



November 2004
Number 465



West Middlesex Silverware from the Curtis Bennet!

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Your Editor Speaking...

A packed edition for you this month, with some excellent articles! Read all about the Metropole run at the somewhat curtailed C-B weekend, the **csma** trackday at Castle Combe, the Retro Run as well as the Three Shires Run. Oh, and there's some old rubbish about a numpty trying to squeeze a Vauxhall engine into a Westfield... I fear this may be the first in a long line of installments...

Mention is made elsewhere but since I

have a vested interest (co-organiser) and also edit this august tome I'm going to mention it again... **Get your names in for the first *New Year Run!*** It's the second Sunday in January so you'll have time to sober up from New Year's Eve - we'll hopefully make it a good day out - but it'll only be good if YOU come along and join in! So get in touch and put your name down! ;-)

Have fun!

Jeز Boakes (Editor)

Chairman's Ramblings

Well we're nearly into November and the Christmas Decorations have been in the shops for almost a month. Global warming seems to have taken hold and most of the UK is under 10ft of water. Well is it really global warming or just a wet October, personally I really don't know and its not something I can do that much about, but what little we can do will surely make some small difference?

The Curtis Bennett Motorsport weekend was in early October and several WMx members made the trip up to Whitemead Forest Park in the Forest of Dean for a weekend of Motorsport. I arrived on Friday evening and was greeted by AG who told me I had 3 minutes to get ready as we were going for a curry. Chalkie and Denise joined AG, Gavin Waller and myself and some other csma members for some really

good food at an Indian restaurant in Lydney. A good time was had by all.

Saturday morning arrived all to soon and we rose to a damp windy day. Various activities were on offer, including slot cars, walking and driving treasure hunts and a motor Gymkhana. All the other Whitemead facilities were available including the swimming pool steam room and sauna. We met some really interesting people in the sauna but I'll tell you about that some other time. The Metropole run took place on Saturday evening and I found myself navigating for non other that the csma Captain AG. As some of you will know I've done a bit of navigating in my time but I'm really a driver and I had never competed on any regularity type events other that as a driver. This was going to be interesting..... However we made it round OK and finished an incredible 3rd overall not bad for my first attempt. AG was pleased with the result, as I understand it, but he said it made a

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change from coming 2nd. Malcolm and Steven Grubb won the event and I'd like to congratulate them from all at WMx, well done chaps. Jerry Ludlow also did well and was navigated by that well known WMx member Ian Jarret.

It was very unfortunate that the Curtis Bennet road rally was cancelled this year, but I'm sure that the Motorsport committee will come up with a good event next year.

However the cancellation meant that we had to suffer another AG quiz, which was actually very entertaining especially given that Jerry and myself teamed up and won the first prize of a weekend at Whitemead Park. No offence Jerry but would you like to ask Emma to come with me instead ?

The evening continued with some magical entertainment provided by a well know WMx member. A free beer to the first person to guess who it was. This seemed to go down very well and the magic went on well into the night, when we were kicked out of the bar and took up residence at Chez Nelson. We retired sometime around 3am, ready for the Dunlop autotest the next morning.

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The ground was sodden and the clouds looming but the Dunlop went ahead as planned and a good time was had by all, if my memory serves me correctly the autotest was won by somebody Grubb but exactly which one I'm not sure (well done Steven)

After a bite to eat and an afternoon nap, the awards ceremony was presented by the csma's very own MC Allan Goddard, who did a sterling job of pulling things together despite numerous interruptions. WMx even managed to come away with the Team Trophy for the Metropole run, but it was removed from me as I tried to leave the building on the basis that it was too valuable and had to live at HQ.

The bottom line... A good time was had by all despite there being no rally... Roll on next year!!!!

That's it, it's nearly 1am and I've still got a report to write and some sleep to catch
Beans...

...Rhubarb

And a bag of plums...

Seeya!

Big J (Chairman)

Mack's Mutterings

October didn't turn out to be such a good month for me. The fact that our builders are still working at a snails pace and developers want to turn our road into a row of little boxes did not help but to cap it all the Curtis Bennet was cancelled! I had thought about marshalling the last couple of years but this year I actually planned to go - typical! Not that the CB was all that was happening that weekend and, from what I hear, it was actually an excellent weekend despite the lack of the CB. Unfortunately the aforementioned issues at home meant I really had to cancel. A shame- hopefully next year!

To continue on a more positive note, our October clubnight (New Members Night) was very well attended. Unfortunately not so many new members but nevertheless

there were lots of old members who appeared to enjoy themselves. As a newcomer (relatively) myself it was great to see everyone and put a few names to faces of old hands I had heard about but not met! Mind you, I think I should apologise to Stuart for writing "Jason" rather than "Jenson" (who is this Button guy anyway?) in the quiz and potentially losing us 2nd place - oops!!

Next clubnight is billed as a "motoring theme quiz night". Given that the new members night concluded with a quiz I think there might be a bit of a rethink there to make this one a bit more special. I have a feeling that AG has something up his sleeve so come along and I am certain you will enjoy it! The December clubnight is our usual Christmas skittles - get your tickets ASAP from Rhys and don't forget to ask

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about the special deal including the Annual dinner!

Then of course there is Christmas but you will have to make your own plans for that. However, why not blow away some of those Christmas cobwebs with either the New Year's Day Parade or our New Year Run (or both!)? I have already had prom-

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ises of entries to the New Year Run and planning has started (**the start / finish venue is The Lambert Arms, just off J6 of the M40**) so we hope to make it a great start to the new year. Let me or Jez know if you are interested!

That's all for now - have fun!

Toby Mack (Secretary)

Curtis-Bennet Motorsports weekend 2004

Metropole Run

"A catalyst of motion"

In 2003, Emma and I took part in the C-B weekend's events for the first time (car too loud in 2002!) and, despite not really knowing what we were doing managed to get round the Metropole route without getting lost. We also managed half the C-B Rally itself before Emma started feeling the effects of all that high-speed motion and we retired gracefully. We enjoyed ourselves a great deal, boosted by Emma's performance in her first autotest on the Sunday and a great curry before and night out after the prizes.

This year however, with the arrival of our daughter Jessica in August I was without a navigator and although I arranged one through work he couldn't make it, so I was left to find one at Whitemead on the Friday night / Saturday morning. My first inclination was to ask a female member of the bar staff, but thought that might not go down too well with certain members of the party, so I casually mentioned it over a drink on the Friday night and had a volunteer straight away! I'd never met the chap before and AG decided he'd tell me that I'd managed to bag the Chairman of the **csma** Motorsports Committee, Ian Jarret. No pressure then, on only my second regularity event!

I had a chat with some others about the best way to approach the event and I decided that the simplest option would be for me to simply act as an interface between the experienced navigator and the car's controls, simply doing exactly what I was told. A veritable "*catalyst of motion*" suggested Nigel Nelson, and it stuck...

After a previous disappointment, I wanted to ensure that the Sierra was as quiet as possible for scrutineering, so the plan was to re-fit the sound deadening material after it had been removed for the recent WMx Rally Track Day at Barton Stacey, so I popped into the local town and got hold of some trim clips and washers and spent a jolly hour or so under the bonnet refitting it and checking fluid levels. Checking the coolant level was easy as the expansion tank cap was missing. I'd topped up the coolant the previous day before the journey and had driven the A303, A34 and the M4 with no pressure in the cooling system. Added to that, the radiator was now leaking a bit, it having healed itself after an off at Barton Stacey. Back into the car and back to Motor World in Lydney. They had one rad. cap left and some Barrs Leaks, which fixed the problem.

The Sierra passed the noise test (which I am still confused about as I thought it was 74dB @ 4,000 r.p.m. but was told it was 78dB @ 4,500 r.p.m.) Anyway, she was quiet enough and the lights worked, so I went and signed in and Ian took the route instructions away from me for a plotting session (well, I'm just a catalyst of motion after all, what do I need with such things). I then took the opportunity to go swimming with Emma and Jessica for half an hour, in the perfect kiddies pool on site, and had a bite to eat. 7:45 came up quite

quickly and I made my way to the collection point where competitors were already gathering and made sure Ian was comfortable in the left hand seat.

Before long (well, at 8:18 actually), we were off and running, with the partnership working very well right from the off, Ian calling landmarks to watch for and the required average speed, and me replying when we'd reached the landmarks. This catalysis lark is pretty easy, thought I as we plodded round the route. The first time control came up very quickly and despite some careful throttle and braking work we couldn't hit it to the second and dropped a few points. As the event progressed we seemed to be working well as a team and it wasn't long before I got the hang of maintaining the required speed. We seemed to be hitting the marks at the right time, and we were getting the code boards (the final one being my initials, which was nice...). Then Ian told me he'd accidentally reset the watch, which was a bit of fun, but all credit where it's due, the remaining route was re-calculated to the time of day and we ran with that all the way to the finish instead of going on "time on event". By the end of the very enjoyable route we thought we were somewhere between 30 and 60 seconds adrift, which I was happy about, so back to Whitemead for a beer and to chat to the other crews about their experiences, and a quiz organized by AG. The final results showed us to have collected 42 seconds worth of penalties which was good for 5th overall and 4th in class. This also enabled us to contribute to the WMx group effort and bring us in first place, so I have a shiny trophy at home! Added to that, Jon Wright and I won the quiz and took a prize of a weekend's free accommodation at Whitemead into the bargain!

A final word about Whitemead Park : I thought it was a great HQ for the event, the accommodation (apartment) was spacious, well equipped and great value. The facilities are great for those not actively taking part and provide well for children as young as Jessica and as old as me. I think the pool will be a major draw on my time in future visits.

See you at Whitemead next May.

Jerry Ludlow

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Retro Run 2004

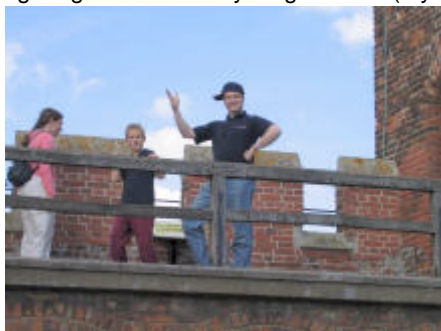
10 – 12th September - Lincolnshire

This was the sixth running of the Retro Run but the first time in Lincolnshire. We stayed at the Hotel Elizabeth, Grimsby, which looked like a 1970's tower block, although a bit dated it was pleasant enough. We didn't arrive until late on the Friday as Toby had flown back from Finland. By the time we arrived the evening was winding down, dinner was over but Terry and Pete (Motor Sports & Social Committee) hadn't handed out the road books and given their talk so we enjoyed the rest of the evening with everyone else. It was good to see that West Middlesex was the largest contingent there with 13 members in all.



The run began and 9am (ish) Saturday morning and with our very detailed road book of Tulip Diagrams we travelled around Lincolnshire through some beautiful countryside (when we went slow enough for me to look) and some great road for the drivers to enjoy. There was a lovely selection of cars in the car park at the beginning which included Noddy the fantastic Ford truck that had driven all the way from The Cotswolds, a beautiful Alvis, a Porsche 911 and a Vauxhall Monza amongst others...

There are lots of Windmills in the area and the one we visited in Alford was spectacular with it's five sails turning, milling flour which you could buy from the shop. The energetic amongst our group climbed up the six floors to top, but it was not a good place for those with vertigo. Jez and Toby spent what seemed like hours figuring out how everything worked (if you are interested I'm sure they could bore you



with their findings and lots more photos!) It certainly made a very good coffee stop on the first morning.

Later that day we visited the East Kirkby Aviation Heritage Centre where we saw an Avro Lancaster bomber taxi up and down the runway. I have to say I wasn't looking forward to this as I'm not keen on old aeroplanes, but it was amazing to see it fire

up each of its four engines and I was very glad that I was persuaded to make a visit. Later in the day we also visited Tattershall Castle, which had the oldest graffiti I've ever seen - from 1807!



At the end of Saturday we went back to our Hotel for Dinner and 1940's fancy dress. There were an awful lot of men pretending



to be Majors, Admirals, Generals etc, but AG in his Pursers outfit in all white certainly stood out! At the end of the evening AG entertained us by relieving us of any loose change as usual and raised an amazing £74.86.



Sunday took us through more beautifully scenery and roads to Lincoln where we visited the Castle and Cathedral, both very spectacular buildings we even saw the Magna Carta at the Castle.



The last meeting place for everyone was at Belvoir Castle where we had a Cream Tea and a final few words for Terry and Pete. This was their first attempt at organising this event and I have to say they did a wonderful job. We thoroughly enjoyed the weekend and can't wait to find out where next year run will be.

Gail Mack

csma Castle Combe Track Day

Sometimes you're about to do something for the first time and the anticipation of how good its going to be (no I'm not talking about that!) means it can only be a disappointment. This was my concern about the Castle Combe track day back in September, because, hand on heart, I haven't looked forward to anything quite so much in years.

At a leisurely pace I journeyed down the M4, confident in the knowledge that all desires to go fast would be satisfied later in the day. I turned into the circuit just as the first of the day's headlines were being read for the 8:30 news. I was bang on time; this must be a good omen. A quick walk across the paddock to signing on and it occurred to me there wasn't a cloud in the sky. Things were looking good

There was a safety talk given by the professional driver employed by the circuit. Everything he said made sense,

- No overtaking on bends
- If someone is catching you up let them by
- Drive within your limits
- When the chequered flag goes out you have one more lap, but slow down, to give the car a rest, lose some of the heat out of the brakes and control the adrenaline pumping through the veins
- Above all have fun.

The thing that struck me, which I hadn't expected, was that they trusted us to be sensible and throughout the day I didn't see anyone abusing that trust.

All the cars had to pass a 100dB noise test at 5000rpm. My Clio barely registered on the dial! All that remained was to erect my little beach tent in the paddock and empty everything out of the boot. Next it was time to queue up and wait my turn to go out on the circuit.

The guys running the show were letting 12 cars out at a time and giving them 12 minutes on the circuit, roughly 8-9 laps. My initial thoughts were that 12 minutes was too short, but it's fair to say I was wrong. We were in the 3rd queue so approximately 25 minutes to wait until we were off. Plenty of time for a wee then.



Those 25 minutes seemed to take forever. Although I was chatting to my brother Malcolm and his daughter Caroline, driving their red 911, all you wanted to do was get out onto the circuit. At last we were told to get ready, i.e. put on our crash helmets, seat belts and make sure our arms were covered.

The car at the front pulled away slowly into the pit lane and I'm thinking 'this is it, now stay calm, nothing silly on the first session.' With millisecond precision, as the wheels of the car started to rotate,

my mobile phone, hidden deep in the glove box started ringing. Needless to say I had no intention of answering it, anyway it would go to voicemail in a couple of seconds. Oh no, voicemail. Sure enough there it was ringing again, and again, and again. Like a little Jack Russell, it was not letting me forget it was there. As a result, my first experience of the main straight was peering over the dashboard, with my left hand somewhere near the bulkhead, trying to find the phone and more importantly the off button!

Luckily for me the Clio is a very forgiving car to drive at speed. You can go into bends very quickly. Enthusiastic use of the brakes sees an enormous amount of speed disappear and round she goes. This was how I completed my first few laps, but I knew this wasn't the proper way, although remarkably good fun.

Once I had settled into a rhythm, I began to experiment with the lines through the bends. Cones had been placed at strategic points, namely braking point, turn in point and apex of the bend. The braking point seemed right, but the turn in point was later than I would have expected. I remember the pro saying slow into the bend and fast out, so I started taking off more speed to the turn in point and then flooring it



through the bend and hay presto, you get the equivalent of a slingshot effect and suddenly you're overtaking cars on the exit from the bend. Now this really is fun.

One of the key bends at Castle Combe is immediately before the pits and I was consistently getting it wrong. I'd been following a 2 seater special (similar to a westfield) for a while and we were both coming up to this bend. This time I went deeper before turning and wow I was almost up with him on the exit. Sure enough by the end of the

straight I was passed and now after those two Porsche 911s. A couple of bends later and I've passed one and rapidly catching the other. At the back of my mind, there's a question and answer session going on. Are you really this quick, or is something fishy going on?



All was revealed as I closed in on the last Porsche. Is that his elbow resting on the window? Oh, woops. Back at the pit bend, I'd been totally focused on the apex of the bend and completely missed the large black and white flag waving down by the bridge. All the cars I'd overtaken were on their slowing down lap. Not a mistake I'd be making again, although in fairness a few other people commented they'd also missed the flag during their runs.

Later in the day Malcolm tried the Clio, I tried his Porsche and Caro-

line tried both. We walked up to one of the vantage points to watch Caroline complete her 8 or so laps. Initially she let a couple of cars pass, while she sussed out how the Clio felt. Then, as they say, she went for it. We could see the cars for about a third of the lap and there in the distance was the Clio catching up a BMW.

By the time they were in front of us, Caroline was into her overtaking manoeuvre. The red mist had obviously come down, because the next car in front of her was a 911. Two laps later and it was the car behind her. Hey she's quick!

Earlier I said I thought 12 minutes would be too short. Believe me, on the final lap of each session the sweat was running down the inside of the crash helmet and when the chequered flag appeared it was like seeing an old friend. 12 minutes was fine by me.

I set my trip at the start of the event and completed my last run around 4.00pm (although the circuit was open until 5.00). In that time the Clio had clocked



up 114 miles at an average 16.6 to the gallon. I thought this was quite good considering it spent the whole day somewhere between 4000 and 7250 rpm.

In conclusion the csma track day exceeded every expectation I had, by miles. As soon as they announce the dates for 2005 I shall be reaching for my cheque book within seconds!

Michael Grubb

A Few Words on the Three Shires Run

Jeze and I are regular participants on touring assemblies but for this year's Three Shires Run, we agreed to act as official event photographers.

We met everybody at the start, the New Inn, Heckfield, (near the A33 Reading-Basingstoke road) for our bacon sandwiches and then departed ahead of the field to ensure that we'd be ready and waiting when the participants arrived.

There was a small technical hitch which meant that we were actually at our allocated photo point, a brow in open countryside north of Goring in Berkshire, about an hour and a half earlier than we needed to be. It turned out that seven miles earlier in the route, there was a passage check at a "Herb Nursery" where the crews had an optional hour's break.

Never mind, we settled back in the breeze and watched a Sunday morning in the countryside unfold. We counted the number of trucks on the goods train, we established that the Reading-Birmingham service is actually pretty frequent and seems regular and we smiled and nodded at riders as they passed on their horses. I think they were



Beautiful Healy 3000 at the Start

wondering what on earth two people with a camera and a clipboard were doing sitting on small stools in the middle of nowhere.

A jogger passing by asked what we were doing and looked at us in a way to suggest that she thought we were mad – yet she was the one running round Berkshire on a Sunday morning!

A highlight was a buzzard which flew over us a few times, looking for it's breakfast, before vanishing behind trees.

AG had arranged that marshals for the event would drive the whole route to their correct location, ahead of the field, man their post and then tag on the back in front of the course closing car. That way, marshals were able to enjoy the route too. So, the first visitors to our photo point were Mr and Mrs Peter Jones on their way to their passage check. They dutifully smiled for the camera and said that the rest of the participants weren't far behind.

Jeze had already got me to drive my car along the lane in order to establish the optimum point at which to take the pictures so we settled back and waited. One by one, grinning "runners" arrived, exchanged pleasantries and continued on their way. It was all very civilised.

Once the flow of traffic had abated, I rang Terri Jacobs, event secretary, to check whether we were due any more cars. We established that Bernard Ward would probably be our last visitor as the other missing cars were either non-starters or had suffered mechanical mishaps.

So, once Bernard had been through, we packed up and headed back down to the M4.

We had directions to the finish at Eton Wick but as the museum wasn't scheduled to open until shortly before the event runners arrived, we had arranged to go elsewhere to process the pictures.

"Elsewhere" was my place of work – the Arlington business park at junction 12 of the M4. I talked nicely to our security guard who allowed us to set up the laptop and printer in return for making him cups of tea. A good deal, I thought.

Jez had prepared template certifi-

cates with the event header which matched the Road Book but it still took a while to select the best photograph of each car and print them off on their respective certificate.

Eventually we were all done and headed down to Eton Wick to join the others and present their certificates.

The event finish was at a motor museum which generally isn't open to the public. It houses mostly military vehicles along with an Aladdin's Cave of memorabilia (including uniforms on dummies from various war eras) in glass cabinets lining the entrance hall and tea room.

There was a story behind every item on display and we were treated to a tour by the owner. The history was fascinating and his knowledge of the vehicles was impressive. His collection ranged from General McArthur's car, used in Japan during WWII, to the armoured car driven by Lieutenant Gruber in 'Allo 'Allo and much of the collection is regularly loaned out to film makers for use on location.

It was a real privilege to be allowed in to look around and an added bonus on the end of a very successful event.



Gruber's Little Tank!

Nikki Wild

Next month is the *December / January* edition.

The deadline for articles is:

November 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.

Diary of a Westfield Owner, aged 38 *Precisely*

October 9th 2004.

9:45AM. My Birthday! Got up quite early. Feel rough (too much beer last night). Goal for today: get the engine out of the Cavalier in time to get down to Whitemead in time for the evening entertainment on the C-B. Shouldn't be too difficult – I have the trusty Haynes manual. How hard can it be, especially with my mate Keef to help out?

10:20AM. The car is in the garage, blimey – not much room to manoeuvre... Engine hoist is at the right end of the car – hah – not getting caught out like that! First job, bonnet off....

10:30AM. Bonnet's off. Next, drain oil and coolant.

10:45AM. Engine is empty, get the radiator out. Hmm... it appears that the car Mr Haynes worked on clearly didn't have this flap of plastic attached to the bodywork *and* the radiator... No matter – lots of levering with a sacrificial screwdriver, followed by drilling out the little plastic rivets sees the back of it. Radiator out. Easy! Next – alternator – after bacon butties!

11:15AM. Excellent bacon butties – thanks Nikki, but still feel a bit dodgy. Time for some Anadin washed down with tea.

11:40AM. Back to it. Alternator, chapter 11. but first airbox, chapter 3. Easy peasy lemon squeezy...

12:10PM. Alternator out. Better keep hold of that bit... Next take off the power steering pump. Uh-huh... not a problem, except power steering fluid really stinks...

12:40PM. Disconnect as many hoses, wires and cables as possible!

1:30PM. Remove the three upper engine to gearbox bolts... Oooh... Getting serious!

1:40PM. Remove the crank pulley. Hello – what's this? A star nut? Poo. Don't have a socket for one of those. Ho hum – a trip to Halfords. Keef says he'll take the exhaust manifold off while I'm gone...

2:40PM. Back from Halfords. They only stock 4 sizes of these sockets, and they've sold out of one of them (naturally I forgot to measure the nut first...). What's the betting the size I need is the size they've sold out of? Hah! It isn't! It's FAR bigger. Bum. Bum. Bum. Why do we need to take the crank pulley off anyway? Old Haynesy neglects to tell us precisely why... Oh well, no choice but to leave it on. We'll cross that bridge if and when we come to it. The good news is that the exhaust manifold is off. Nice one Keef!

3:00PM. Hmm... getting late, but still should make the C-B... Remove the clutch. OK... chapter 5 here we come. Remove covers – OK, remove circlip – OK, using a 12 point splined key... **A WHAT?** Oh s*** - I've never even heard of these, never mind got one. Hmm – don't remember Halfords having one either. Give 'em a ring. You stock sets of them? Oookaaay... Off to Halfords...

3:30PM. No they don't stock sets of them. They (like me) have never even heard of them. How about Camberley Auto Factors? Give 'em a ring. You stock sets of them? Where have I heard that before? Off we go. Blimey – they do stock sets of them too! And sets of star sockets. This 24" breaker bar might come in handy too... £50 lighter – back home.

5:10PM. Starting to get a bit tight on time now... Back to that clutch. Take out the nut using my shiny new 12 point splined tool. Now using Vauxhall tool number... oh no not again... But it appears that one can be improvised! Ah-hah! Improvise is my middle

name... Using an M7 bolt. **A WHAT?** I've never seen an M7 bolt – there certainly isn't one in my extensive nut and bolt collection. Do I have an M7 die? Nope. Nothing for it but to get on the lathe and screwcut one.

5:45PM. Tool made – shaft withdrawn using it. Now, compress the pressure plate against the tension of the diaphragm spring using special Vauxhall clamps... Cue sinking feeling. Again. But again, mention of improvisation! Back to the bench to make some clips.

6:15PM. Under the car to try to work out where these d@mned clips go. Has that git Haynes ever actually seen an SRi clutch?

8:00PM. Several sets of clips have been made, and none fit. This clutch doesn't look even slightly like the one in the 1993 Booker Prize for Fiction winning tome "Haynes Workshop Manual for Vauxhall Cavalier 1389cc 1598cc 1796cc and 1998cc". Briefly flirt with the idea of taking the gearbox out with the engine, but can't work out how to remove the drive shafts (precisely what and where are the "snap rings"?)... Nothing for it - time to call in the big guns. Get on the phone to Toby...

8:40PM. Toby arrives. "Why do you want to take out the clutch?" he asks. "Erm... 'cause it says so in the book?" I cautiously reply... Decision made. Separate the engine and gearbox, then lift the engine and the clutch should fall out...

9:00PM. Engine is attached to the hoist, remove the last few bolts – and there she swings, almost free... Not quite enough room in there to separate the engine and gearbox. Perhaps that's why they wanted us to take off the crank pulley...

9:30PM. Lots of to-ing and fro-ing, but the engine and gearbox are still a little too intimate with each other. Decision – remove one of the engine mounts holding the gearbox in, first supporting that end of the gearbox on a "Bit-Of-Wood™" with some rope...

9:50PM. It's out!!! And, just as the computer predicted, the clutch fell out. Wave bye bye to Toby and get on with securing the gearbox back in the car and replacing the bonnet. Push it back onto the drive so we can finally close the garage door.



10:20PM. 12 Hours later. Done. Collapse in a chair and order a take-away. Slightly hungry... Pass the alcohol someone!

Jez Boakes

Dates	Event (Status)	Club	Type of Event	Champ
Nov Fri 12	* 12 Car Rally (C)	NWL	Navigational Rally	Centre
	25-27 * Revival Rally (C)	ERA	Endurance Rally	
Dec 4/5	* Civil Service Rally (Nat B/C)	North West	Navigational Rally	
Dec Fri 10	* 12 Car Rally (C)	NEL	Navigational Rally	Centre
Jan Fri 14	12 Car Rally (C)	WMx	Navigational Rally	Centre
Feb Fri 11	12 Car Rally (C)	NWL	Navigational Rally	Centre
Mar Fri 11	12 Car Rally (C)	NEL	Navigational Rally	Centre
Apr Fri 8	12 Car Rally (C)	WMx	Navigational Rally	Centre

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

Past Events

Autumn Autotest This was cancelled due to a lack of entries.

Quadruplex Inter Group Competition There was a superb turnout this year with over 50 people attending. The result was the same however with NWL taking the individual award and team award. There was 4 teams from NEL, 3 teams from NWL, 2 teams from WMx and one team each from Southend and HQ. The event format was picture cards and the answers could be names, places, flags or films. With ten rounds and a marathon event (match the Olympic sports with the British award winners) followed by some food made the room a very comfy place to be.

Curtis Bennett Weekend The week before the event and rally competitors (not the marshals note) are advised that the rally has been cancelled, due to "route problems". With the option given to cancel your attendance on the other events, many people took this option and so very few people attended this year. Unfortunately the rest of the weekend was still not promoted properly on site with no mention of peripheral events times and the awards evening missed out several of them completely, much to the dismay of their organisers. It seems that with the introduction of all these other events, there is no overall control of the weekend and co-ordination of the different organisers (if there is it doesn't work). Hopefully lessons will be learnt (obviously they weren't from last year) and addressed for next time so that the whole weekend runs smoothly and someone has a handle on the running of the events.

Holly Autotest I eventually managed to get 11 people to the event, thanks to Dave for rushing back from Jersey to have a go. With three runs at each test and the best two times to count, we managed to get 27 runs during the day. Although the ground was very slippery, it stood up well to the abuse given, and times could be improved during the runs. Arnold Lane was the winner, followed by Martin Cheshire (sharing the Mini) and Michael Grubb took third in his Renault. The rain managed to hold off until the latter part of the event and didn't spoil it too much. Hopefully we will have better weather next year when the event returns to an August date.



Future Events

November 12 Car The event is scheduled for 12th November and will use the cancelled Greenhorn route and navigation. Using map 166, the start is from the John Bunyan Public House, Coleman Green, Wheathampstead, MR/189½126¼. There will be easier navigation for the novices and marked maps for beginners (if they enter early enough). Entry forms should be available in this edition of the newsletter or from Mike Harrison on 0208 841 1657.

Civil Service Rally The organisers have promised they have learnt from the problems of last year and this time the event will be better. The route is about 180 miles, containing two petrol halts, and uses maps 98, 102 & 103. Navigation is plot and bash and all the roads are declared as smooth. The event starts and finishes at Eaves Hall and you receive a breakfast in the entry fee of £56.

December 12 Car I will be organising this one again, but I don't think we will be venturing off map this time. Returning to run purely on map 166 (well maybe), the event will be about 45 miles and will start in the southern Stevenage area (still putting the route on the map at present). Usual navigation formats and standard £5 entry fee. An entry form should be available in this newsletter and any offers to marshal would be gratefully accepted. Contact details below.

Other Items

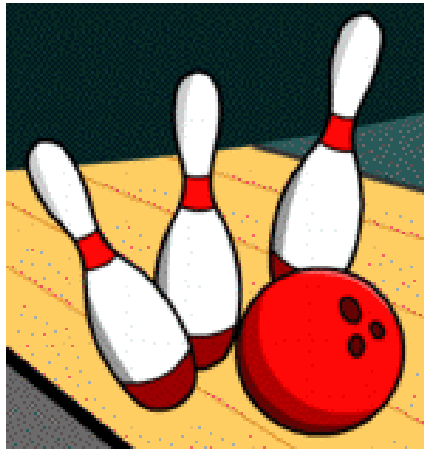
MSA Rule Changes For **Stage Rallies**, the SOS/OK board (A4 size) letters have been defined as a minimum of 12cm high with a minimum stroke width of 1.5cm. The SOS must be in red (same as before) and the OK must be in black (which is a new requirement, some are currently green). Also for stage rallies, all seat belts will need to be FIA homologated, although this is recommended for 2005, it will be mandatory from 2006. You can bet that seats and overalls will follow in the next few years. **Crash Helmets** - the following standards are no longer eligible for international events: SNELL SA95, SFI Foundation 31.1 & 31.2. In addition, those mentioned will no longer be allowed on MSA events from the end of 2005.

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Fill this space!
Write an article!
NOW!
Yes, you!

Christmas Skittles and Buffet Supper

**Skittle alley bowling with prizes for the winners and
a buffet supper included.**



***Thursday, 9th December 2004
7:30pm for 8:00pm at
The Greyhound Pub, Eton Wick
(10 minutes from Jn 7 or the M4)***

***Costs £15 but can be bought with a ticket for the
Annual Dinner for a total of £32.50, a saving of £5!***

For tickets or more information contact Rhys Edwards on
01793 616252