



October 2005
Number 475



***Martin Saunders on his way to winning the Haymaker
for the second year running!***

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Your Editor Speaking...

September 2005 will I suspect long be remembered as a month of highs and lows.

The high represented by the crowning of Fernando Alonso as the Formula One World Champion in a season of mature driving beyond his mere 24 years.

The low refers of course to the tragic death of Michael Park - one of the "nice guys" of rallying. I'm sure we all extend our sympathies to his family and friends, and can only begin to imagine what Markko is feeling...

In both these radically different events it was reassuring to see Sportsmanship rise to the surface - Loeb throwing the rally and Ron Dennis acknowledging Alonso as a worthy champion...

Some confusion has been caused regarding the WMx October 12-car. The event is running, albeit in a slightly modified form. See the ad elsewhere in this issue.

Very few points claims yet... If you want the silverware you'll have to start claiming!

Until next time...

Jeز Boakes (Editor)

Chairman's Scribblings...

Hi all! Not much for me to report this month.

The Haymaker autotest was again a great success and my thanks go to Malcolm Grubb, Toby Mack and their team for excellent organisation. A fun days motorsport was had by all, I'm sure the results will be reported elsewhere, but I'd like to add my congratulations to all that took part, especially those that won awards.

My work managed to interfere with my private life again this month so I missed out on what I hear was a great clubnight, thanks to AG for organising the slot car evening.

That's it from me this month. I hope to be out and about again soon, but currently I am unable to drive following an operation on my wrist.

See you all at clubnight I hope (fingers crossed)

John Wright (Chairman)

Mack's Mutterings

Well, that is September come and gone! For me the start was pretty hectic as someone had volunteered me to be Secretary for the Haymaker autotest. Now this was a little daunting as I have never actually done this "job" before but some excellent documentation and check-

list from Nikki made it all relatively easy. That said, a last minute business trip to Finland the week before didn't help my stress levels, nor did turning up at the site the day before the event to find Malcolm and Madeleine discussing whether or not to cancel due to the terrible state of the field!! In the end though it turned out ok, we

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found some relatively flat bits to run the tests on, and everything went reasonably smoothly. Phew!

The next event of the month was the Retro Run, we have been on this the last 3 years and thoroughly enjoyed it so this was guaranteed to get my stress levels down. Or was it? 2 days before the event I noticed my Westfield (our chosen car for the weekend) was making a lot more noise than it should. Further investigation found a badly warped and leaking manifold flange and a silencer that needed repacking. Why does nothing ever go right? Oh well, a few hours later I had removed the manifold, filed the flanges flat (with a bit of help from my ex-toolmaker father-in-law!) and refitted it. No time to check if it was ok, the car was loaded onto the trailer for the trip to the Cotswolds with fingers firmly crossed! As it turned out the car behaved itself fairly well all weekend. The hotel turned out to be very grand, with excellent staff and food, and the route was excellent too. I grew up only a few miles from the start finish venue but it was amazing how much of the route I did not recognise! That is either a tribute to the organisers' route finding or a sign of my failing memory. I'd like to think the former!

The Sump October 2005

Anyway, an excellent weekend and a big thanks to the organisers!

Unfortunately, that was about it for my month, clubnight was slotcars but I could not make it (that was the night I was re-building the Westfield's exhaust....) but I hear there was some close racing as usual.

Next month starts with the 3 Shires Run. A bit of a late entry for me, as I didn't think we could get babysitters, but the solution was to take the kids too. Unfortunately 4 in the car means we cannot take the Westfield but I reckon it will be fun all the same and it does increase the chance of us staying dry for the day!

I would list a few more of the events for next month but I know there have been a few changes to the calendar. I carefully noted these in the minutes of our last committee meeting but these are safely stored on my PC at work - not very helpful when typing this at home... Oh well, hopefully our Sump editor is a bit more organised and has been able to update the calendar for you!

So there we have it, I think that is enough rambling for this month!

Toby Mack (Secretary)

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...a report on a 'Beginners' day at the West Middlesex Group 'Haymaker Autotests'.

The day had finally arrived, I was going to do my first motor sport event as a Competitor rather than marshalling. The Organisers had sent everything I needed, map, Regs., directions, all I needed was food, drink and the sun cream.

I left the house at 8.30am, jumped into my car and drove off down the road. "WAIT!" – forgotten the map - turned back, retrieved the map & then locked myself out of the house, (oh heck, this was a good start for a Sunday and I was out of bed before mid-day too!)

Eventually I found my way to Bramley with no further trouble although I did manage to clip a roundabout but no damage done – I must calm down a bit.

On arriving at the field I thought perhaps I should have brought a 4x4 as it seemed a little bumpy, I started to have second thoughts.

When the others arrived some said 'you're not using that are you?', their worried eyes looking at my Vectra SRi – what have I let myself in for?? Luckily the Organisers had found a smooth corner to put the tests in so the car should be OK.



First it was scrutineering where AG complained about all the junk in the boot – OK, I forgot about all that, removed it, got my 'Pass' ticket and went to Sign-On.

Malcolm gave us a briefing and we were all ready to start. My first test was run by John and Debbs. Almost jumped the start, got going and 'Hey!'

Simon in action!

the Vectra saloon slid nicely (surprised) but I finished the test shaking. After the next two tests I started to enjoy the buzz and the more I threw the Vectra around the more I enjoyed myself – made a few mistakes though but it was good fun.

We did 12 Tests altogether and at the end my car was covered in dust, inside and out. But it was worth it – was a fun day! When everyone was gathered round the finish tent looking at the Provisional Results I found I was 8th overall and I was happy with that at my first attempt at motor sport.

Even better when it was announced 'Simon Mummery – Best Beginner' I was really surprised, my first event and an award too!

Many thanks to Malcolm and the Grubb family, Toby, AG, and especially the Marshals and all the other Competitors for their encouragement and advice. You were all right, I did enjoy it, and it was a GREAT DAY.

Simon Mummery (Vauxhall Vectra SRi)

csma West Middlesex Group

October 12-car

"Rumours of its demise have been greatly exaggerated!"

Friday October 21st

Starting from the **New Inn, Heckfield**
(175 / 725½ 601)

Meet at 7pm
(Car 0 leaves at 8:30pm)

Navigation from a ***fully marked map!***

Suitable for first-timers and beginners

Experts also welcome!

(Please note that this event will **not** be eligible for centre championship points due to the use of marked maps)

Clerk of the Course

Allan Goddard

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Secretary of the Meeting

Jez Boakes

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Marshals also required – *please* come and help out if you don't want to compete!



Dates	Event (Status)	Club	Type of Event	Champ
Oct 1/2	* Powerush Rally (Nat B)	Borough 18 MC	Navigational Road Rally	
Sun 2	* Autumn (C)	csma NWL	Grass Autotest	Centre
Sat 15	* Quadruplex ()	csma SoS	Inter-Group Quiz	Centre
Sun 16	* Gill Morrell PCT (Nat B)	Falcon MC	Production Car Trial	
Fri 21	* 12 Car Rally (C)	csma WMX	Navigational Rally	
22/23	* Pheasant Plucker (Nat B)	Guildford MC	Navigational Road Rally	
Nov Fri 11	12 Car Rally (C)	csma NWL	Navigational Rally	Centre
24-27	Lombard Revival ()	ERA	Enduro Rally	
Dec 3/4	Civil Service (Nat B/C)	csma North West	Road Rally	
Fri 9	12 Car Rally (C)	csma NEL	Navigational Rally	Centre

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

Past Events

Haymaker Autotest Although West Middlesex had a disappointingly low nine starters, the event however was very competitive throughout the day. At the end of the action, after a few lead changes, Martin Saunders ran out the winner.

Bullnose Rally This event was also hosting the Inter Association road rally for 2005 and I managed to badger Graeme Presswell and Ian Buxton into doing the event together, to help me make up a LCAMC team. I can't remember the last time Graeme drove on a night event, although he still keeps his hand in by doing stage events in his Mitsubishi, but he seemed to enjoy himself driving the enduro spec Corsa he shared with Pete Gregory on the Revival Rally last year. The navigation is best described as rough, in that it can be made to work if you are a little bit flexible in how you plot it. By the time you became aware of this, you had lost a bit of time already. Also there seemed to be a lot more than the 8 miles of white roads stated and if that's what they call smooth, I'd hate to see what they think is a rough road. Anyway, this first time pairing of Graeme and Ian managed to get round to 9th place at the finish. Cath and I ended up in joint first place with two other cars but were placed third on furthest clean! The main excitement came when the team results were declared and LCAMC were announced the winners, which is the first time in 14 years that LCAMC had won the prize.

Future Events

Autumn Autotest This will be the final round of the season and will be held at Studd Farm venue near Leighton Buzzard. Should be easy to find now if you have done the others there. Lee Craker & Ian Buxton are organising and entries cost £13. This will be another autotest where a passenger is required. Entry forms are available from Group secretaries or myself.

Quadruplex This is the inter-group competition, usually a quiz, which will be hosted this year by Southend group. It will be held at The Grange Community Centre, Rayleigh (20 minutes from the M25) and starts at 8pm. This is a team effort, so please try and get as many of your members to come along to a very friendly and enjoyable evening. A free chip supper is also provided, so make Saturday the 15th a date in your diary.

Gill Morrell PCT We have an invite to this Falcon MC production car trial, which is similar to the Concorde PCT, and runs at the Great Brickhill site near Milton Keynes.

Pheasant Plucker Rally For this year the event has joined forces with Chelmsford MC and will be held on maps 167, 168 and 155. The event starts near Chelmsford and has a 192 mile route around roads that have not seen a road rally for quite a few years.

November 12 Car Rally This is the first 12 Car of the season and presently details are not available. More next month.

Other News

WMx October 12 Car Please note that the organisers have had problems with work schedules and together with the loss of their start venue, have decided to postpone the event until April next year, again. ***(The event is in fact going ahead - see page 5 - Ed)***

Wales Rally GB It was sad news to hear of the death of Michael 'Beef' Park during the rally, when the Peugeot 307 WRC he was co-driving for Markko Märtin, left the road on the second stage of the last day and hit a tree sideways at about 100mph. Michael took the full brunt of the accident through the door and was pronounced dead at the scene. This is the first fatality to hit the WRC since 1993, the first in fact to hit a factory team since 1986 and the rest of the stages were cancelled. The Peugeot team immediately withdrew its other entry as a mark of respect; the organisers however, maintained that the event would officially end back at the Millennium Stadium rather than after the stopped stage. This meant the other Peugeot crew of Marcus Grönholm was not classified as a finisher and would have meant Sébastien Loeb would have been World Champion. Loeb however didn't want to win the championship this way and so took a two minute penalty at the last control to drop from first (which would have been his first win on the event) to third. This meant that the championship title would wait for the next event in Japan at least, to be decided.

Formula One It seems that Jenson Button has got his wish to stay at B-A-R-Honda for next year after agreeing to give the Williams team £16 million to get out of his contract. Seems they agreed mainly because they're going to lose a major part of their sponsorship from HP and they also need to pay for their Cosworth engines next year after BMW split with the team.

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

csma North London Centre presents

The
‘QUADRUPLE X’

Saturday 15th October 2005

... presented by Southend-on-Sea Group.

This will be an entertaining evening of light-hearted inter-Group competition but will NOT involve maps, navigation, Table Top Rally skills or, for that matter, exercise for any part of the anatomy other than the old Grey Matter!

The only ‘equipment’ you’ll require will be a pen (or pencil if you’re not allowed to play with pens yet...), your unstinting loyalty to West Middlesex Group, and, as always, a huge dollop of your Sense of Humour!

The exact details of the evening remain a closely guarded secret but it will be a Team-type format with a bit of a twist, and the more people we get along the better!

A complimentary supper will be provided part-way through the evening (choice of Chicken or Fish, with or without Chips!) and a reasonably priced bar will also be available to us.

All csma members, friends & family will be welcomed and I hope that a Saturday date (and no work on Sunday?) will encourage many West Middlesex Group members to come along for the evening and join in the fun.

The time? ...7pm for a 7.30 start. For full details of the venue (off J29 of the M25 towards Southend), contact AG or Jez.

Now, I’m definitely going to Southend and will be leaving the Reading area about 4pm – if any one wants to have a drink and not drive or would like some company on route to the Essex coast, I have got three spare seats, give me a call. If I’m inundated(?) I’ll consider hiring a mini-bus!

**Call AG on 07785 903 000 or 01189 345726,
or email at agoddard@csma-netlink.co.uk**

Clubnights!

At the Liberal Club,
Victoria Street, Windsor
(175 / 967 766)

October

Unfortunately this is no longer a guest speaker (this has been rescheduled - watch this space!)

Instead it is "Some Entertainment" from AG...

He's being even more cagey than usual, but he **has** offered to buy everyone who attends a drink - so it's got to be worth turning up just for that...

November

Quiz Night!

WMx Group Plan

At the request of HQ and Centre, the WMx Committee have just produced the WMx Group Plan. The process involved producing a summary of the Group's history and specialist areas of interest, a look at our current membership profile and what the Group currently provides for its members in terms of social and competitive events and a look forward to where we expect the Group to be in a few year's time. We also discussed ways to ensure that we meet our responsibilities regarding the bureaucratic processes such as risk assessments.

The Committee considered the challenges that we currently face and are likely to face in the near future, including increasing costs of motoring, the demands on people's time and the need to find willing organisers for both the social and the competitive events. The result of the process is a document which has a very detailed summary of the WMx Group's background, structure, membership and committee at present and a plan for the future. This plan will be reviewed annually at the first Committee meeting after each AGM.

In summary, you shouldn't notice very much change initially. There may be a few new events but we felt that the wide range of events already put on cater well for a mix of interests on the social and competitive sides and didn't want to do anything too radical too soon. Of course, nothing is cast in stone and if you wish for something new to be tried, all you have to do is approach the committee with your ideas.

Nikki Wild

September Slot car Stages

The September WMx clubnight was another of the popular slot car evenings.

This time, the format was single competition rather than combined times for each pairing but we were still taking part in twos. Whilst one person is recording their run, only their designated partner can replace the car if it comes out of it's slot.

AG had laid out stages 1, 3 and 5 with interesting cross-over points and a couple of tunnels. Dave had laid out stages 2, 4 and 6 which had long sweeping loops in a symmetrical pattern. Each stage was to be run with a different car and alternating clockwise / anti-clockwise around the two layouts.

As ever, the competition was fierce. And this time, there was the added competition within each pairing.

The normal scoring pattern was adopted of the time in seconds for a total of five laps recorded plus an additional ten seconds added for each penalty incurred. A penalty could consist of failing to stop in the designated box or having an incident which resulted in all four wheels leaving the track.

The early lead was taken by Jez who had a flying first stage. The second stage was won by AG narrowly beating Dave by a second. Of course all calls suggesting that our two organisers had perhaps had a little bit of practice were strongly denied.

Jez responded by taking the third stage and Dave took the fourth.

The final two stages again went to Jez who had clearly found his form. Along with Drew, they were the only two drives to incur just a single penalty in the evening.

Further down the field, AG, Bob and Derrick were exercising a more flamboyant driving style which resulted in much entertainment for those watching and plenty of exercise for their respective assistants who were chasing around retrieving the cars after their excursions across the liberal club floor. Simon and myself showed them that you don't have to be fast to avoid coming last, just avoid the penalties!

Driver		Jez	Drew	Nikki	Dave	Simon	Derrick	AG	Bob
Assistant		Bob	Nikki	Drew	Derrick	AG	Dave	Simon	Jez
Stage									
1	Time	74	86	84	90	90	90	71	85
	Pens	-	-	-	10	-	10	10	-
	Tot	74	86	84	100	90	100	81	85
2	Time	100	110	110	99	111	100	98	103
	Pens	-	10	10	-	-	10	-	-
	Tot	100	120	120	99	111	110	98	103
3	Time	91	94	105	114	109	100	149	127
	Pens	-	-	10	30	20	20	50	40
	Tot	91	94	115	144	129	120	199	167
4	Time	90	102	98	96	105	103	99	100
	Pens	10	-	-	-	-	10	20	-
	Tot	100	102	98	96	105	113	119	100
5	Time	85	94	92	94	110	107	93	106
	Pens	-	-	-	10	10	10	-	40
	Tot	85	94	92	104	120	117	93	146
6	Time	75	82	85	79	94	93	83	88
	Pens	-	-	-	-	-	30	10	-
	Tot	75	82	85	79	94	123	93	88
Total	Time	515	568	574	572	619	593	593	609
	Pens	10	10	20	50	30	90	90	80
	Tot	525	578	594	622	649	683	683	689

I had a very close battle with Dave through the evening before finishing ahead of him thanks to fewer penalties, as the results table shows.

The results of the six stages determined the top four placings. Jez, Drew, Dave and I then fought it out in the semi final. The coin toss saw Jez and Drew battle for their place in the final and after a close race, with some rather dubious tactics at times, Drew took the honours!

Dave and I then raced for the second final place. The pressure was on, the red mist came down and I found that the Mini wanted to leave the track at every corner! Eventually, on the last lap, a spin put me about half a lap behind Dave until the very last corner when his Mini shot straight on into the scenery and mine negotiated the hairpin safely to take victory.

The glory was short lived though, as I was totally outclassed by Drew in the final and he took the overall win and prize.

Thanks to AG and Dave for laying on some challenging and entertaining courses for us and to all those who turned up to take part. Yet another successful slot cars clubnight!

Nikki Wild

Revival Rally 2004 – The view from car 9

The Event – day 3 (Chester to Cheltenham)

Chester Holiday Inn

The last day began with a beautiful dawn as we made our way into North Wales for the final batch of 14 selectifs. We both commented on how unusual it was for us to enter Wales in the dry, we should have known better!

The overall route took us South West from Wrexham through stages at Llangollen, Corwen and Coed-y-Brenin before heading south via Dolgellau and Machynlleth, then South East via Tal y Bont, Tregaron, Towy Forest, Merthyr Tydfyl, Newport and the final time control at Chepstow. As expected, day 3 would prove to be the sting in the tail with some classic stages, in classic Welsh weather conditions!

Our problems began on stage 1 (Llanegla Forest, Gravel, 3.5 miles) even though the weather was dry and sunny there was a fair amount of standing water. The bright sunshine caused the occasional fright such as ‘can you see where the road goes, cos’ I can’t?’ made worse as our Nova does not have any sunvisors, but the water would prove to be the bigger problem. We started with 4 cylinders working in harmony, and limped out of the stage with just 2. Fortunately the engine did not come to a complete stop, as I don’t believe it would have restarted. The next road section, plus liberal application of WD40, eventually dried out the electrics so we arrived at the next stage (Legends Park, Cynwyd Forest, Gravel 2.5 miles) with high hopes. In fact two stages were run here in succession, with competitors on their second run interleaved with those on their first. I think everyone was much quicker on their second run as there were some blind crests that were treated with caution the first time, and flat on the second.

Another road section led to stage 4 (Cefyn llystyn Forest, Gravel, 2.5 miles before the first break and coffee halt at the Rhiw Goch Hotel. At this point the weather was still bright and sunny but there were some ominous clouds gathering!

After the break, and further application of WD40, we made our way to the curiously named 5th stage (Pig Bristle Drying Depot, Tarmac, 1.75 miles) followed by the first classic stage (Sweet Lamb, Gravel, 6.5 miles). By now the skies were a uniform grey and a few spots of rain fell. This stage proved to be a real challenge for us, the first puddle

saw us misfiring again so we spluttered through with occasional bursts on 4 cylinders, only to drop back onto 3 and eventually 2 after the televised watersplash. We struggled through to the end of the stage having dropped a lot of time and with me extremely frustrated. Steven did his very best to keep me calm, but it wasn't easy. Fortunately the next item was the Lunch Break at the Red Kite Café. We spluttered in, lifted the bonnet and tried to establish whether the problem lay with the distributor, the coil, the plug leads or a combination of them all. Dave Smith came over to help and with some lateral thinking, tank tape and a latex glove fashioned a waterproof distributor 'cap' as we discovered it was wet inside. Lots more WD40, a quick bite to eat and we were off again to stage 7 at the Mid Wales Activity Centre (Tarmac 4.5 miles). This was a designated spectator stage and there was a fair crowd as we did our two laps around what I guess was a newly laid perimeter road. From here we had a superb journey to the next stage via Tregaron and heading towards Abergwesyn, this is one of my favourite public roads. Unfortunately the drizzle was now fairly constant, except where it was replaced by fog, and the leaden sky looked set to darken even further. We felt that we really were in Wales now. The next stage was another classic within Esgair Dafydd Forest (Gravel, 5 miles). As per usual we started on 4 cylinders but were soon down to three again whenever we hit standing water, fortunately the electrics seemed to recover faster than before (the rubber glove was working, at least partially) so we did our best to drive around any water we saw in time.

Still in daylight we made our way to the next four stages called Mabion Forest, Mabion Way, Concrete Road and Route 60, this group perhaps better known to all Rally enthusiasts as Epynt. The first was a 7.5 miles Gravel stage, the second was 2.5 miles of Grass and Tarmac, the third 5 miles of Gravel and Tarmac and finished off with 2.5 miles of Gravel and Tarmac.

Over the years Epynt has gained a fearsome reputation and, as this was our first ever visit, caution would be the order of the day, well in theory anyway. It had added spice for us as we knew Madeleine and Caroline were marshalling somewhere in Epynt. There was a long delay before the stage opened, and in this time it went from day to night, from drizzle to strong winds and near horizontal rain. We were really feeling sorry for the marshals who were doing their best to keep cheerful despite being soaked to the skin in most cases. The lady at the start tried to get our signatures on the soggiest sheet of A4 I have ever seen, I think we finally made a mark of some kind and she was satisfied. The note was to tell us not to worry if we heard loud bangs, or saw bright flashes or machine gun fire. It would not be anti Rally locals but part of the British Army that were out on manoeuvres in the same area.

Although there was a mixture of heavy rain and thick fog (actually we were in the clouds on the higher sections) there was no standing water on the first stage so that passed off without abnormal drama. We had another piece of soggy paper to sign for Epynt 2, this was to tell us of a small reroute through a 'gap in a fence' so as to avoid a collapsed cattle grid. Unfortunately no one had bothered to tell this to the poor sodden marshal here who did his level best to direct us over the cattle grid, whilst fighting a losing battle with his umbrella in the gale force wind. We finally spotted the gap in the fence as our lights swept over it and made our escape, the poor marshal threw up his hands in perplexed resignation at this ungrateful crew for ignoring his well meant assistance.

On to Epynt 3, still raining, but still on 4 cylinders! No reroutes, all set so it was 5-4-3-2-1-Go, drop the clutch and.....the engine spluttered to a halt. I guess we had gone about 5 metres. Much swearing, followed by finger crossing, crank the starter and after a few heart stopping moments two cylinders decided to play ball, the others joined

in about half a minute later, but as before the hint of a puddle and we were misfiring again. And finally onto Epynt 4. There was confusion and a short delay here before the stage got underway officially, it had previously got underway unofficially as the first couple of cars were set off ahead of the course opening car! In addition, the finish control was judged to have been in the wrong place and so the stage was cancelled. We drivers were set off at 1 minute intervals and told to drive the stage route, but not competitively. It turned out that this is where Madeleine and Caroline were marshalling, and we later discovered that none of the marshals were informed of the cancellation so they were still at their posts, with umbrellas, clipboards and torches recording the car numbers and looking for route transgressors and wondering why we were all driving like grannies, some going round pylons and some not. I can hardly imagine the feelings of one marshal crew who had driven 7 hours just to marshal this stage, only to discover afterwards it had been cancelled and they now faced a 7 hour drive home.

For the competitors we now had a long drive south towards Newport and the tea break at Bryn Meadows Hotel. This was well organised with plenty of hot food and drink to warm us all up ready for the final two selectifs within the Army grounds at Caerwent. Now, I had never been to Caerwent before, but had heard that its road network was so big that whole events had been held within its confines and never used the same roads twice. Other 'advice' banded around included 'don't hit a kerb, it will break the wheel', 'careful what you drive over, you will get a puncture' and 'careful what you pick up as live ammunition is lying around'. So with a mixture of excitement and terror we made our way to the start of Caerwent 1 (Tarmac, 10.5 miles). Well, it was no longer raining, the tarmac was damp rather than wet and there were no puddles, and it was great! Just like a road rally selective but with all the wrong slots taped off. Without the tape it would have put an enormous burden on the navigator to get each slot just right, and would certainly have suited the road-rally crews, but the organiser's decision was absolutely correct on the grounds of safety alone. It would have been very easy to wrong slot or overshoot and the consequences could have been dire.

And so to the final stage, Caerwent 2 (Tarmac, 7.25 miles). Whilst waiting to start, from somewhere deep inside the site, we suddenly realised that there were car headlights visible on all sides and going in every conceivable direction. We had to marvel at how the organisers had managed to find two unique routes within this maze of buildings, sheds, and roadways, well done! We drove this last stage like another selective and thoroughly enjoyed it, our only problem being a clicking from one of the back wheels. The car still drove OK so we carried on only to discover later that we had picked up a spent shell casing and a slow puncture. In hindsight it seems that some of the Caerwent 'advice' was well founded as we passed a Mini with broken wheel and suspension and a number of us got punctures.

From here it was a short drive to the Final Time Control at the Aust Services on the M48, where timecards were handed in and hot coffee drunk. After a quick chat with fellow competitors it was the last leg of our journey to the Finish Ramp in the centre of Cheltenham. Madeleine and Caroline had finished their stint on Epynt and made straight for Cheltenham, luckily for us they arrived (running breathlessly!) just as we drove onto the finish ramp so we got a really good cheer.

On Reflection

The formula of 1400cc standard cars, with no performance enhancements, minimal preparation and control tyres is excellent.

The fact that the attrition rate was so low shows that the cars stood up to the rigours of the event exceptionally well.

The on event speeds were kept relatively low, by use of cones and codeboards which meant that the engines did not spend long periods at max revs.

The endurance part of the event did not seem to affect many crews, Steven and I could have done another couple of days without problem.

All three elements of the Car / Driver / Navigator combination needed to perform well to get a good result, however a good driver and good car would almost certainly be beaten by a good navigator in an average car with a reasonable driver.

The quality of entry was high, with the Road Rallyists determined to beat the stage rallyists and circuit specialists, which they did!

The stages varied in quality from excellent to 'why on earth?', fortunately the vast majority were in the former category.

Most crews complied with the 'spirit' of the event, meaning that they had no outside support and thus carried spare tyres, spare parts, tools, fluids, clothing etc.etc. in the back of the car for the whole event. It was evident that some crews did have outside support, and thus were able to run 'light' which in a low powered vehicle can have a significant effect. They still had to drive them well though!

There were very few spectator points (or actual spectators) on the event, this was deliberate from the organisers' perspective in order to minimise disruption to the local population and also prevent any crews' recce'ing any stages prior to the event. This seemed to work well as we had no problems with either locals or Police anywhere throughout the whole event.

The quality of marshalling was very high, and it was good to see a number of familiar **csma** regulars throughout the event.

Would we do another Revival Rally?

Probably, however despite the format being devised to keep the costs to a minimum it is still not cheap, with the 2005 entry fee being £1,200, plus accommodation, fuel, tyres and a prepared, competitive car and spares. This has not prevented the entry list being full some 10 months before the event is due to run! Steven and I would have entered the 2005 event but for Madeleine and I celebrating a special wedding anniversary this year, so you may well see us and the Nova on the 2006 event.

Would we do another event to the same format?

The great news is that the endurance rally format has really caught the imagination of UK crews, and a number of independent events are being run during 2005. The problem is that demand is outstripping supply and events are filling up within days of the regs being published. This level of interest has now led to the announcement of a proper series for 2006.

In the meantime, we can use the Nova for Autotests, 12 Car Rallies, Road and Regularity Rallies, Autosolos, Sprints, Production Car Trials as well as for trips to the shops and occasionally, to work. How's that for a versatile competition car!

Malcolm Grubb

The deadline for articles for the *November Sump* is October 19th!

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.

December Clubnight

Skittles!



**Thursday December 8th, at the Greyhound,
Eton Wick, 7:30pm for an 8pm start!**

An evening of keenly fought bowling, laughter
and a magnificent supper!

*All for the princely sum of only £13! **But wait...***

*...get your Annual Dinner tickets (March 4th
2006) at the same time and save **£5!** £32.50 for
both Skittles **and** the Annual Dinner - can't say
fairer than that!*

Contact Derrick Holden on 01628 440807 for
tickets

Autumn Kart Track Day

Following on from the fantastic event we had in June 2005 we're planning another Karting Track Day for October!

Once again we'll have exclusive use of the Deavisons Motorsport Centre facilities at the Rye House Circuit in Hoddesdon, Hertfordshire and the day to look forward to will be *Monday 24th October 2005*.

Another full day of Karting activity for everyone, from beginner through to expert, will begin with a comprehensive 'Briefing' followed by two practise sessions, a short Qualifying session and two "18 kart " races, before we break for lunch.

During the break we'll sort out the Teams for an exciting Endurance race at the end of which we'll be presenting Awards to those who've risen to the occasion. For those that have any stamina left there'll be a chance to compete in the final event of the day – the Iron Man Endurance race ! – entirely optional & only if you've got any energy left at all !

We calculate that each Driver will get more than 130 minutes of track time.

All clothing & equipment will be provided but of course you are welcome to provide your own (suitable) helmet etc...if you wish.

The price for all this is once again just £65 per person and there's a **maximum number of 36 drivers** taken on a 'first come first served' basis.

At the time of writing (21.09.05) there's only half a dozen places left. Now I'm sure all those that have enjoyed these csma days previously would like the opportunity to have another go so don't delay, ring 01273 744778 to obtain an entry, or visit the Club Activities website at www.clubactivities.co.uk and download the application form.

Any questions give me a call on the usual numbers. I look forward to seeing as many West Middlesex Group members there as possible.

Allan Goddard