

October 2006

Number 487



*Brian and Sheilagh Wilson's magnificent Austin Clifton
on the Retro Run 2006*

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Your Editor Speaking...

A busy month, September!

Noggin, Clubnight, Retro Run, committee meeting - phew! It was almost a relief when Sump time came around... Well, it might have been if work hadn't suddenly become even busier than WMx!

And in between all this **csma** type activity there was a 40th birthday party, a wedding and a long weekend on a narrow boat. No wonder I'm cream crackered!

Which is a round about way of saying (as if I needed to say it anyway!) that there has been no progress at all on Bernard or the Westfield. But talk of events for early next year may well prove to be the lure needed to spur me into action... We shall see!

(And you'll all be the first to know in these very pages!)

Some more good articles in this month's edition - please keep them coming folks! It doesn't take much to fill one page, especially if you include photos as well! Come on - we want to know what you're up to!

I'm looking forward to some good events next month as well - clubnight should be good, and then there's the October 12-car. If you're planning to compete, please don't leave your entry until the last minute - it causes the organisers (ie me and Malcolm!) real headaches... And if you're not planning to compete, why not come out and marshal? It's almost as much fun as competing - honest!

Have fun!

Jez Boakes (Editor)

A Note from your Chairman

Hello everyone!

Well, here we are again! Another month of WMx activities – amongst which were AG's ride out that encompassed the Poole motorbike gathering and most successfully by all accounts. AG and Dave Rillie then followed up by entering the Scottish Motorbike rally, a daunting endeavour that must be worth a story (or two!!).

If anyone has been watching Grand Prix racing recently they must be wondering what on Earth is going on. The FIA declaring mass dampers illegal after two years of use (and apparent legality) – and how they reckon Fernando Alonso blocked Felipe Massa I, and the rest of the world, will never know.

Thank God that the **csma** isn't that political! As ever, keep your foot in it.....

Derrick Holden (Chairman)

Mack's Mutterings

September was a busy month for me! I was in Finland for two weeks on the trot. The second trip being interesting because it coincided with a European ministers conference. I think the entire Finnish Police force was in Helsinki, I had to get my hire car checked for bombs and I couldn't get in my hotel without going through an airport type scanner. Oh, and I also discovered that Helsinki has an amazing number of one way streets and turn restrictions, which made it "interesting" driving on my own trying to navigate from maps I got off the internet! If you ever have to drive in Helsinki make sure you have a proper map and a navigator!

Anyway, apart from work, what happened in September? Well, not too much from my point of view. In fact, a combination of work travel and dodgy weather means that my Westfield has only made it out of the garage once. Let's hope that it (and the weather) behaves itself for the Retro Run this coming weekend! About the only car related thing I have done this month is the September clubnight. This was Slot Car Stages and, as usual, was an excellent event. Three very difference stages were

setup by AG, Dave Wiles and Simon Mummery and there was some very close racing. In fact I was partnered with Dave and I think that, although he came second and I came 3rd from last, there was only about 10 seconds between us overall! However, the turnout was a bit disappointing. Nine people attended and that included the 3 organisers. Where were you all??

So, looking forward, we have the Retro Run and Three Shires Run this coming weekend (probably last weekend when you read this!). As I said last month, I am hoping that a) the Westfield behaves itself and b) it doesn't rain. As I type this it is a beautiful sunny day so lets hope it stays that way! Regardless, I am sure it will be an excellent weekend!

October is a busy month. The csma AGM is on the 6th, if you cannot attend then have a word with AG, I am sure he will be happy to use your proxy vote. Then there is the clubnight on the 12th followed by our October 12-car on the 13th and of course the Noggin and Natter at the end of the month.

No excuses this month, get out there and have some fun!!

Toby Mack (Secretary)

West Middlesex Group Committee Member Contact Details		
Chairman Derrick Holden 01628 440807 Derrickholden@yahoo.co.uk	Secretary Toby Mack 07770 365797 wmx@ghatzo.co.uk	Treasurer Nikki Wild 07778 161572 (Mobile) 01256 762865 (Home) nikki@jez-nikki.net
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Bob Head 0207 8341367	Ann Holden 01628 440807 annmholden@yahoo.co.uk	

Rally Round!

OK not exactly - more of a walk around!

A Walking Treasure Hunt!

in and around the

Liberal Club

October Clubnight,
usual time, usual place!

October 12th - 8pm for the

Four Seasons Treasure Hunt!

Be there, or be found wanting!

Come along and have a good time!

West Middlesex Group Motorcycling News

October 28th to November 5th is the National Motorcycle Show at the NEC in Birmingham. The Tuesday of that week, 31st October, is ear-marked as our last WMx Group mid-week Ride-Out of the year and I was planning to ride to the event & return to the Jolly Woodman as usual for our Noggin & Natter.

Now it's been suggested that I hire a large mini-bus, which I am fully qualified to pilot, we met somewhere sort of central for most of us (sorry DR!) and we all travel together to Birmingham in relative comfort. Now that might not sound too appetizing first thing in the morning perhaps but the 'suggestee' thinks we all might appreciate the homeward journey having been wandering the halls of the NEC for six hours or so - and he does have a point! And of course we wouldn't be stuck in our leathers & boots or worrying about 'parking' our helmets & jackets either. And you'll have more room than usual to carry home all those bargains you usually have to ignore 'cos you're on the 'bike!!

The trip would cost the hire of the mini-bus plus the fuel divided by the number of interested parties : my estimate, 10 people = £20 each, 15 people = £13.50 each etc, etc.... that'll include chauffeuring to & from the NEC from a central parking/pick-up point. We may or may not get 'complimentary' tickets but your early commitment will help with my negotiations. You should, of course, plan to buy your own ticket if I'm unsuccessful (well it happens sometimes!!!)

Parking/Pick-up points could be:

- My house at Twyford - fairly safe, if limited, parking on the road.
- The layby near the Square Deal cafe / outside the Seven Stars PH, Knowl Hill - relatively safe, on full view and free!
- Car park of the Jolly Woodman where we will end up in the evening anyway - so if you just gotta get home that'll be the place for you!

I'd be prepared to pick-up & drop off at all three places in the order; outbound ~ A, B, C and homeward bound ~ C (pausing for supper & a shandy!), then B, and A.,

Timing ~ Outbound

Twyford - 9.30am
 Knowl Hill - 9.40am
 Jolly Woodman - 10.00am
 NEC - 11.30am

Return...

Leave NEC - 6.00pm
 Jolly Woodman - 7:30pm
 Knowl Hill - 10:40pm
 Twyford - 10:45pm

All times are approx !

It'll be a long day but it could be pretty relaxing and great fun.....Oh! and Jez says it can count as a Ride-Out and we'll still get our WMx Group Motorcycling Championship points too....!

Obviously this will be a limited numbers trip, first come, first served. Please let me know your thoughts and interest, if I don't get enough interested parties I'll still be quite happy to lead a ride on our 'bikes up to the Show as I originally planned anyway over to you!

CSMA Karting Group 21st August

It was another trip to the Rye House circuit at Hoddesdon. The assembled 27 drivers were made up of many familiar and experienced faces, with a large West Middlesex contingent.

Upon our arrival the clouds opened and deposited 30 minutes of torrential rain, with regular top ups throughout the day.

For those of you who have go-karted in the wet, you will appreciate the shopping trolley effect that a sodden track has on these rear-braked, rear drive, slick shod machines.

The days' racing kicked off with the brave battlers taking to the puddle strewn circuit for qualifying and practice. The experience of the drivers kept the spills to a minimum, although a few took unplanned off track excursions imitating spinning tops as they went.

Qualifying was followed by heats which were reversed grid positions from the qualifying. This was an unexpected bonus for the racing as the quick chaps at the back had their work cut out to battle forward. This in turn led on to the A and B finals, with eventual winner Dave Morris taking the honours.

After a lunch break, the 90 minute enduro race started. Each team of two drivers was selected with Alan Goddard's weight and talent formula, something along the lines of "*Talent divided by Lard = seeding*". The West Middlesex pairing of Nick Bray and I were seeded in last place 13th and started from the back of the grid. I'm not sure if that meant we were talented but our combined weight was approx. 27 stone!

13 turned out to be lucky for us as we made progress through the field on a slippery track to claim first place. A perfect team, with the only disharmony between us being who had the winner's fizzy plonk. I lost and had to take it!

The format of the day meant that you changed karts virtually every race, which was essential because there were some Ferraris, some Minardis and some Trebants.

Results

A Final

1st Dave Morris 2nd Ian Davy 3rd Mike Joiner

B Final

1st Andrew Thompson 2nd Tom Brooks 3rd Simon Brooks

Enduro Race

1st Nick Bray/Rob Reynolds 2nd Mark Faulkner/Mark Duke 3rd Andrew Thompson/Dave Morris

Some of the group paid for a 20 minute session in Club 100, 2 stroke karts which were quite different to drive and I by no means had the hang of it after 20 minutes. They were definitely quick and both my brother and I thought the same thing when we started to push them: "you could get hurt at this speed"!

Next Event 9th Oct at Wilton Mill

Rob Reynolds

csma West Middlesex Group

October 12-Car

Friday October 13th

Starting at **The Beehive**, White Waltham
(MR 175/849½772)

Regs & entry form available from:

jez@jez-nikki.net, 07748 766409 or
malcolm.grubb@btconnect.com, 01784 435447

If you don't want to compete,
please come and marshal!

Good weather guaranteed*!

Please don't leave your entry to the last minute!

* Good weather *is* guaranteed - but not necessarily for this date...

September Clubnight - Slot Car Stages

Is it really that time of year already? It doesn't seem two minutes since we were last thrashing those Slot Cars around the Liberal Club!

A small but select gathering took part in the September Clubnight, which was the traditional Slot Car Stages. Three layouts were in use - one by AG on the tables (he's getting on y'know...), a smaller and much simpler one on the floor, and Dave Wiles' now trademark "let's see how much of the floor I can cover in track" ultra-twisty specials!

Due to the small turnout the usual format of taking the combined total of pairs was abandoned in favour of individual efforts, but keeping the pairs element to handle the recovery of over-enthusiastically driven cars.

All three stages were run twice, each being tweaked in some way in between the two runs - the usual penalties applied, viz:

- w 10 seconds for stopping outside the box
- w 10 seconds for jumping the start
- w 10 seconds for crashing such that no car wheel was touching the track

The competition was keenly fought - the concentration on some faces was a sight to behold! I'm sure my expression was just as intense!

The results were as follows:

O/A	Name	Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Total
		Time	Pen	Time	Pen	Time	Pen	Time	Pen	Time	Pen	Time	Pen	
1	Jez Boakes	68	-	41	-	73	-	57	-	47	10	57	-	353
2	Dave Wiles	64	-	44	-	69	-	61	-	57	-	58	10	363
3	Simon Mummery	59	-	42	-	83	-	64	-	57	-	63	-	368
4	Bob Head	59	-	49	-	78	-	64	10	57	-	58	-	375
5	Angie Canning	61	-	51	-	83	-	64	-	48	-	69	-	376
6	Toby Mack	61	-	48	20	76	10	60	-	46	-	60	-	381
7	Derrick Holden	59	-	56	-	76	-	63	10	45	-	63	10	382
8	Allan Goddard	57	-	45	10	70	-	56	10	51	10	65	20	394
9	Bill Canning	74	-	53	-	94	-	68	-	52	-	70	-	411

The results show how close the whole thing was - 15 seconds separating the top 3!

Simon, Angie and Bill were notable for their total lack of penalties - much appreciated by the owners of the cars!



At the end of the six stages and after Bob had added up the times there were a pair of "race-offs" - one to decide the wooden spoon and one to decide the winner. These races were just that - a head to head contest on the same track - and in the end did not make any difference at all to the result!

I was therefore duly presented with a handsome certificate proclaiming me to be the WMx Slot Car Champion of 2006!

My thanks to Allan and Dave for setting the whole thing up as well as Simon and Bob for helping out on the night - it was a thoroughly good evening!

My only question is - where were *you*?

Jez Boakes

Skittles!



The Annual West Middlesex Skittles Evening!

December 14th 2006

7:30 pm for 8:00

At the Greyhound Pub, Eton Wick

*A Truly Sumptuous Buffet
and **Great** Entertainment!*

Tickets only £13.50!

Buy your 2007 Annual Dinner ticket
at the same time for a grand total of £33

BARGAIN! (*That's a fiver off!*)

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Call 01628 440807 or email on
derrickholden@yahoo.co.uk or
annmholden@yahoo.co.uk

To Vauxhall in Vauxhalls

North West London Group's Clubnight in September was a trip to the Vauxhall Heritage Centre in Luton, home to the world's largest private collection of Vauxhall cars. The WMx committee (thanks to AG's ever effective radar) got wind of the excursion and a few of us were invited to join them.

Jez and I met AG, Malcolm, Simon, Derrick and Ann at our Noggin venue, the Jolly Woodman, on the afternoon of 5th September where we divided between Jez and AG's Vauxhall Omegas. We had a trouble free cross country journey, in convoy, up to Luton.

Passing Whipsnade Zoo there was some debate as to what the chalk animal on the hillside was meant to be but in the end we went with our Chairman's assessment that it is a lion. Having seen it from a greater distance this weekend, I think he's right – although it does seem to have very stumpy legs!



The First Vauxhall!

We had arranged the schedule to allow us time to eat before our visit so we pulled into the local Beefeater for a meal. Not the best service we've ever had – I think they saw a large group and thought they'd delay us to make us drink more. When they started serving people who had arrived after us, we suggested that bringing our food would be a good idea. They forgot Simon's starter, got Jez's main course wrong and completely miscalculated our bill – charging us for a whole extra two courses. I haggled and we got the bill right, but, needless to say, the tip wasn't generous. The evening improved immensely from then on though.

We arrived at the Heritage Centre in good time and were greeted by Dave Smith of NWL Group. As the rest of the attendees arrived, we started looking around the first hall of cars.

The display started with the 1903 first car that Vauxhall produced in the factory in Vauxhall, south London. With a 5HP, 989cc engine, it could reach 25mph. Also in the hall was the last car to come off the production line at Luton in 2002, a silver Vectra.

Our tour began and we were taken around the exhibits by Andrew Duerden who was the manager of the Vauxhall motor sport team and, since retiring, has been responsible for the Vauxhall archive and running the Heritage Centre. I hadn't real-



Mean 'n Moody Lotus Carlton! I WANT ONE!

ised that in the early 1900s, Vauxhall was such a prestige brand, rivaling the likes of Bentley. The examples on display were certainly luxurious.

It was interesting to note that almost every car on display is taxed and many are used regularly. Some are out on loan to film sets, others are on loan to exhibitions. The older cars have been used on the London to Brighton Run and other events. It is good to know that they still get driven and aren't just sat gathering dust.

The Heritage Centre holds an example of every model Vauxhall ever made with the exception of two. It is an impressive walk through time and at various stages there were calls of "My parents had one of those" or "I had one of those". There was a line up of every generation of Cavalier and I could remember friends having each of them.

As well as the road cars, there were a couple of buses and two concept cars. The one from the '60s looked much more recent and is a credit to the design team because it would still turn heads today. The newest concept car, the Monaro VXR, was lovely and it is a shame that it won't be in production for the UK because its layout means that it can't be right hand drive. There is talk of it being produced in the US though so you may see the odd one imported over here.



Line-up of Vauxhall rally cars

It was a real blast from the past to see the rally cars on display. The Andrews Heat for Hire livery brought back memories marshalling in the forests in the '80s. (I'm getting old!)

It was a real blast from the past to see the rally cars on display. The Andrews Heat for Hire livery brought back memories marshalling in the forests in the '80s. (I'm getting old!)



"Old" and new concept cars

After our tour, we were left to walk around the cars, reading the display captions and having a last close look. Eventually, we set out on the run back to the Jolly Woodman for a quick drink before heading home.

It had been a fascinating evening and it was a privilege to be given access to the collection. Thank you to AG for wangling us an invite and to NWL Group for allowing us to gatecrash!

The highlight of the evening for most of us was the Lotus Carlton. Jez has been hankering after one of these since they were first produced and he, along with several of our party, took some prizing away. Andrew explained that he had spent most of the Centenary 1000 miles Challenge event in 2003 in it – we were all very envious.

Nikki Wild

Motor Sport Coordinators' Bulletin

October 2006

Dates	Event (Status)	Club	Type of Event	Champ
Oct Sun 1	* Autumn Autotest (C)	csma NWL	Grass autotest	Centre
Fri 13	* 12 Car Rally	csma WMx	Navigational rally	Centre
Sun 15	* Londinium Pedo ()	UH&ULMC	Walking Treasure Hunt	
Sat 21	* Quadruplex ()	csma MK&B	Inter Group Quiz	Centre
26-29	* Lombard Revival (C)	ERA	Enduro Stage Event	
Nov Fri 17	* 12 Car Rally	csma NWL	Navigational rally	Centre
25/26	* Powerush Inter-Ass (Nat B)	Borough 18 MC	Navigational rally	
Dec Fri 8	12 Car Rally	csma NEL	Navigational rally	Centre
9/10	Preston (Nat B)	Chelmsford MC	Road Rally	

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

Previous Events

Yorkshire Enduro Enduro by name, endurance by nature. Although this turned out to be a tough event, all the competitors rated it very highly and we thought it was the best enduro event we had done so far. Starting with tests at Wetherby racecourse, the event then used some farm tracks and old airfields before moving into the forests. There were some superb tests in here after which we then headed to the military ranges at Warcop for some tarmac tests. Afterwards we then headed back to the army camp where dinner was provided by the army kitchens (very nice it was too), before the night section began. This involved the ranges again, most of the forest and some interesting local roads. We had got into the lead during the day leg and were still in the lead at petrol half way through the night section, even though we had to change a puncture on a competitive section when a tyre came off the rim due to a slow puncture and then had the car start to cut out on right handers. At petrol we had run out of spares as one had delaminated some of the tread, one had a big bulge on the sidewall when I clipped a rock and the other had a cut sidewall. We had had to put the missing tread tyre back on. As usual for these events, everyone tries to help each other (especially the Turner brothers) and they offered one of their spares from the Rover 200. The stud pattern was the same but the centre hole was too small, but then someone else came up with a cordless grinder drill (why they were carrying such a thing puzzled most people) and we were able to make it fit. With a full tank of petrol, the cut out problem had now disappeared. However, during the second part of the night section, we came down a white and suddenly lost the drive. We pushed the car into the control (got our due time) and then out onto the main road where we set about changing the driveshaft. As we dismantled it, it became clear that the inner CV joint had failed (nobody breaks them, it's always the outer one that goes) and it took ages to get the remains out of the gearbox. By the time it was all running again (normally it would take about 20 minutes to change a driveshaft), we had gone OTL and were out of the event. Unfinished business for next year! After we got home and had a bit of a rest, I had a look inside the petrol tank and found the whole pump assembly had come off its mount in the base of the tank and was lying on its side. No wonder we had problems on right handers. A bit of pushing got it mounted back properly.

GBMC Treasure Hunt Well Cath and I had a go at the Green Belt MC treasure hunt **csma** were invited to and we came away with a win (but only just). It was a very enjoyable event (we enjoyed it more than the rally the night before) and consisted of plotting two 30 mile routes, one for the first half and one for the second half with two hours to do each half. The start was at the Crooked Chimney pub near Hatfield and there was an afternoon stop at the Tea Rooms in Hare Street (lovely scones with jam and cream)

before the finish over at a pub in Linton, near Duxford. On your way round you had to answer questions from things seen along the road, like house names, pub signs, etc, plus at any ford you came across you had to get out and find a playing card taped to the footbridge (there were 12 of them). We answered all the questions and one other crew just missed the last but one question to prevent a tie. There will be some more invites next year, so if you get the chance come along, have a go as they are great fun.

Future Events

Autumn Autotest This may well have been held by the time you read this, so report next month.

12 Car Rally - October West Middlesex will kick off the 12 Car season with their event which will start at the Beehive Public House, White Waltham, MR 175/849½772. Organisers will be Malcolm Grubb and Jez Boakes and an entertaining event should be in store. An entry form will be found elsewhere in the newsletter. The map required will be 175 edition C1 (double underlined) and the entry fee is the usual £10. Jez can be contacted on 07748 766409.

Londinium Pedo This is a walking treasure hunt in the City of London and takes place on Sunday 15th October. There is the main event plus a more family orientated meander. The event costs £9.50 per team and there is a maximum of 150 teams! The event starts between 1pm and 2pm and consists of a circular route, which you are allowed three hours to do it in. If you need regs or further information, just give me a call.

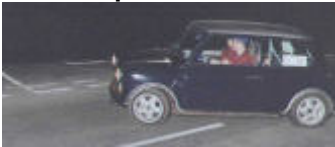
Quadruplex Inter-Group Event Don't forget to put down Saturday the 21st October in your diaries as the date of the Inter-Group competition. Milton Keynes are hosting the event this year, so can all groups make the effort to send as many teams as possible to support their efforts. It will be held at Newport Pagnell, which is off junction 14 of the M1, and is 6:30pm for a 7pm start.

Lombard Revival Rally Several members from the Centre will be out again on this event, which this year goes back to York for the start. This year the event goes north with halts at Scarborough, Carlisle and the finish with a test on the promenade at Blackpool. We will be using Olivers Mount again and could well be using Croft circuit. Kielder forest is being used again as well as some of the tests from the Yorkshire enduro event. Hopefully the weather will be kinder to us this year. Coverage of the event should be on satellite TV over Christmas.

12 Car Rally - November Please note the new date of the 17th November for this event, which will start from the Rose & Crown PH at Ridgmont, Beds MR153/977363 (just off junction 13 of the M1). The 45 mile route uses maps 153 edition C2 or C3 (new edition) and 166 edition C2 or C3 (new edition) and Cath can be contacted on 07711 686181 for offers to marshal or enter.

Powerush Rally This event the event will be hosting the inter association Road Rally and crews from all over the country have been invited to send teams. The event starts at Ashford in Kent, and will have a 180 mile route which will include sections over Romney Marsh. Navigation will be split between straightforward plot & bash and pre-plot styles.

12 Car Rally - December This will be held on Friday 8th December and will be held on map 166 edition C3. A 45 mile route will be on offer for the usual £10 entry fee and more details will be available next month.



CSMA North London Centre
Club Chief Marshal: Graham McLean
48 Balfour Road, Ilford, Essex IG1 4JG
Tel: (020) 8553 4700 (eves 1900-2130)

North London Winter 12 Car Rally Navigational Series:-

.....do something exciting on a Friday evening

The North London Centre have released some dates for their Winter 12 Car Rally Navigational Series. These take place on Friday evenings from 8.30 to 10.30 finishing up at a pub, and need plenty of marshals to clock people in at check points on the route, which is worked out from a series of navigational clues on an Ordnance Survey map of the area. There is usually a marshals draw. Your details will be passed to the respective group organiser.

- Friday 13 Oct **csma** West Middx 12-car Rally.
- Friday 17 Nov **csma** NW London 12-car Rally (**note date change**).
- Friday 8 Dec **csma** North East London 12-car Rally.
- Friday 12 Jan **csma** West Middlesex 12-car Rally.
- Friday 9 Feb **csma** North West London 12-car Rally.
- Friday 9 Mar **csma** North East London 12-car Rally.

Please return to Graham McLean, Club Chief Marshal at graham.mclean@bt.com

- I am available to marshal on 13 Oct **csma** West Middx 12-car Rally.
- I am available to marshal on 17 Nov **csma** NWL 12-car Rally.
- I am available to marshal on 8 Dec **csma** NEL 12-car Rally.
- I am available to marshal on 12 Jan **csma** W. Middx 12-car Rally.
- I am available to marshal on 9 Feb **csma** NWL 12-car Rally.
- I am available to marshal on 9 Mar **csma** NEL 12-car Rally.

(tick as appropriate)

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

Address.....

The deadline for articles for the *November Sump* is October 25th!

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

West Middlesex Group
Annual Dinner
2007

At the Aurora Garden Hotel, Windsor

Saturday March 3rd

Tickets only **£24.50**

(if bought with Skittles tickets, only **£33** for both)

Accommodation available - see AG

Black Tie

November Clubnight

Extra Special Guest Speaker!

Come along for an evening of entertainment
with our mystery guest speaker!

Cheap beer too!

At the Liberal Club, Windsor,
Thursday November 9th, 8:00pm.

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