting about 11mpg out of it. At 04:00 we find an empty caravan park in a service area near Abbeville and decide to call it quits for the night. In the absence of any accommodation we doze in the van, but not before I realise that we haven’t put our watches on an hour - it’s actually 05:00!

Thursday

Thursday begins at 07:15 (local) as two bog-eyed scruffy herberts can be found in an Abbeville service area attempting to order breakfast in rusty schoolboy French. A quick www.csmawmx.com

shot of caffeine works wonders and soon we're on the move. Our first encounter with a *Peage* section of autoroute elicits a sharp intake of breath when we find that we are being charge the same as HGVs - 100 Francs for the first section. AG has decided on a route that avoids Paris by taking us west to Rouen then south cross-country to re-join the autoroute near Orleans. We duly leave the autoroute at Rouen and after a very late call for the N15 (sorry Allan) we join the N154 south. The scenery is lovely and the traffic is light, but the road is climbing continuously to the distant horizon. The slope is barely perceptible, but it's enough to peg the van's top speed back to 40mph. AG expresses the wildly optimistic hope that we'll make it to Toulouse for the night – after a quick bit of extrapolation of our current progress I tell him no chance!

We fill up again at Chartres, and after this the van seems to get even slower. I spend five minutes getting filthy removing the air filter and as if by magic, this has precisely no effect whatsoever on the engine performance. Things are so bad that at various stages we are overtaken by a Clio pulling a caravan and then by a 50cc moped. We rejoin the autoroute at Orleans and stop for a sandwich - no luck here either, they're sold out. I phone Pete Gregory to moan about the van and am told it's not usually like this – a great comfort that was to know, thanks Pete. It's still mostly uphill and with a headwind into the bargain as we head towards Limoges, and I persuade AG to try for Brive-la-Gaillarde for our overnight stop, otherwise we may have severe difficulties in making it to Lloret de Mar tomorrow. We stop at yet another service area for coffee for us, diesel for the van and to tighten the straps on the trailer. Both of us notice that after this stop the van's performance seems to improve, returning to about the same as it was in England but still nothing to shout about. We conclude that we must have had a bad lot of diesel from the garage at Chartres.

And so we arrive at the Hotel Formule 1 in Brive, located conveniently on the autoroute - basic, but far better than last night's accommodation. My rapidly improving French, courtesy of a sadistic teacher at senior school whose lessons I still remember, enables us to obtain directions to a local hostelry, L'Auberge de St. Jean, which turns out to be excellent. They also do accommodation – what a pity we didn't know that earlier. We return to our slightly less salubrious digs at 10pm. It's cold and it's absolutely hammering down with rain as we park up for the night – hope things are better in the morning...

Friday

The alarm rings at 06:20. URRGHH! For neither the first nor the last time on the trip, the question, "Why am I doing this?" pops into my mind. Outside it's damp and cold as we set off in the semi-darkness just after seven o'clock, filling up yet again at the first services we come to. The next leg is over the western edge of the Massif Central on normal roads, which is not something we're look forward to given the van's performance. However, after an hour or so we both agree that for reasons best known to itself the old beast is going much better today; even so, we're down to just 8mph on one of the steep mountain ascents near Cahors. We rejoin the autoroute near Montauban and by this time things are definitely going much better, so much so that we celebrate with an extra stop for coffee and some very good *pain au chocolate*. We reach Toulouse by 11:00, an hour ahead of my hastily re-written schedule. The van is now cruising comfortably at sixty on the flat so we stop to take some photos as we glimpse our first sight of the snow-covered Pyrenees and then the sunshine on the Med.

At Narbonne we turn south for Perpignan and the Spanish border. We are the only traffic not stopped at the border crossing as AG decides that we're a caravan for the purposes of the lane markings, which is the only lane that's unmanned. Lloret de Mar is only 45 miles over the border and we arrive at 16:45 to find that our hotel is in a narrow one way

street. However there are spaces reserved in the garage for us, so we annoy the locals for the first of many times by unloading the rally car in the street then pushing the trailer into the garage. We then meet up in the bar with those who have flown over. A trip into town to find food, beer and swap stories naturally follows and Ted says we can have tomorrow off....

Dave Rillie

DSR's note – At AG's urging, I kept a notebook of the various happenings on this trip with the intention of writing them all up for The Sump when we got home. I made quite a few notes for the trip down, but once we got going on the event itself there were, of course, far more pressing things that had to be done and the notes gradually petered out as time went on.

I wrote this piece not long after returning from Lloret, intending that it should be the first of a three-part article, the other two parts covering the rally itself and then the trip home (which was even more eventful than the trip down but that's another story, eh AG??). At the time, the events were still fresh in my memory and I was able to re-construct things from the hastily scribbled notes I had made, but alas, amnesia approaches at the gallop and.....I've forgotten what I was going to say.

April Caption Contest



The cover photo for the April edition was the unfortunate end to the SW Endurance Rally of Ian Perry and Anthony Ongley. Captions were invited, and the winner is:

“I know my navigating skills aren’t always brilliant, but if my driver wanted to ditch me he only had to say...” - Terri Jacobs

And the best of the rest...

“Tell me again AG - how did you crash that golf cart?” - Peter Boakes

“Good afternoon, this is Perry and Ongley Valet Parking - we go that little bit further!” - Terri Jacobs

“No - the car's fine - it'll buff out...” - Jez Boakes

"Stick your finger in your ear and go tingalingaloo" - Paul Cutting

“Hello Dear - I've got good news and bad news... The good news? Well - I've found a cracking place to park the car to watch the stage...” - Terri Jacobs

The Sump March 2006 An Interview With...

csma West Middlesex Group

Who

Derrick Holden

Recently appointed chairman of WMx csma.

Family

Married (34 years) to Ann. 2 grown up children- Son, Richard married to Sasha living in New Zealand. Daughter, Tanya nearer home with long term partner Richie in Putney.

Where

Born Blackburn, Lancashire 1950. Lived in St Helens until moving to Marlow, Bucks in 1986.

Works

Borden In Hampshire. Teaching R.E.M.E. Recruits how to fix motor vehicles, specialising in transmissions.

Earliest Memory

My Mum's Jam Roly Pudding with custard.

Drives

XJS convertible for Sundays & holidays! Vauxhall Cavalier 250,000 + on the clock for run around! Wife' Vectra SRi when I can get my hands on it. A Volvo 1800 ES - Saint fans amongst you will recognise the affiliation between the Volvo ES & XJS.

Currently restoring a series 1½ 2+2 E type. I have also completed a personal kit car with another in the offing, added to all of this custody of my son's original Mini & M.G. Midget whilst he is in the land of the long white cloud, and maintenance of my daughter's Polo....

Favouritest place

Nordeschlieffe @ Nurburgring, where, for the princely sum of 12 Euros per lap you can flog your wife's or any other car around a historic racing circuit to your heart's content.

Interests

All kinds of motor sport, rowing and watching rugby.

All of which I can do, sitting down!

Pet Hate

Drivers who don't indicate!

What

Favourite drink – A pint of Guinness, while you're asking!

Best Motor Sport Anecdote

Being smuggled into the Pits by Johnny Herbert on a closed practice day – and spending it watching Nigel Mansell from the Pit Wall in the Williams.

He even signed my photo!

Best Motor Sport Memory

Watching James Hunt winning the 1976 British Grand Prix.



Despite the fact it was later taken from him.

He still won the Championship that year however.

Little Known Fact

Derrick has appeared on Channel 4 television programme, 'The Joy of Exercise' as well as a promotional DVD re exercise for the over fifties along with his brother, Maurice, who some of you may know.

And Another.

Derrick shared a world record with Steve Redgrave and others for completing a million metres on a rowing machine, in record time.

Remaining Ambition

To be the most approachable chairman of WMx and take it forward.

Oh and finish the E type!

Ann Holden

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The deadline for articles for the *June* Sump is May 24th!

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

Motor Sport Coordinators' Bulletin

May 2006

Dates	Event (Status)	Club	Type of Event	Champ
May 13/14	* Cambrian Enduro (Nat B)	Tregaron MC	Enduro road event	
13/14	* Miglia Quadrato ()	UH&UMLC	City Treasure Hunt	
19/20	* Curtis Bennett (C)	Csma	Road Rally/Autotest	
June Sun 4	* Juniper Autotest (Nat B)	csma NEL	Tarmac autotest	BTRDA
17/18	* Midsummer Enduro (C)	Chelmsford MC	Enduro road event	
Sun 25	Greenacres Autotest (C)	csma NWL	Grass autotest	Centre
July Sun 23	Grasshopper Autotest (C)	csma NEL	Grass autotest	Centre

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

News Items

Several more people in the Centre have started to get involved with the Enduro scene, preparing cars for future events. The Cambrian Enduro is one of the new events and it promises over 50 miles of Selectifs in Mid Wales during Saturday afternoon and early evening, followed by 120 miles of night Road Rally using some famous mountain sections. All navigation will be simple marked maps issued by the Organisers and over half the Selectif mileage will be in the forests. All you basically need is a standard upto 1400cc petrol or upto 1900cc diesel car, a rear cage, full harness belts and a fire extinguisher, and your away.

Nice to see that Formula 1 has managed to make qualifying interesting, even if the races themselves are not sometimes. The only quirky bit is the time spent burning up fuel for no reason and is something I think they will tweak later on. Having the knockout stages does make it possible for an upset to happen.

Previous Events

Hollstar Intergroup Table Top Rally Well NWL made it look easy in picking up the team award yet again, although it was very close in the individual race. Yet again WM failed to send enough people to make up a team and even NEL only just made it. Has it come to the point where this event is no longer sustainable due to a lack of interest? Next year it is the turn of NEL to host the event, but perhaps we should discuss this at Centre to agree what direction the event needs to take in future.

1st	Cath Woodman / Dave Smith	NWL	3	Fails	9	Mins
2nd	Mike Biss	NEL	4	Fails	7	Mins
3rd	Lee Craker / Dee Keane	NWL	5	Fails	29	Mins
4th	Dave Robins / Alan Robins	NWL	6	Fails	43	Mins
5th	John Cotton / Bernard Ward	NEL	12	Fails	40	Mins
6th	Allan Goddard / Simon Mummery	WMx	22	Fails	49	Mins
7th	Eric Crease / John Brown	NWL	30	Fails	65	Mins

Concorde PCT We almost got away with the weather, but it caught us at the last moment during the awards and tidy up, coming down heavy enough along with the wind to almost blow over the tent. Several people had problems getting out of the field due to the mud, but a quick tow by Pete Gregory saw everyone leaving ok. With the earlier start this year, we managed to put on 6 hills and have 6 rounds at each during the day. At the halfway stage, Dave Smith hadn't dropped a single point on any of the hills, but a slight tweak during the



lunch break amended that. After 36 hills, Dave only dropped 5 points and even with the index of performance applied, was the winner for the second year running.

Future Events

Miglia Quadrato This is running on the night of 13/14th 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 £11. Contact me if you want some regs.

Curtis Bennett Motorsport Weekend This will be going ahead on the 19th/20th of May, but in a different format to previous years. What you will get are two tandem 12 Car rallies of 80 competitive miles each, with the field split between the two, which will run on the Friday night, followed by the Dunlop autotest on the Saturday afternoon. The idea of the 12 Car rallies is to keep costs to a minimum (no permit fees) whilst keeping alive the Curtis Bennett competition during these restricted financial times. Timescales for the event will be an 11pm start at the Highwayman Inn on the A417 (10 miles SE of Gloucester) before finishing in the Gloucester area. Competitors can make their own arrangements about accommodation before going to Whitemead Park where the results will become final in the morning. Then there will be the grass autotest immediately after lunch, followed by the awards presentation at 6pm. In addition, there will be other events happening during the weekend, such as I.A.M. stand, road safety sledge, scenic drive around the Forest Of Dean on Sunday, caravan meet, walking treasure hunt and Britannia Rescue stand. Regs are now out and have been circulated via e-mail. If you haven't received a copy, then please give me a call and I can send you a copy.

Juniper Autotest It's now that time of year when I plead for marshals to come forward and help out on this tarmac autotest event. The event is a round of the BTRDA national championship and if you want to see some spectacular motorsport by some of the best drivers in the country, then come along and watch the action from close quarters. At its simplest, marshalling on this event 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. As we have four tests running at the same time, we need lots of marshals to make the event a success, so why not get some group members together and we can then put you on the same test. The more people we have, the more time you will have to look at the other parts of the event. If you want to know more, then please just give me a call.



Greenacres Autotest NWL will be starting the summer grass autotest season off with their event at Studd Farm, near Leighton Buzzard. The event is run on a smooth grass field and the tests are usually all forwards. This is suitable for any car, even autos, and is totally non damaging and very good fun. All you have to do is drive a set route around some cones against the clock and you even have a chance to drop scores. Regs will be out later in the month, but make a date for diary now.

Grasshopper Autotest The second grass autotest will be organised by NEL, who are hoping to find another venue nearer their own base. If one is not found in time, then it will be held as previously at the Studd Farm venue. More details next month.

MikeBiss: NLC Motor Sports Coordinator **Tel:** 01525 720299

E-mail: mike.biss@openreach.co.uk

May Clubnight

Thursday May 11th

Spring Treasure Hunt

19:30 start
(**19:00** for the briefing)

Starting and finishing at the Jolly Woodman Inn,
Littleworth Common

(175 / 935½ 865½)

(it's our Noggin venue - so you'll be able to find it again, come the next Noggin night!)

A gentle few hours of motoring fun!

Entry fee £4 *per car*.

Contact Derrick or Ann Holden for further details on
01628 440807,
or email derrickholden@yahoo.co.uk or
annmholden@yahoo.co.uk