

June 2008  
Number 508



**Rob Gibbs**

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**Your Editor Speaking...**

A very sad month. Rob Gibbs, long time WMx member, lost his battle with cancer.

More is written elsewhere in this issue, but from my perspective he was one of life's good guys. We spent many happy hours in the pub, at preserved railways, in the

pub, at model engineer exhibitions, in the pub, in Tokyo and in the pub. They were without exception great times which I will remember fondly for the rest of my life.

I was privileged to know him, honoured to have been his friend and will miss him greatly.

*Jez Boakes (Editor)*

**A Note from your Chairman**

It is with great sadness that this month we report the passing of Rob Gibbs, long time csma and WMx member who also served on the committee until a couple of years ago. He now begins a journey on a different road.

There has been much comment in the press lately about the 'scruffy' appearance of sportsmen – in particular Sebastien Loeb attending press conferences looking unkempt and with several days' growth of stubble. If I miss a shave (it is a bind scraping your face every day) it is pointed out in no uncertain terms how scruffy (and grey!)

I look. So, why should they get away with it – just because they are young, rich, famous, tall, dark and handsome? You don't see sportswomen unkempt and unshaven, not that I look that much, of course.

Summer looks like it's arrived – so get out there and enjoy your motoring. If you have convertibles, get your tops off (and the car's) and make the most of global warming but don't have the aircon on at the same time. Otherwise you'll be trying to cool the Northern hemisphere!

As ever, keep your foot in it

*Derrick Holden (Chairman)*

**Temp Sec Bit**

May clubnight was not very well attended, which was a shame since Alan Smith put in a lot of work devising a rather excellent navigation tutorial.

Allan Goddard and his gang had lots of adventures on the Welsh National motorcycle rally which I'm sure he could be persuaded to tell you something about at Noggin...

Coming up is the annual walk, which starts and finishes at the Flower Pot at Aston,

## **csma West Middlesex Group**

near Henley. This is always a good evening out - a gentle stroll and some good company! Sadly I'll have to miss it this year - I shall be at Le Mans...

July sees the Golf day - or swish buggit as it's known in West Middlesex circles. Come and take out some aggression on a harmless little white ball...

## **The Sump June 2008**

Motorcycling types have lots of stuff up and coming - the Belgium trip is in June for the fortunate who have already booked - I believe it to be full... July sees a trip to Duxford. See Allan Goddard for more details.

***Jeز Boakes ([Temporary] Secretary)***

### **Rob Gibbs**

It is with very great sadness that I have to report the death of Rob Gibbs. After six months undergoing treatment for cancer, Rob's health took an unexpected, rapid decline from which he failed to recover, and he passed away in the early hours of 14<sup>th</sup> May.

My first memories of Rob are of him keeping out of our way when we held committee meetings in their house back when his then fiancée Alison Durant served on the West Middlesex Group committee. Later he and Alison took part with several of us from the Group in the HQ organised Retro Run touring assembly weekends at which we had a lot of fun. The weekends include a fancy dress themed dinner at which I recall Rob as variously a monk, an American WWII General and a pirate!

Rob became more involved with the West Middlesex Group and was elected to our Group committee in 2002, serving firstly as general committee for a year before taking on the role of vice Chairman. Work commitments eventually forced his decision not to re-stand for election at the 2005 AGM, shortly before his wedding to Alison that June.

Rob's other interests included railways – including an impressive model railway in his study. On their trip to Japan in October, he and Jez visited the newly opened railway museum there. Having been to Japan a number of times for business, Rob was learning to speak Japanese.

He was also a very keen diver and we received many a postcard from Alison written on a beach somewhere whilst Rob was under water.

Those of you who knew Rob will agree that he was a great person to be around and we will all miss him greatly.

Several West Middlesex members will be attending the funeral and of course our love, prayers and support go to Alison, and Rob's family.

***Nikki Wild***

## The Mysterious Tale of a Monagesque Winner

*A tale of speed, excitement, love and derring do in war torn France.*

As the dust settles on the streets of Monaco and the bus stop and swimming pool revert to their original purpose, spare a little thought to one of the greatest unsolved mysteries of motor sport – the fate of the Monaco Grand Prix's first ever winner.

William Grover-Williams was one of only 16 drivers invited to take part in the inaugural event organised by Antony Noghes, a cigarette manufacturer, supported by His Serene Highness Prince Louis II and Monagesque driver, Louis Chiron. No qualifying in those days, grid position was decided by ballot and on 14 April, 1929 what was to become one of the greatest events in the motor sport calendar was won by Brit William Grover-Williams from 5<sup>th</sup> on the grid in a Bugatti T35B who finished the 100 laps in a time of 3.56.11 to take the 100,000 French franc purse.

But who was he?

Born on January 16<sup>th</sup>, 1903 to an English father a racehorse trainer, and French mother, one of his first jobs was as a chauffeur to a renowned portrait painter, Sir William Orpen. Aged 23 and no doubt a well set up young fellow, he quickly fell for Sir William's mistress, Eve Aupicy – and she for him! Orpen seems to have been a most understanding gentleman, for he not only appears to have given the young couple his blessing but also a considerable sum of money to send them on their way, which Grover-Williams quickly appropriated to fund his motor racing career. Nice work if you can get it, boys!

By the time he eventually married Eve in 1930, he had won the French Grand Prix twice in 1928 & 1929 and of course the inaugural Monaco Grand Prix, also in 1929, often racing under the name of W. Williams.

As storm clouds gathered over Europe, his career appears to have faded, though he readily volunteered for action at the outbreak of war, becoming appropriately enough a driver in the Royal Army Signals Corps. Our mystery really begins in 1941, however, when he was identified as a potential S.O.E. member – or secret agent!

Initially training in survival and fighting techniques at Arisaig in Scotland, he completed his training at what is now the National Motor Museum at Beaulieu. It was then just Lord Montagu's private estate, but we now know was used extensively during the war as a finishing school for the S.O.E. Coincidentally, before the war, he and Eva had lived at Beaulieu Sur Mer, in the South of France, near Monaco.

From Hampshire, operating as Vladimar, he was dropped into occupied France near Le Mans on May 31<sup>st</sup>, 1942 to found a new sabotage network, code named 'Chestnut'. This he readily established, despite the lack of assistance, including a radio operator! We can only imagine what difficulties he must have faced in doing this, given part of his mission was to receive arms and equipment drops and hide them in the build up to a major assault. This he seems to have achieved by borrowing lorries under the noses of the Germans from the Bugatti factory though quite how, is not recorded.

Although eventually a radio operator, Dowlen joined him in March 1943, this was to prove his downfall! Dowlen was captured by a German radio direction team, just 4 months later. Within 2 days, after a series of arrests, Grover-Williams too found himself, a guest of the Gestapo, on August 2<sup>nd</sup>, 1943.

Despite traditional Gestapo hospitality, the Germans only succeeded in discovering one of several large caches in the area, and this was perhaps more due to luck. Grover-Williams was sent to Sachsenhausen Concentration Camp to be held in solitary confine-

ment. There the story should end as it was generally understood he had been executed by firing squad on 18 March, 1945, 6 weeks before the end of World War II.

Did he die? Or was he the man who turned up at the MI6 office in Berlin in 1947 claiming to be Grover-Williams and seeking assistance to get to America? Establishing facts were extremely difficult in the aftermath of war with so many displaced persons to deal with. Furthermore top secret S.O.E. records had been rapidly destroyed, and those that survived were largely decimated by a fire in February 1946. One ex SS. Officer came forward to insist that Grover-Williams had been secretly taken to Berlin in January 1945, whilst other research indicates he may have instead been taken to Rawicz prison camp in Poland, from where many escaped in the latter days of the war. Surprisingly, many headed for Berlin, as intelligence officers were then in great demand as the newly found peace began to escalate into the Cold War. Certainly one aerial photo of Sachsenhausen survives with what has been identified as probably Grover-Williams handwriting annotating key points.



All these leads seemed to go nowhere until in 1948, a mysterious man called Tambal with pronounced scars around his head, consistent with having been badly beaten, moved in with Eve, Grover-William's wife in Evreux, France. He claimed to be on a mission to restock French zoos, having arrived from America via Uganda, where Grover-William's sister was known to be living at the time. Eve let it be known that he was her cousin, but local gossip saw them as significantly more than that. The mystery cousin was also said to be surprisingly knowledgeable about cars.....

So what? Well if the above was true, why when the mayor of Evreux tried to get Tambal to register as required by French law was a message received from Paris telling him to 'lay off!' Tambal never registered and therefore technically did not exist.

Despite this, he is known to have stayed with Eve at Evreux, breeding West Highland Terriers and Scottie dogs- Eve was eventually to become a judge at Crufts. After her death in 1973, Tambal sold up and in another strange coincidence moved to Agen, near where Grover-Williams had been born. Ironically, Tambal or should I say Grover-Williams was to die, in a street motor accident, when knocked off his bicycle by a passing German tourist. An ignominious end for the first winner of one of the most prestigious events in motor sport and secret agent?

Who knows?

***Ann Holden***

## Red Tape Trial

**R**ight - let us begin!

Sunday May 6th 2008 - **csma** Red Tape Trial.

7am alarm call (daylight!), open curtains, quickly close again and curse loudly!

Snow! Lots of snow! In half a mind to call in sick, but I had promised AG that I'd be there, so be there I will!

The roads seemed unsalted through the Great Park and some drivers were finding the going very slippery with some coming to grief at the peanut roundabout.

I arrived at Jack's Cafe in Bagshot at about 8:09am, parked up and ordered coffee. Soon after AG & Co arrived and ordered their breakfast. After eating up we followed AG to the site (off road) just over the M3.

Once there we signed on and sorted out some hot coffee - did I mention that it was cold and snowing?

A little while later we headed to our tests in AG's Omega - our tests were a special test and test three on what seemed like the side of a mountain. Steep or what?!? But what a view with the snow covered trees!

AG gave me a quick run-through of the stages and regs and by the time the first riders started to arrive I was stationed at the bottom of the test in which the riders had to navigate down a slope before rounding a tree and ascending the hill again.

The first riders through found the going slippery - but then so did I on foot!

Lunch at 12:00 was a can of sardines and a packet of Hobnobs - I didn't allow for lunch in the forest!

After lunch AG was to marshal the timed special test and I started to marshal test three on my own until help arrived (most appreciated!). The riders rode their last two laps, some cleaning the section and some not...

By this time the wind was bitterly cold, even though the sun was out - although there was no sun under the trees!

After the clerk of the course closed our tests we headed back to services for some more hot coffee.

It was a totally excellent and unique day, if a tad cold, but then us **csma** crews are a hardy lot!

Thanks to all the organisers, AG and the riders for taking part!

See you soon!

*Simon Mummery*

### **Points Claims**

Don't forget that you must now claim points before the end of the month following the event.

The amnesty since the rule change for events so far this year ends very soon!

**csma West Middlesex Group**

***2008 Golf Day & July Clubnight***

***Thursday 10<sup>th</sup> July 2008***

***Day Plan + Clubnight!***

WMx Golfers need to pre-book via AG... Then please arrive about 12 noon for a 12.30 lunch of Tea / Coffee & bacon sandwiches.

**Tee-off times from 13.30, approx. finish time 18.00**

Prizes & High tea for all players at 18.30 (Main course, dessert & a beer),  
*followed by .....*

***July Clubnight***

at the same venue, from 8pm - *Private room, light-hearted Golf themed entertainment, plus light snacks)*

All Members, their families & friends will be very welcome!

**Finish approx 22.30**

**For Golf, contact AG before Thursday 3<sup>rd</sup> July please;**

**For Clubnight, just turn up at the Blue Mountain Golf Centre in Bracknell on the evening.**

***June Clubnight ~ 12<sup>th</sup> June 2008***

***The Annual Group Walk!***

AG's planning another walk  
Just a short stroll round the block,  
And summer time allows  
A start at 19.30 hours  
And NOT the norm eight o'clock!

The Flower Pot Hotel is in Aston  
And that's where we'll meet once  
again  
In the garden at the rear  
Time for just a small beer  
Then it's off for our walk down the  
lane.

Husbands, wives, kids & pets,  
Friends of West Middlesex,  
And spinsters & batchelors alike,  
Everyone's welcome,  
Especially Madeleine & Malcolm,  
But don't plan to come on your 'bike!

Easy walking on paths  
Near the River and on grass  
Wear sturdy shoes; have no fear  
We won't be out long  
'Cos, as they say in the song,  
We gotta get back for a beer!

So June 12<sup>th</sup> is the date  
Don't hesitate  
'Tis a Thursday, (no change there then),  
Need more directions ?  
Well, below's my connections,  
Call me and I'll tell where & when!

**Translation : Clubnight – Thursday 12<sup>th</sup> June 2008.**

*An evening walk starting at 7.30pm – meet from 7pm at the Flower Pot Hotel at Aston, mr 175 / 784 842 – best approached from Remenham Hill on the A4130 Maidenhead to Henley road.*

*Details from AG on 07785 903 000 - see you in the garden !*



**YOU** are invited to an “exclusive to **csma**” Track Day!

***Monday August 11<sup>th</sup> 2008.***

We're returning to the charismatic Castle Coombe circuit in Wiltshire and, we have a maximum number of just 60 places on offer for this Event so you'll need to book promptly!

**An Entry Form is attached and your completed forms with a cheque for £100 (one hundred pounds) per driver, and made payable to **csma** North London Centre, should be sent to :**  
**ALLAN GODDARD, 2 Arnside Close, Twyford Berks RG10 9BS**

***Details of our day .....***

**Date of Event : Monday 11<sup>th</sup> August 2008.**

**Arrival: by 09.00hrs please,**

**Briefing: starts at 10.00 - Track action begins as soon after as is practical.**

This is a non-competitive event for fully UK licensed drivers where you will be able to drive your own car around this historic circuit throughout the day at a pace of your own choosing and without the fear of blue flashing lights coming up behind you! It is anticipated that each driver will have a minimum of five sessions on-track with the possible opportunity of some one-to-one tuition with an experienced Racing Instructor during the day, if you wish.

All vehicles need to pass a Sound Check – the limit is 100dB(A) for cars and 105dB(A) for motorcycles, measured at the exhaust pipe at 4500rpm. All vehicles must be in a road-worthy condition and to that end the event will be preceded by a vehicle scrutineering session prior to a Drivers Briefing at 10am. Helmets are available on loan from the Circuit and there is an excellent Café on site catering for all tastes.

Front seat passengers are permitted but they must be at least 17 years old, be 'Signed-on', and attend & fully understand the safety briefings & procedures.

A full day of on-track action will Finish at 5pm.

**At just £100 per Driver this is almost a half price day  
at Castle Coombe and it'll be great!!**

***Any questions or queries?***

**contact **AG** on 07785 903 000 / [allan.goddard@csmaclub.org](mailto:allan.goddard@csmaclub.org)**

**csma Track Day**

**CASTLE COOMBE CIRCUIT  
Monday 11<sup>th</sup> August 2008.**

**ENTRY FORM**

Name.....**csma** Membership number.....

Contact details;

Address.....

.....,

.....

Post Code.....

TEL No's. Home.....

Mobile.....

E mail.....

Track Day Experience :

Lots (Experienced): Some ( Novice): None ( Beginner): – please indicate...

Vehicle details;

Car / Motorcycle?.....

Make / Model:.....Colour;.....

Registration Number / Year;.....MoT expires?.....

A cheque for £100 per driver must accompany each entry and should be payable to **csma** North London Centre then sent to:

AG Goddard 2 Arnside Close, Twyford, Berks RG10 9BS

Thanks, see you there !

Allan Goddard – **csma** Captain

**Letter to the Editor**

What a nice group of people you all are! Thank you so much for the nice card and “get well soon” messages which you sent to Roy and I after our unfortunate accident on our old Velocette.

We were right at the end of a charity run when this car didn't see us on a roundabout in Hove and knocked us to the road breaking my ankle and badly bruising Roy's legs and hands.

Good thing that one of us is still mobile to do the shopping etc etc!

I'm hoping to discard the zimmer soon and just use a walking stick.

I hope I'm OK for the June ride-out.

Thanks again!

*Roy and Barbara Walter*

<b>West Middlesex Group Committee Member Contact Details</b>		
<p><b>Chairman</b> Derrick Holden</p> <p>07905 005963 chairman@csmawmx.com</p>	<p><b>Secretary</b> Jez Boakes (Temporary)</p> <p>07748 766409 secretary@csmawmx.com</p>	<p><b>Treasurer</b> Nikki Wild</p> <p>07778 161572 (Mobile) 01256 762865 (Home) treasurer@csmawmx.com</p>
<p><b>Committee:</b> Jez Boakes (Sump Editor)</p> <p>07748 766409 jez@jez-nikki.net</p>		<p>Allan Goddard</p> <p>07785 903000 agoddard@csma-netlink.co.uk</p>
<p><b>Malcolm Grubb</b></p> <p>01784 435447 malcolm.grubb@btconnect.com</p>		<p><b>Ann Holden</b></p> <p>07910 963698 annmholden@yahoo.co.uk</p>

**The deadline for articles for the**

***July***

**Sump is June 18<sup>th</sup>!**

**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.**

## Annual West Middlesex Group Summer Runs and Barbecue

**Sunday 10<sup>th</sup> August 2008**

A motorcycle ride out, organised by Allan Goddard, and a car run, organised by Derrick Holden and Malcolm Grubb, will start on Sunday morning and follow separate routes before finishing at around 3pm, in Hook, for the Group barbecue.

As in previous years, there will be a game or two at the barbecue to help pass the afternoon.

Anybody is welcome to attend the barbecue, whether taking part in either of the runs or not. We would appreciate it if you could let us know that you are planning to join us so that we can ensure that we cater for everybody.

Likewise, to ensure that there are sufficient road books and event paperwork for the runs, you will need to enter these in advance so watch out for entry forms on the Group website or drop an email to the organisers for more information.

Details of where and when the runs will start will be in next month's Sump and in the event entry paperwork.

### *Contacts:*

**Motorcycle run: AG:** (M) 07785 903000;  
(email) [allan.goddard@csmclub.org](mailto:allan.goddard@csmclub.org)

**Summer run: Derrick Holden:** (M) 07905 005963;  
(email) [chairman@csmawmx.com](mailto:chairman@csmawmx.com)  
**or Malcolm Grubb:** (Tel) (01784) 435447;  
(email) [malcolm.grubb@btconnect.com](mailto:malcolm.grubb@btconnect.com)

**Barbecue: Jez** (M) 07748 766409; (e-mail) [jez@jez-nikki.net](mailto:jez@jez-nikki.net)  
**or Nikki:** (M) 07778 161572; (e-mail) [nikki@jez-nikki.net](mailto:nikki@jez-nikki.net)

## FDMC Han Solo

On the way to the Farnborough District Motor Club Han Solo (it was on May the Fourth - geddit?!?) I was praying for rain on the basis that on the other two autosolos I've done I seemed to do better in the wet than the dry. However, I was to be thwarted...

The event was held at Bordon Army Camp on one of the parade squares, and a fine space it was for the event too. The organisers had chosen to use the whole of the square for the tests, which meant that the cars had to be led out of the paddock area to the start and back again in batches. This didn't seem to slow things down though - most of the time between groups seems to be taken up with marshals (drivers mere moments ago) ambling to their posts!

So, following scrutineering and some standing around gassing to the other **csma** crews - Malcolm Grubb, Mike Biss, Cath Woodman and Mike Harrison in his newly completed Sprite, we were briefed and in Malcolm and my case, sent out to marshal.

I rather like not being the first out to play - it gives me a chance to watch the other competitors and thereby attempt to remember the tests. I live in mortal fear of forgetting where to go, although in my previous two events this didn't happen. A false sense of security? Hmm...

The first test went reasonably well, although I was a little disappointed with my time. Start gently is the advice often heard at these things - learn the course then give it some pasty when you've got a time on your card. I did the first bit but forgot the second it seemed. Malcolm comfortably beat me (but then I expected that) by 3.2s!

The second test I turned up the wick a bit, while trying to be smooth and not overcook it into some of the tighter, longer corners and thus spend lots of time scrubbing off speed then trying desperately to get it back. Some of the tighter sections of the course were exactly that - tight - and I was amazed to get away without clipping some or indeed most of the cones... Better times were recorded - in fact I beat Malcolm on this test, by a whopping (!) 0.6s, bringing the deficit to 2.6s. Hmm... If only (a) I could keep this up and (b) there were five more tests...

Lunch was a burger from the excellent Wallace's Wagon, followed by some marshalling and then test 3. Oh dear. On the first run I had done about one third of the course when I came across a section of cones which were clearly intended to be a slalom, but which I was able to take flat out, without bothering the steering wheel at all. "Odd - this isn't very challenging..." I thought. Then I rounded a corner to see a marshal holding up a red flag. "Ah - that must be for me" I distinctly remember thinking. Yep. A wrong test. Poo. And on the first run through as well. Rather piles on the pressure for the next two runs. However, for those next runs I more or less kept it together and posted some reasonable times, but still dropped another 1.5s to Malcolm.

The fourth test went mostly without incident, except for rounding a corner to see some marshals waving their arms in the air - the red flag provided for that purpose resting unruffled on the ground... I slowed to a crawl anyway which was fortunate since the car in front of me had spun, demolishing lots and lots of cones. So I got a re-run, but due to a lack of forethought by me had to take them one immediately after the other. Quite hard work actually! Dropped another 2.8s to Mr Grubb making 6.9s in total.

I ended up fourth in class (Malcolm was second - well done!), which I was quite happy with. Interestingly I was beaten by people I had fairly comfortably beaten at Aldershot and I beat people who had comfortably beaten me at Hatfield. All very confusing. But good fun! Thanks to FDMC for organising it and inviting **csma**!

## csma North London Marshalling Team ...

### try something new

We are constantly hearing about the benefits of regular exercise, so whether your interest is taking part or marshalling get involved today, make the most of your leisure time, and take advantage of yet another member benefit.

- csma – ‘Exclusive’ Track Day
- Castle Coombe, Wiltshire
- Monday 11<sup>th</sup> Aug 2008 9-5
- £ 100 per car/driver/rider
- 100db noise limit cars
- 110db noise limit m/cycles
- Passengers welcome (front seat)  
– over 17 only please
- 40 cars & 20 m/cycles (Not on track at same time !)
- Contact AG 07785 903000 for a great days enjoyment  
Email: [allan.goddard@csmaclub.org](mailto:allan.goddard@csmaclub.org)




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### Sunday 13 July 2008 Essex Charity Stages, Bradwell on Sea, Essex

#### supporting the Essex Air Ambulance

csma North London Marshalling Team have been asked to help at other locations during the morning and run the main Airfield Stage in the afternoon on the **Wickford Auto Club Essex Charity Stages** on Sunday 13 July 2008 at Bradwell on Sea, Essex.



We will need plenty of support to cover all the positions: marshalling, start and finish timekeeping, and safety radios. Volunteers will be close to the action working with experienced marshals and our stage will be a great finale to the event. The main service area will be adjacent to our stage. We will need to sign-on by 0800 and the event will run till about 1700 hours. Bring refreshments to sustain you and sun protection. Prizegiving will follow at Bradwell Marina.

You're guaranteed an action packed day of club rallying at its best on the Essex peninsular. Don't miss the excitement !!!

If you are available or require any further information then please call **Graham McLean** on **020 8553 4700** (evenings after 7 pm) or Email: [graham.mclean@bt.com](mailto:graham.mclean@bt.com) Do it today and get involved.

Dates	Event (Status)	Club	Type of Event	Champ
Jun Sun 1	* Juniper (Nat B)	csma NEL	Tarmac autotest	BTRDA
Sun 8	Treasure Hunt ()	Green Belt MC	Driving treasure hunt invite	
Sun 29	* Summer Solo (C)	Farnborough DMC	AutoSolo on tarmac	
Jul 5/6	* Enduro Rally Practice ()	ERRC	Open weekend for novices	
Sun 6	* Greenacres ()	csma NWL	Grass autotest	Centre
Sun 20	Treasure Hunt ()	Green Belt MC	Driving treasure hunt invite	
Sun 27	Grasshopper ()	csma NEL	Grass autotest	Centre
Aug 9/10	* Welsh Enduro (Nat B)	Amman & DMC	Enduro road event	
Mon 11	* Track Day (C)	csma NLC	Castle Coombe race track thrash	
Sat 30	Bullnose Enduro (Nat B)	Oxford MC	Enduro road event	
Sept Sun 7	Haymaker ()	csma WMx	Grass autotest	Centre
13/14	Yorkshire Enduro (Nat B)	Ilkley & DMC	Enduro road event	

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

**Previous Events**

**Farnborough AutoSolo** Well we ended up with six centre representatives on this event, with Mike Harrison taking his kids inheritance (sorry, rebuilt AH Sprite) for its first competitive run. It sounded quite nice for the first few runs but then Mike opened it up a bit later on and it is definitely loud (intake plus exhaust)! Yet again Cath was suffering from an overdose of motorsport, having done a road rally the night before (well a bit of it anyway until a wheel fell off!). She manages to get to just after lunch and then it starts to go downhill from there. Malcolm Grubb had got permission from daughter Caroline to use her Clio for the event, but I think he had to buy a pair of front tyres as part of the agreement. Jez Boakes took the large MG around in his normal smooth driving style, although he did (*inadvertently!* - Ed) try and cut out a bit of the course on one test, but that was soon spotted. These are really good fun events allowing you to compete, marshal and spectate. With a full entry, the event provided a full days entertainment. The next event is on the 29th June, back at Aldershot, but you'll have to be quick though.



**Future Events**

**Juniper Autotest** This is one of the best venues on the championship calendar, so come along and watch the best drivers in the country doing their handbrake turns and using superb car control to get round the courses. Offers to marshal either to Graham McLean or myself, as we will need a lot to make this event happen. To help you, each marshal will get a voucher for a free hot drink and a burger (and very nice they are too) and guidance on what is required. There is nothing tricky or difficult, but you do get time to see the action at close quarters.



**Treasure Hunt** This is an invite to a Green Belt MC organised treasure hunt on the 8th June and they are well worth having a go at. The event starts at 2pm and the entry fees are £7.50 per car (two person crew) plus £2.50 per extra person. Cath and I will hopefully be out again, so why not try something different; there is usually a cream tea somewhere on the route!

**Summer AutoSolo** This is another one being run by Farnborough DMC and will be held along similar lines to the NEL event in April. It takes place at an old parade ground in

## csma West Middlesex Group

Aldershot, on Sunday 29th June and entries are again restricted to 45 at a cost of £30 each. Scrutineering starts at 8am, with the tests beginning at 10am. Regs are available from either myself or downloadable from the club website at [www.fdmc.org.uk/SummerSolo2008regs.pdf](http://www.fdmc.org.uk/SummerSolo2008regs.pdf). Hurry, only a few places left at the time of writing.

The Sump June 2008



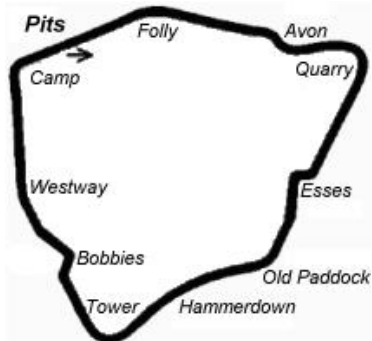
**Enduro Rally Practice** Many endurance rally competitors have expressed concern about a lack of navigational skills / car preparation / organisation skills on these events and the championship organisers felt that help could be given by leading enduro crews. They are holding an open day / weekend at Phasels Wood Scout Camp near Hemel Hempstead, for any competitors, including road rally crews, that would like some help improving their results. Above all, this is a social event in keeping with the high social aspect associated with endurance rallying. Part of the weekend will be a grass autotest and this will be run as part of the Greenacres (see below), so if interested, you can easily do both. Further details are available from myself if interested.



**Greenacres Autotest** The date has moved to the 6th July and will run at the Leighton Buzzard venue as usual. The event is run on a smooth grass field and the tests are all forwards. This is suitable for any car, even autos, and is totally non damaging and very good fun. All you have to do is drive a set route around some cones against the clock and you even have a chance to drop scores. The design of the tests will be easy to remember and you will have time to watch others to see how it's done (bound to be wrongly in some cases). The entry fee is £17 and regs are available from myself.

**Grasshopper Autotest** The second of the grass autotests will be held at the usual Studd Farm site over near Leighton Buzzard. Bernard Ward will be organising again and more details will appear next month.

**csma Track Day** This is a non-competitive event at the Castle Coombe race track in Wiltshire for fully UK licensed drivers, on Monday 11th August. You'll be able to drive your own car around this historic circuit throughout the day at a pace of your own choosing. It is anticipated that each driver/rider will have a minimum of five sessions on-track with the possible opportunity of some one-to-one tuition with an experienced racing instructor for both cars and bikes during the day. Helmets are available on loan from the circuit. Front seat passengers are permitted but they must be at least 17 years old, be 'signed-on', and attend & fully understand the safety briefings & procedures. The full day of on-track action will finish at 5pm and all for just £100 per driver (normally at least £170).



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