



WMx csma

October 2003

Number 454



(Photo : Steve Scaddan)



(Photo : Steve Scaddan)

Emma (top) and Jerry (bottom) being hooligans at the Sprint Royale!

Newsletter of the West Middlesex Group of the csma

Your Editor Speaking...

Another month filled to overflowing with motorsport related events...

Two weekends in Wales - once to marshal on the Plains Rally (a stage event with some very nice cars from mk2 Escorts to Prodrive Impreza Turbos via Metro 6R4s!) then back last weekend for the Retro Run - sadly not this year in the Esprit, which is still broken... See page 11 for the gory details (fancy dress was involved!)

The csma karting day was extremely good fun - article on page 13!

Closer to home there was club night which was a tabletop rally - I thought I was doing really well (for a driver anyway!) but got one too many fails! An article all about it on page 5.

From the Hot Seat

Hello one and all. I'm writing this hot on the heels of this year's **Retro Run**. Ten WMx members were taking part either organising (again, many thanks to Chalkie & Denise, Rose & Tony) or as Retro Runners. Malcolm & Madeleine Grubb, Toby & Gail Mack, Alison Durant & Rob Gibbs, Jez and myself all descended on Brecon on Friday evening for the start of yet another splendid weekend. We did note in the bar on Friday night that we actually had a quorum of committee members present but, don't worry, we didn't pass any controversial new Group rules and Alison had wisely left the Group cheque book at home! More elsewhere from the weekend.

Hands up all those who read **Wheels** in last month's Sump? If you were in the Metropole Hotel at the end of last year's CB weekend, you will have heard Mike Broad talking about rallying in the UK and the work that the MSA are doing to look into it's future. In **Wheels** last month, there was a section which referred to the Rally Study Group interim reports. It made interesting reading for anybody with an interest in rallying. I won't repeat what was written but I recommend that you take a glance at it if you are involved in the rally scene. Ahh –

And then the Haymaker Autotest, which had it not clashed with Plains I might have had a bash at...

Others of our number competed in the Sprint Royale - see article on page 8.

And next weekend sees the Three Shires Run which I'm still trying to persuade Nikki we should do in the Westfield!

A sneak peek at next years WRC and F1 calendars reveals that there is a six month stretch with only one weekend not filled with one of these events or another, and that weekend is Le Mans! Sounds like a good 2004 is in the offing...

Have fun!

Jez Boakes, Editor

the sound of WMx'ers rummaging for their discarded Sumps! If you have put your September issue "somewhere safe", you can read more on the MSA web site: www.msauk.org.

September was as busy as ever for the Group. The first weekend saw the Committee get together for the Great **Clubnight Debate**. Those of you who have been to Clubnights recently or who have been reading your Sumps will know that there is a small core of regular attendees but that the number of Group members who are present varies from month to month. The Committee had a debate about all aspects of our Clubnights including the types of events we promote, the days of the week that we hold them and the locations of our meetings. There were many views aired and we looked closely at patterns over the last couple of years which indicated things like: there is little point putting on a Clubnight in the middle of August because everybody is on holiday! Other factors also hit our Clubnights. For example, when the Group has been away for the Curtis Bennett weekend in May, members tend not to come to the Clubnight a few days later. Maybe WMx overkill hits participation...

There are other trends however which are very promising. As I said, there are a core of members who support the Group at most events and that means that whatever we do, there is going to be somebody there to welcome new faces and introduce them to more about the Group. Some of our Clubnights are very well supported and we intend to insure that they retain their places in the calendar. It was also clear from the interest in the Met Office trip that members are happy to visit new venues on different nights of the week for "special" events.

We didn't reach any momentous decisions. However, we have agreed that we will continue with a similar framework as this year's Clubnight calendar but will have more "special" Clubnights, like the Met Office Trip, as and when we find them.

The other decision taken was that we will again attempt our Clubnight questionnaire. We have done this in the past, as some of you will remember, but have had little response to paper copies in the Sump. Instead, we will contact all the current members that we have on our Sump mailing list, who are reasonably local, to establish that you still wish to receive the Sump and other information about the Group (in electronic/paper format) and also ask you a few short questions about Clubnights. That way we hope to establish who we are catering for, whether we're putting on events that the members want to participate in and whether our "active" membership is in fact active. I hope that you will allow us a few minutes of your time to answer our questions and as a result, I hope that you will feel a closer part of the Group and also enjoy the events we put on in the future.

The **September Clubnight** was great fun, thanks to AG, who organised a **Table Top Rally**. It was a good balance of straight-forward navigation with a few head scratching challenges followed by "Eureka" moments when it all made sense. Some of the participants having different editions of the map from the organiser (so that a few of the

white roads were yellow and vice versa) which livened things up further but it was all part of the fun and I think there will be an article elsewhere in the Sump. As a driver, it was nice to take the navigator role for a change without having to worry about being thrown about in a competition car at the same time.

Sadly, I missed the Group's autotest, the **Haymaker**. The event clashed dates with a long standing commitment that I have to the Plains Rally in Wales but I was thinking of you all and I understand that it was a good event. Well done to those entered and thanks to the marshals who supported the event. I'm sure John will wax lyrical, as Secretary of the meeting, in his article.

Having just completed one Touring Assembly event, we have another this weekend in the shape of the **Three Shires Run**. This event starts and finishes in the Basingstoke area and is on **Sunday 5th October**. It may be a little late for entries but I know Group members are involved with the event so a report next month.

The **October Clubnight on the 9th** (our esteemed editor's birthday!) will be a **Slot Car Stages evening**. Again, this will be co-ordinated by AG with his band of helpers. Competition is in pairs – driver and co-driver – and is always hotly contested. The event will be in our usual Clubnight venue, the Liberal Club in Windsor from 8pm.

There was a map included in last month's Sump on the calendar flier for those who haven't visited us before. We use the function room upstairs in the Club. There is ample car parking in the well-lit multi-storey car park nearby and there are other local car parks if you prefer to use them. Although most car parks in Windsor make a £1.50 evening parking charge, you more than recoup that through the bar prices in the Liberal club which are very reasonable for both the beer and the soft drinks.

Finally, I need to plug an event in November. Every year the North London Centre has two events in which the local Groups

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compete against each other in teams. One is the Holstar Table Top Rally (which took place earlier in the year) and the other is the **Quadruplex**. This year it is the turn of WMx Group to host the Quadruplex and it will take place on **Saturday 22nd November** in the Liberal Club. The only rule about the Quadruplex is that the nature of competition cannot be motor sport orientated. In the past, there have been everything from

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a Beetle Drive to quizzes. Allan Goddard has taken up the mantle of organising the evening on behalf of the Group and there will be more information in next month's Sump. In the mean time, please put the date in your diary so that we can field strong Teams against the other Centre Groups.

Nikki Wild, Chairman

The Secret Hairy Bits

Well doesn't time fly when you're having fun !!!

The HQ run karting day had a good few WMx members in attendance but notably Drew Goodspeed who managed an excellent 2nd overall and Jez "Nutter" Boakes who finished just outside the top ten, congrats to you both. I understand the WMx shopping team was ably represented by Alison and Nikki who put on a good show and spent a few quid in Milton Keynes.

The September Clubnight was a table top rally organised by AG. There was a good turnout with a few new faces and I think it's fair to say a good time was had by all.

The Wmx organised Haymaker autotest was supported by a small but perfectly formed group of 11 competitors who looked as though they were having a thoroughly good time. Notably the event was won by our very own Malcolm Grubb, so congratulations to him.

Other noteworthy WMx competitors were, Michael Grub 1st in class B, Jerry Ludlow 1st in class D, and Emma Thompson (no, not that one !) who won the best beginner award.

The only casualty of the day was Toby Mack whose Westfields fan decided to go West, other than that the event went without a hitch.

As with most events these days getting enough marshals seems to be a problem. Despite having our own North London Centre Marshalling team they were only able to send one person along, thanks Vernon for

your support, it was most appreciated, but where were the rest of the NLC team? Well they were marshalling on a non CSMA event. It seems to me that there's something wrong when a marshalling team paid for by the CSMA cannot support its own local event in preference to a non CSMA event. Be assured that I will be making some noises about this.

However I did manage to twist some arms and thanks must go to Gavin Waller, Phill Cannon, Paul Chamberlain, Chris Foxley and Vernon Quaintance for marshalling and helping the event run smoothly.

The Greenhorn novice 12 car took place on Friday 26th and marked the beginning of the 12 car season. Six crews made their way to the start at the Two Brewers for a 36 mile route finishing just down the road at the Royal Oak. A good time was had by all it would seem and the event was won by that well known novice Mike Biss !

If you're not supporting the Three Shires run on October 5th then why not have a go at the Autumn Autotest run by NWL group. Contact me if you need regs or want directions, I'm sure they'd appreciate any marshals too if you can spare the time.

Now then no excuses! I want to see all of you at the WMx 12 car on Friday 17th October.

We need entries and marshalling crews for what I am sure will be a really good event.

AG has put together a really exciting route of about 46 miles all on map 175.

We start from M's Diner on the Southbound A33 just 1000m south of Junc 11 M4.

Please contact me for regs or if you would like to marshal.

The next few months are going to be busy for me with several events coming up.

Perry will be returning from carrot crunching land to navigate for me on the Pheasant Plucker rally in October, and I will be learning the art of carrot crunching in November and December when we will be doing the Ilfracombe rally and the Taunton Wildlife rally in deepest darkest Devon. Now that Perry has moved to Exeter it leaves

me without his services for the 12 car series. So I have enlisted a new navigator Mr. Phill Cannon. Phill made an appearance at the last Clubnight and has so far done a couple of small events with me. I'm not sure that he really knows what he's let himself in for but I'm sure he'll cope !!!

Till the next time,

Give it beans...

...and rhubarb!

BigJ, Secretary

September Clubnight Tabletop Rally

September clubnight was billed as a tabletop rally. For those that don't know, a tabletop rally is basically the navigation part of a 12 car but without the discomfort and nausea of being driven round some country lanes by a lunatic! All that was needed was OS map 175, a pencil, a rubber and a romer. On the day there was a good turnout with 11 people competing either individually or in pairs.

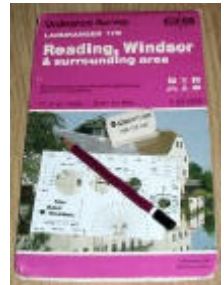
The format was pretty simple. AG had prepared route cards in both expert and novice form. The only difference being that there were a few more hints on the novice. We all rashly agreed to start on the expert and request the novice cards if we got stuck. The route information was the usual mix of tulips, herringbones, grid references etc. Nothing too scary for a beginner with a little coaching but enough to make others think. "Passage checks" were 3 questions for each section designed to check that you really had got the route right (e.g. How many phone boxes have you passed? What is the name of the river at a certain point? etc). AG timed the "cars" and handed out the next sections route when the previous section had been completed.

So, enough of the theory, what was it like in practice?

Well, I've done a couple of tabletops before and driven a couple of 12 cars. I also enjoy map reading and think I am reasonable good at it (although people who came to the Club walk a few months back are likely to disagree with that!) so I was secretly praying I wasn't going to do too badly!

AG duly handed out the 1st route cards at 1-minute intervals and away we went. The first section was a set of tulips. I've seen them before so, after plotting the start, it didn't take me too long to find TC1 and answer the passage check questions. Back to AG for section 2. This time a jumbled set of numbers. After a bit of thought it became obvious they were pairs of grid lines with the odd spot height thrown in to confuse matters. Again, it didn't cause me too many problems and I was beginning to think I might be able to do quite well. The next section didn't cause too many problems either so I was really starting to get into my stride. Section 4 next.

Unfortunately, this is where my brain started to fade! A simple (or so I thought) herringbone that even had rivers and railways marked. However, when trying to follow it I got a bit confused!



Why was the 1st thing a roundabout when there was no roundabout for miles? After wasting a bit of time I decided my map was out of date. AG assured me it wasn't so I then gave up and asked for the novice route. This helped a bit by showing me that the roundabout was actually just before the current TC and the point marked TC on the herringbone was the TC I was currently sitting at. Doh!!

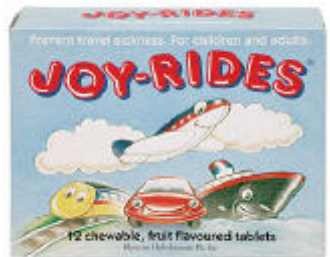
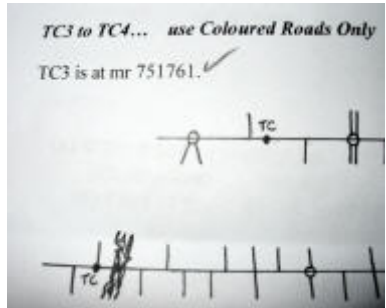
Anyway, now I could get started things should be ok, shouldn't they? Well, no, unfortunately not!! It took another hint from AG (that not all junctions were shown on the herringbone) and a bit more perseverance before I finally got the hang of it and managed to plot the section correctly.

Luckily, the next section was the last, an apparently simple list of grid references. The only problem being they were all in different fonts (just to confuse as it turned out) and obviously not in the right order. Each reference also had a letter next to it, why was it there and how did I get them in the right order? Oh, well. If in doubt just plot them and see! It was only when I started guessing the route between them that I realised the letters spelt the name of your favourite CSMA group!

Well, that was it then, I had finally found the finish! Only thing left was to wait for a few stragglers and then get the results. The final ranking was done in the usual way. That is, number of fails (incorrect answer to the PC questions) and then overall time taken to complete the exercise. This is where I was reminded of one of the key rules of 12 cars, that is that there is no point getting a good time if you get more fails than everyone else! Why was this a problem? Well, I had rushed the last section because AG had said it was timed to the second. The result being that I had guessed at part of the route and got it wrong. This resulted in a PC fail. That extra "fail" cost me second place and bottle of wine :(((

As a slight aside, this reminds me of a "ramble" I took part in with another club (a ramble is like a very simple 12 car). At the finish (the bar of course!) we were all standing around waiting for the final crew, laughing at their incompetence for getting so badly lost. 30 seconds from being over time, they strolled in. The result? They were one of only two crews to get zero fails and so took second place! Shame I didn't remember that little lesson!

An excellent night and I am looking forward to the next. Now if only I could find some foolproof motion sickness pills.....



Toby Mack

The deadline for articles for the November Sump is October 22nd!

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



MOTORSPORT CO-ORDINATORS' BULLETIN

OCTOBER 2003

Dates	Event (Status)	Organising Club	Type of Event	Champ
Oct Fri 3	* 12 Car Rally (C)	Thame MC	Navigational Rally	
Sun 5	* Autumn Autotest (C)	NWL	Grass Autotest	Centre
Sun 12	* Londinium Pedo ()	UHULMC	Walking Treasure Hunt	
Fri 17	* 12 Car Rally (C)	WM	Navigational Rally	Centre
Nov Fri 7	12 Car Rally (C)	NWL	Navigational Rally	Centre
Sat 22	* Quadruplex ()	WM	Intergroup comp	Centre
Dec 6/7	* Civil Service Rally (NatB/Cm)	NW	Road Rally	
Fri 12	12 Car Rally (C)	NEL	Navigational Rally	Centre

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

Past Events

Holly Autotest Well we had seven entries this year and although the ground got a bit dusty, everyone seemed to enjoy themselves. Obviously the recent West Middlesex training day was useful as Simon Daykin ran out the winner on his very first autotest. Afterwards, everyone had a look around the Steam and Country show.

Greenhorn 12 Car Takes place this evening as I write this.

Future Events

Thame 12 Car Rally I have received an invite on behalf of CSMA to a 12 Car rally organised by Thame MC and Middlesex County AC on Friday 3rd October. We accepted last year and myself and Ian Buxton had a go and a very good event it was too. Regs available from myself.

Autumn Autotest NWL are running the last autotest of the season and will be held at the usual venue of Studd Farm, Stanbridge Road, Near Stanbridge, Leighton Buzzard. It is an easy smooth grass event with nearly all the tests in a forwards direction. As this is a Production Car event, passengers will be required to be carried. The organiser is Lee Craker and regs are now available.

WM 12 Car Rally The October 12 Car Rally will now be running a week later on the 17th October. The start is from M's diner on the A33, 1000 metres due south from junction 11 of the M4, and further details are available from John Wright on 01923 468205.

Londinium Pedo This is a walking (quickly) treasure hunt in the City of London. Taking place on Sunday 12th October, simple directions and sketch maps guide you round the circular route, which takes about three hours to complete. Entry fee is a modest £7.50 and anyone interested can contact me for regs and some comments on the event.

Quadruplex This inter group event will be hosted by West Middlesex this year and will run on Saturday 22nd November. Please book it in your diaries now. More details should appear elsewhere, but it will be some form of quiz.

Civil Service Rally This will again be based at Eaves Hall and special rates for two (£70 DBB) and three (£100 DBB) night stays are available. The event is also a round of the local regional championships and was well received last year. The event also caters for the novice competitor with a separate class with easier navigation. To request your set of regs for the event contact Terri Jacobs at HQ or ask me.

Other Items

12 Car Experts With the new season approaching, here is the list of navigators who need to enter as an expert. Others can enter the class if they so wish.

Winning Navigator		12 Car Win	Return to Novice
Dave Rosher	- NEL	Oct '00	Nov '03
Keith Endersbee	- NEL	Nov '00	Dec '03
Stephen White	- WM	Feb '01	Mar '04
Graeme Presswell	- NWL	Feb '02	Mar '05
Ian Buxton	- NWL	Oct '02	Nov '05
Mike Harrison	- NWL	Nov '02	Dec '05
Lee Craker	- NWL	Dec '02	Jan '06
Perry Roe	- WMx	Jan '03	Feb '06
Cath Woodman	- NWL	Mar '03	Oct '06

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299 Work: 01977 593482
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Scorching Sprinting – A beginners guide

Stahlwille Tools Sprint Royale

National B Sprint run by Farnborough District MC (FDMC) and Hart MC.

Eelmoor Driver Training Area, near Aldershot, Hampshire.

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Realising that I have had my MSA competition license for nearly a year and not actually used it, and also realising that I hadn't had my "speed fix" for some months I started looking around the local motor clubs for anything interesting. Prompted by discussions with a few colleagues on the office newsgroup network, my attention was rapidly focussing on FDMC and the Sprint Royale, which is quite literally just over the back fence here at QinetiQ, Farnborough. I've marshalled and spectated at a few speed events (Wiscombe Park, Longleat and Gurston hillclimbs and sprints at Goodwood) over the years and thoroughly enjoyed the friendly atmosphere that normally goes with them, and have always wanted to give it a go. The local nature of this event seemed too good to miss as we'd have a ten minute drive to the venue from Emma's house and I could almost roll any ball of wreckage, that the Sierra may become, back home that evening. I mentioned my intention to compete to Emma and she sounded quite keen until I told her that it's a speed event, so no passengers allowed. Quickly realising the full horror of my statement, I suggested that she got a picture stuck on her non-race National B license at had a go herself. Fortunately that placated her enough and the entry forms were duly sent in with the entry fee.

The finals duly arrived and it was time to check our race numbers. Me? A rather ordinary 56. Emma? On her first ever event on her own? 13... And they hadn't issued 12. Good job we're not superstitious!

Since my Sierra has been modified somewhat (non-standard induction, exhaust, suspension and brake components) and on the advice of others, I thought I'd just slot it into the modified production class. That way I didn't have to worry about eligibility issues (Oooh - no sunroof mate – Oooh, you removed the sound-proofing, etc etc) and I could whip all the trim out (such that it is) and enjoy an unfettered (what a lovely word) blast on the tarmac. A good check of the Blue Book said that I didn't have to have an MSA log book for the car as long as I presented it for scrutineering in a road legal condition (with appropriate paperwork). That saved a dodgy moment or two a couple of weeks before

the event. Unfortunately, as far as being competitive goes, the Mod. Prod. class also allows just about anything that used to vaguely resemble a production car; but no worries, I was there to "have a go" and see how much fun I could have, despite racing against machinery with almost double the power!

Emma's choice of class was easy, as she was going to enter her standard Astra 1.6 16V in the Production Saloon class. This only needed a yellow sticker on the battery earth lead and an "OFF" sign on the ignition switch. So we were ready to go. Almost. Timing struts were needed, so back to the Blue Book for the regs and back to my <ahem> "metal supplier" for some aerospace grade aluminium that just happened to be going spare and in exactly the right width for timing struts. Some filing, drilling and painting sorted those out and trial fitting showed we were within regulation size.

For once, everything technical and mechanical was ready a week before the event, so Emma and I set upon the Sierras paint work, which was badly oxidised, with the T-Cut and Auto Glym polish. After half a day rubbing like mad (yes I know how it sounds) the car was looking brand new and ready to rumble. Emma had our race numbers laminated so we checked the paperwork one last time, got helmets and fireproof gear ready for the off, and relaxed with a nice dinner and glass of wine after pre-loading the car with tools etc. An early night was required as the venue opened at 07:30 and we wanted to make sure we weren't rushing to fit the timing struts, get to noise test and get scrutineered before walking the course and getting set up in the paddock. Alarms were set and we retired to bed early, more than a little excited about the following day.

Dawn broke about 15 minutes after I got up (too early on a Sunday and I don't care what the event regs say about when we're supposed to be there!) and a vaguely awake Jerry and Emma managed to get to the venue for about 0715. We found a nice spot in the shade and started getting the cars ready. Timing struts went on perfectly (very smart even though I do say so myself) and then it was a case of fitting the numbers. Which wouldn't stick to anything. At all. Not even Emma although I did try. Cold morning + condensation on windows + freshly waxed bodywork is not conducive to stickiness, but I soldiered on a best I could and eventually we managed to get to noise testing. What a difference it is from Road-Rally noise testing.

The requirement is at 2/3 max r.p.m, which for mine was just under 4,000, not the 4,500 r.p.m. for road rallies (changing to 2/3 max rpm next year if I recall correctly) and a nice high dB target. The Sierra was fine and I'm sure the noise test guy asked Emma if her engine was actually running. Then on to scrutineering "proper" – No problems for either of us, except £1 each for MSA helmet stickers (Emma's was out of date and mine never had one anyway). Then off we went in search of coffee, which



(Photo : Steve Scaddan)

was generously provided by the "Bigger Bites" burger van via Emma's mum who'd just arrived to offer moral support, as had Steve Scaddan, a mutual friend and keen (and talented) photographer, who was going to spend the day taking pictures. Then it was just a case of watching out for the start queue for our class and getting on with it. Emma was first, so I walked with her up the start queue, giving gentle advice as I thought appropriate. I stressed the need to give the track some respect as we didn't know what grip levels would be and, in fact, where it actually went, as we didn't have time to walk it. Then she

was off. A nice gentle, but firm first practice run to get a baseline time in. 81.20 seconds to cover the mile course. Not bad at all from someone who has never attempted, let alone been taught, how to drive quickly doing her first event and driving "blind". Then it was my go. Of course, all the advice I had given Emma went completely out of the window for my first practise run. What **is** it about donning race gear, strapping yourself in to a race seat and looking for a red light changing to green? I gave it a good blast off the line and threw it round the unseen course in 63.57 seconds. I was quite encouraged by this time, as previous results from this event showed that you wanted to be around the 60 second mark in a big saloon to get into a podium position for the class. I knew I had room for improvement, both in my choice of lines and the car, which tends to understeer badly in slow corners, and also in an area which a colleague later referred to later as "...larger cahoonas...", which I agreed with, as I assumed it was some trick new tyre from Japan.

The weather was absolutely perfect (despite my rain dance to attempt to get some advantage for having 4WD on the Sierra), and the setting in amongst the trees made it a very pleasant days sport. Throughout the day the sun never looked like going behind a cloud and with temperatures up in the mid twenties, it all got very hot indeed and we spent most of the day hiding in the shade and drinking gallons of water.

There was a lot of good machinery there, in the form of modified production cars with silly horsepower engines in bodies that weighed as much as the Sierras bonnet. There was also a championship at stake, which tends to raise peoples games a little, and there were some truly awesome times coming back throughout the day, with FTD being 51.93 seconds (Westfield with highly modified 1.6 Vauxhall DOHC engine and slicks as wide as your ar...m. Actually the control slicks from the guys Radical Racer - Bit keen if you ask me...

Emma's times came down a lot during the day and her fastest was some 6 seconds quicker than her first, which was impressive, as it's not easy finding it all out for yourself. I managed to set 5 times (two practice, three timed for results) all in "63 point something", which was very, very frustrating, as improvements only came in tenths, and finished 42nd out of 62 and 7th in class (out of 8). To be honest, I was probably over-driving it a bit and not concentrating on clipping the apex on every corner and using the full width of the track. I have many other excuses, but it all happened so quick with corners coming at you one after the other, that I found a rhythm difficult to achieve. As soon as I thought I'd got through the twisty stuff better, I'd get it wrong somewhere else! Talk about intense; there really was no let up.

So, at the end of the day two very weary, sunburnt and probably dangerously dehydrated **csma** WMx members packed up after their first foray into speed motorsport. We'd met a few new friends and learnt something about how "fast and accurate" is everything. Then it was off home for a takeaway and rehydration therapy, courtesy of Bulmers and Fosters...

Was it worth it? Value for money? In terms of miles per £, it's debatable, as £75 got five runs of a minute or so (compare the **csma** WMx rally track days with a dozen runs of 4-5 minutes each for similar money, or the Curtis Bennett Road Rally). In terms of *smiles* per £ and the intensity of the limited time on the track, most definitely, and I'll be on the look out for more of the same in the new season. I might even attack Wiscombe Park hillclimb. Now, where can I get some 16" rims, slick tyres and an extra150 bhp...

Jerry Ludlow and Emma Thompson

The 5th Retro Run

The Retro Run began as a one-off event in 1999. In the csma HQ archives was documentation for an event which had run in 1928 in the south west and the Motor Sport and Social Committees joined forces to recreate the weekend. Aimed predominantly at classic cars, a few modern cars also take part – those of us who don't own old cars enjoy taking part with those that do. The 1999 route followed as much of the original 1928 event's path as was possible and included both Exmoor and Dartmoor. It was such a success that the event was repeated in 2000, this time based in the Peak District. The next year took Eaves Hall as it's base for Lancashire and East Yorkshire and last year we visited the Cotswolds.

This year, the Retro Run began in Brecon. As in previous years, the participants gather at the chosen hotel for a dinner on the Friday evening. The event is a Touring Assembly (non-competitive) over Saturday and Sunday in which all those taking part follow the same route at their own pace visiting recommended stops on the way. There is a themed dinner on the Saturday evening and the event finishes with a cream tea on Sunday afternoon.

The last two years, Jez and I entered the Esprit but, unfortunately, that isn't very well so we took the MG ZS "Crazy Banana" instead. Toby and Gail Mack entered their Westfield (although they took the Saab as well, just in case it rained too much). Alison Durant and Rob Gibbs entered their Mk 2 Mini and Malcolm and Madeline Grubb entered an MG.

Various circumstances conspired to thwart people's attempts to get to the hotel on time for the 7pm drinks reception:

Jez was in meetings in Germany and didn't land at Heathrow until 6:45pm. He finally made it to Brecon (via home to collect the car) in time for the retreat to the bar at 10:30pm.

I had taken up Toby and Gail's offer of a lift to Wales (with Jez following on later). Toby drove the Westfield and I travelled with Gail in their Saab in convoy. We sat in queues for the road works on the M4 before pulling into the services for fuel where we spotted Derek and Ann Holden (Retro Run regulars) with their classic Volvo and Derek's brother and sister-in-law in their beautiful Triumph Stag. When we resumed our journey we sat in another queue because of an accident between Jn 18 and 19. The Vodafone Roadwatch service told us that we should expect a further 35 minute delay so we sat it out and watched the clock tick. Eventually, 4 hours after leaving Hook, we reached the hotel at 7pm. Just in time to check in, change and get to the ball room for dinner at half past.

We let the organisers know that the Holden posse were somewhere behind us in the traffic delays and also that I'd had a message from Alison and Rob saying they were delayed. They'd set off after lunch in the Mini taking a cross country route. But at Tewkesbury, the gearbox packed up so they had to wait for Britannia Rescue to take them back home. They then set off again in the Freelander and arrived at 11pm.

It is a tribute to the event that so many people persevered to get there. Various other parties had also run into traffic problems on the way, including Chalkie and Denise. As organisers, they had all the event road books with them and they just managed to arrive in time for the post-dinner presentation about the event weekend. The presentation included a run through all the entrants and their vehicles. This year's entry included a Sunbeam Venezia – one of only 150 built of which 27 are known to exist in the world, only three of which are in the UK.

Saturday's route was a 140 mile loop north and west of Brecon. We headed out on the lanes, bypassing Builth Wells on the north east side before heading over to the Elan Valley. This year's Run was sub-titled the Tour of the Reservoirs and it was easy to see why. We were amazed at how low the water levels were – this year's dry summer shows. The day had started out drizzly with low cloud but by lunch time it had brightened up considerably and we had sunshine and blue skies for the stunning scenery in the afternoon.

The lunch halt was at Devil's Bridge – the most north westerly point of our route. We visited a very nice tea room and, as well as lunch, also purchased one or two props for the evening's theme dinner. One of the entrants, new to the Retro Run, quickly observed that it is a tour of places to eat – the gastronomic equivalent of a pub crawl. With big breakfasts, suggested coffee halts in the morning and afternoon and lunch stops, it's amazing that we can face the dinner on Saturday night!

Our afternoon halt was at a working water mill. As well as the mill, which we looked round, there was a lovely riverside walk (with trout swimming in the crystal-clear water) and gardens to stroll through. It was a very nice find and the owner, who used to live in Fleet, very enthusiastic to show visitors around. After the obligatory cup of tea, we headed back to Brecon in time for a quick drink in the bar before dinner.

This year's theme was "Back to School" and I think more entrants than ever had made the effort to dress up. There is always the Black Tie dress option available but the school theme seemed to have caught most people's imaginations. There was a high number of school masters and mistresses complete with canes but the abundance of naughty school girls and boys kept them on their toes.

The conkers match in one corner looked very competitive and the lunch halt had provided an abundance of water pistols! There were a couple of sling-shots which fired anything and everything with remarkable accuracy. I'm not sure that the staff that the Castle of Brecon Hotel will welcome us back with open arms but I for one had a great time and I saw a whole new side to North London Centre Chairman, Bernard Ward!

Despite the antics on Saturday night, everybody was up bright and early to check out of the hotel and begin our second day's tour. This time, we headed south and east in a wide loop which took us to the Forest of Dean.

The day was bright and sunny with blue skies and was the perfect weather to appreciate the drive. We passed more spectacular reservoirs and enjoyed some lovely views through the Brecon Beacons but the highlight of the morning had to be the "forest drive". It is an area called Cwmcarn, near Abercarn, and for £3 per car, you can drive through the forest tracks where there are the most breathtaking views. Well worth the hour it took us at 15mph to complete the 7.5 miles with stops on several bends to take photographs. I ran out of ways to say "look at that view" so just kept saying "wow" a lot. From Abercarn, we travelled to Usk for lunch in a very nice tea shop before heading across to csma's Whitemead Park in the Forest of Dean for the finish.

New to this year's event was an en-route quiz. As well as all the navigation for the route, the road book included simple quiz questions such as "what is the name of the pub?" to give added interest for the passengers. The questions themselves were very easy to answer without having to leave the car (or slow down much in most cases – although we stopped a couple of times to get the Welsh spellings right). However, I found that I was getting so carried away keeping on top of the mileages and directions, that I kept forgetting to watch out for the questions until we'd passed the answers!

At the end of the event, Chalkie and Rose Wooldridge went through the various quiz answers, reviewed the antics of the weekend and made small presentations to each of the crews who had taken part. It transpired that, as well as myself, only Jeff & Anita, in a lovely old Daimler, had completed all 5 Retro Runs.

There are many other familiar faces who we look forward to getting together with each year and we were all very sad to learn that now that Chalkie and Rose are no longer serving on the Motorsports and Social Committees respectively that this could be the last Retro Run. There seemed to be unanimous support around the room for another year so hopefully there will be somebody at HQ to take up the mantle and organise it for another year. Apart from anything else, I think that Chalkie, Denise, Rose and Tony deserve to attend the event as participants after all the hard work they've put in on behalf of the rest of us Retro Runners.

Will this be the last Retro Run? I sincerely hope not...

Nikki Wild

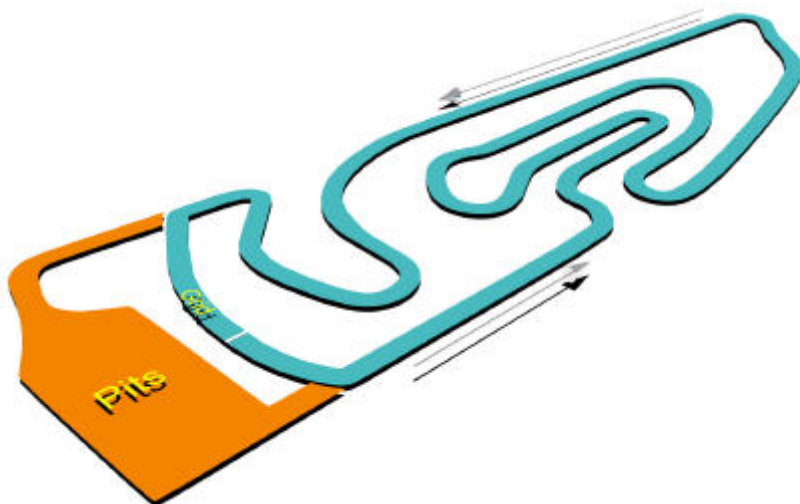
csma Karting

Sitting on the grid, engines throbbing and adrenalin pumping staring through the heat haze, waiting for the flag to drop...

The day dawned bright and sunny for the trip through Milton Keynes' "logical" grid system of roads to Daytona Karting Centre. So after traversing most of the said roads I arrived ten minutes late, just in time to change into some stylish overalls (!) and attend the briefing, most of which was a video starring a disturbingly young Shane Ritchie!

Having entered as an "intermediate" (I'd been karting three times before this event) I was a bit surprised to be put into the "expert" category as a result of the times from 8 laps, and even more surprised to find that my time was in the top ten of 43 entrants!

The track at Daytona is around 1300 metres long, and consists of a good variety of corners, from the flat out (this-is-going-to-hurt-if-it-goes-wrong) to slow hairpins (why-is-she-pulling-away-oh-yes-she's-half-my-weight) – some I just couldn't seem to get right!



Practice sessions were ten minutes long, with a very detailed printout for each competitor detailing lap times available immediately after getting out of the kart – very impressive.

Unfortunately during the second practice session I was almost involved in a slight altercation which I avoided by dint of mounting the curb (look tiny from the pit wall – damn well hurt when run over at high speed!)

Daytona International

01908 695 694

Driver: Jeremy Bunker
Physique No.: 7
Team: [blank]
Country: [blank]

Qualifying: 08:00:00 to 11:00:00
Time on track: 11:01:22
Time off track: 1:01:36
Laps completed: 8
Start position: 11
Other drivers: 13

Real option: 1-12:00 on LAPP

Average speed: 1:10:00
Top average speed: 63.8km/h (J.R. Singh)
Average speed: 60.8km/h (J.V. Smith)
Fastest driver: 1:11:00 by Anthony Handberg

Track record: 1:09:47 by Steve
Track length (m): 900m (4:00:00:00)
Track (lap record): 1:12:463 by J.V.

Classification by Best Laptime

Pl.	No.	Driver	LAP	CRTIME
01	7	Anthony Handberg	2	1:11:00.0
02	6	Drew Goodbridge	8	1:12:00.0
03	13	Jon Smith	7	1:12:07.2
04	4	William Chapman	6	1:12:07.7
05	8	Jeremy Bunker	5	1:12:08.4
06	9	Archie Ross	3	1:14:27.2
07	12	David Palmer	4	1:14:46.1
08	10	Steve Smith	4	1:14:46.2
09	11	Simon Munnings	3	1:14:46.2
10	14	Michael Goodbridge	5	1:14:46.2
11	8	Alan Reed	4	1:14:29.5
12	12	Michael Goodbridge	6	1:15:00.0
13	9	Alan Theobald	6	1:15:00.0
14	11	Tony Reed	2	1:15:00.0

Classification by Best Laptime

Pl.	No.	Driver	LAP	CRTIME
01	1:04:00.0			
02	1:11:00.0			
03	1:12:00.0			
04	1:12:07.2			
05	1:12:07.7			
06	1:12:08.4			
07	1:14:27.2			
08	1:14:46.1			
09	1:14:46.2			
10	1:14:46.2			
11	1:14:29.5			
12	1:15:00.0			
13	1:15:00.0			
14	1:15:00.0			

© 1998 Daytona International Karting
 Daytona International Karting - Street Karting - Karting (practice track) - Practice on - "Living Life, So Wild" Lap - 900m (4:00:00:00)
 01 1:04:00.0
 02 1:11:00.0
 03 1:12:00.0
 04 1:12:07.2
 05 1:12:07.7
 06 1:12:08.4
 07 1:14:27.2
 08 1:14:46.1
 09 1:14:46.2
 10 1:14:46.2
 11 1:14:29.5
 12 1:15:00.0
 13 1:15:00.0
 14 1:15:00.0

www.daytona.co.uk
 Daytona International Karting - Street Karting - Karting (practice track) - Practice on - "Living Life, So Wild" Lap - 900m (4:00:00:00)
 Jeremy Bunker Page 1

After that my kart started to slow down markedly – so much so that I pulled into the pits early and had the kart looked at. Apparently I'd bent a brake disc shield onto the disc which neatly explained my lack of speed!

After the practice sessions we had lunch, which was followed by qualifying! The weather still appeared to be bright and sunny, despite the local weather fore-caster using the phrase "tipping it down" when predicting the afternoon weather (which is never good!). There were to be three sessions of 4 laps each, with the starting orders jumbled so that each competitor had one start from near the front, one from near the back and one from near the middle.

Quali 1 (to use the F1 parlance!) went OK – I started from near the middle and only dropped a few places. Quali 2 was not quite so good. The chap who had the kart for the intermediate group (we kept the same kart all day apart from the 'sorting'

session) wasn't happy with the performance and had it looked at, but it was pronounced fit and returned to the fray with me as its pilot (or should that be ballast?) I started from near the back of the grid and kept my place. Once again, before my quali 3 session, my opposite number in the preceding group was still not happy with the kart. On my warmup lap it became apparent why – there was almost no pickup, and sure enough when the flag dropped I chugged slowly away from P2 on the grid with karts positively flying past me – my acceleration was boosted considerably by a kindly punt up the rear from one of my adversaries! As a result I dropped lots of places to come in 9th – after this the kart was retired, and a new one wheeled out for my final. The points total from the three quali sessions were added together to determine grid position for the final which meant that I was second from last on a grid of 14.

When taking this brand new kart out for the formation lap I suddenly realised (a) that the previous kart had wonderful brakes – very progressive (unlike this one!) and (b) that tyre temperature makes a **huge** difference (revealed to me in a moment of clarity while sailing straight on at the first corner!) So there I am...

...sitting on the grid, engines throbbing and adrenalin pumping staring through the heat haze, waiting for the flag to drop...

Flag dropped, foot planted – round the first corner holding my position when one of the karts in front span – I hit the brakes and narrowly avoid spinning in sympathy. I had made up some places! Over the next few laps I lost them again leaving me back where I started! Then on the last lap, after slowly reeling in the kart in front, I finally took a better line around the farthest corner of the track and over the next hundred or so metres

gradually began to overtake him on the left – the correct side for the extremely fast left hander at the end of the straight! I held my nerve and entered the corner flat out (praying like mad that the kart wouldn't understeer) before slamming on the anchors for the right hand hairpin immediately after. I rounded the hairpin, dimly aware that I wasn't side by side with my adversary any more and risked a glance over my right shoulder to see a kart facing the wrong direction on the apex of the hairpin! My adversary had outbraked himself trying to take back the position into the hairpin and had fortunately missed me! I crossed the line to make up one position from the start and was well satisfied with the result!

So what did I learn? Well...

- (1) Weight counts double in karting... (Mental note - start the diet for next years event...)
- (2) I can't overtake. I can get decent lap times when no-one else is about, but during races I seem to concentrate on the 'quick line' and there's always some pesky person who is blocking the bit of track I know I need to be on to get a good lap time...
- (3) I can't stop myself from being overtaken. As above, except that when I want to turn in, some pesky person (a different one to above, clearly) is where I want to be, so I have to lift off...
- (4) I haven't got the killer instinct. Too much "I *could* have a lunge up the inside, but if we collide, it's gonna hurt..."

The day was excellent fun though. A GPS receiver recorded a top speed of 48mph (felt faster, but due to sheer bulk my maximum was 39.5mph!), the circuit was excellent, the rain held off, and the competition was fierce but friendly. A good day, I think, was had by all! Many thanks to the organisers!

Jez Boakes

csma North London Centre presents

**The
...QUADRUPLEX...**

**Saturday 22nd November
2003**

at

**The Windsor & Eton Liberal Club
Victoria St.
Windsor, Berkshire**

Presented by the West Middlesex 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 of 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 pens yet...), your unstinting loyalty to your Group, and, as always, a Sense of Humour!

The exact details of the evening will remain a closely guarded secret, well, until I've planned what we're doing, but it will be a team Quiz type format with a bit of a twist... and the more people the better !

A complimentary Supper will be provided part-way through the evening and a private (very reasonably priced) bar will also be available just for us.

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

Any questions, please give me a call....

Allan Goddard 07785 903000