

Civil Service Motoring Association

CSMA

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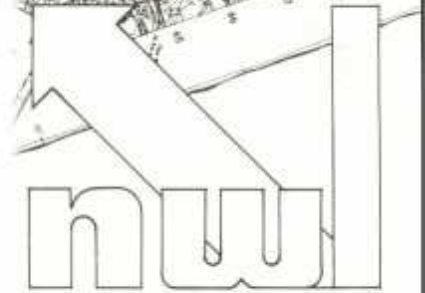
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CSMA

Civil Service Motoring Association



NEWSLETTER



CSMA

THE BIG END



The Big End

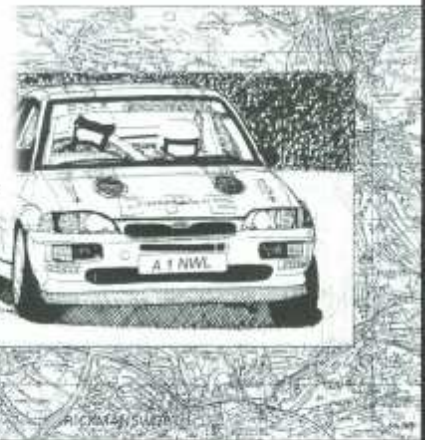


CSMA CLUB



Civil Service Motoring Association North West London Group

BIG END



CIVIL SERVICE MOTORING ASSOCIATION



89-97

Edition

97-99

CIVIL SERVICE MOTORING ASSOCIATION

NORTH WEST LONDON GROUP



CSMA CLUB

North West London Group



April 2016



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Clubnight NWL AGM

Tuesday 5th April

At our new clubnight venue
The Red Lion PH
Starts 8pm

THE BIRTHDAY BOX !

On our April birthday celebration list we have **Antony Cox** on the 9th, **Joyce Manktelow** on the 25th and **Lee Craker** on the 28th - many happy returns to you all!



Opinions expressed in this newsletter are those of the contributor and not necessarily those of the CSMA Club, North West London Group Committee or those of the Editor. In addition, articles on maintenance, etc. are published in good faith and no liability can be accepted by the CSMA Club, North West London Group Committee or those of the Editor for the accuracy of such contributions or for damage or malfunction arising from their use, no matter how they are used.

Visit **The Big End** on the Internet - www.csmanwl.com

Well my autosolo will not be happening this month as I still haven't found a suitable venue yet. With the problems finding a venue for the tarmac autotest as well, this has been put aside for the time being and hopefully I can find something for later in the year. The biggest problem is just finding somewhere away from houses. I might be able to run it at an existing venue, but a lot of people don't like it and I would have to try and find a way to utilise it without the problem bits. Oh the joys of being an organiser!

Last month saw the confirmation that the people in control of the managed motorways speed limits are a bunch of idiots. Coming down the M1 to Luton at junction 11 on a Monday morning, the speed limit signs were on saying congestion and to use the hard shoulder. Why are they idiots? Well the motorway had all lanes blocked between junction 13 and 12 and there was no traffic coming down other than what had joined at junction 12! So where was all this traffic that was causing the congestion? Nowhere! As these signs seem to be on almost permanently, most people are now ignoring them, which defeats the point of having them in the first place.

The Formula 1 season got underway in Australia and the new qualifying system was ditched straight afterwards. A lot of the teams didn't understand it and sent their cars out with insufficient time to get round before they were knocked out. It also meant that all three sessions ended with no cars on the track. The Mercedes seem to have a weak clutch system that doesn't like doing two start sessions. This allowed the Ferraris to get the better start. In the end it was the accident of Fernando Alonso that allowed the Mercedes to carry on with their normal one-two finish positions.



Have been out for the first autotest of the year in the Mini and the starting problems were in evidence again. Had to push start it every time and even when you came straight off the test, it just didn't want to know. Have changed the starter motor and it seems to work fine now. Will have to see what happens when I get to the start of the next event. Had another weird problem on one of the tests when I pressed the clutch pedal down, changed gear, lifted my foot and then the car went nowhere. Looked down and the clutch pedal was still on the floor! Tried moving it and it was stuck down. Seems I must have pushed it down slightly sideways (seems by about an inch!) and the edge of the pedal had jammed against some bolt threads in the floor. Finally got it free and then trundled back to the finish for a test maximum. Seems a lot of Mini drivers have had that happen in the past. Another little modification required. The car itself went very well on the tests and finished in the position expected when looking at the entry list. It was interesting to see two of the Minis turn up on 14" wheels at the front, which looked very odd, but they said it gave them a better choice of tyre and as there was more rubber, they would last longer as well. One of them had also been very busy over the winter and had fitted a 1600cc Vauxhall engine and gearbox into his Mini. It was a very tight fit but it lasted the event, which was more than he expected beforehand. He did however go away with a list of modifications to make before he comes out again.

The revamped British Rally championship got off to a good start with a varied selection of cars and some good competition. Elfyn Evans held off to win the first round and also played his joker and doubled his points haul. The weather conditions were very tricky and caught a lot of people out. Hopefully the next round on tarmac, the Circuit of Ireland, will also produce a thrilling event. Catch the action on Channel 4.



Remember that the NWL AGM is this month, so come along with your ideas for some new group events.

Mike B.

NOTE: Deadline for contributions to the May newsletter is Thursday 21st April



Chairman's notebook

A really good crowd of us enjoyed Doug's selections of historic films at last month's clubnight. Rallying isn't what it used to be, that's for sure! Thanks Doug a really good evenings entertainment, although of course it all happened well before my time!

Speaking of historic Rallying, Doug and I took his old Lancia out on its first event of the year on the AGBO Stages Rally at Western Park last Sunday. This was the first event in the Old Stager Rally Championship this year and had a full entry of 75 cars, many of which were classic rally cars, with loads of Minis, a few historic Escorts, an Avenger, TR4 and a Morris Marina to name but a few.



If you want to see some good pictures then visit www.hrcr.co.uk/new-season-starts-old-stager and take a

look. The Lancia looks really good. Despite being Doug's second only stage rally we managed to finish 60th out of 63 finishers and 75 starters. Not bad considering only second time out in the car, new handbrake and new tyres which worked much better than the ones at Donington and still with a suspect gearbox!

Sons Alex and Steven serviced for us, although there wasn't much for them to do, except drink and eat, however, it was a great boys weekend away! Next rally is hopefully at the end of April.

I took the Sprite out to Donington Park for the combined CSMA and MG's on Track trackday last month. Having been driven around it in Doug's Lancia last November on a rally, in both directions, I sort of knew what to expect, even if there were no chicanes this time. However, I must say the track was brilliant and the twisty downhill section was great fun although terrifying at the same time. I was a little concerned about the noise level of 98db, but the car seemed to get around ok and by lunch time I wasn't holding back, especially with the instructor in the car.



Although nice and sunny it was certainly cold in the wind, but this didn't stop me taking the roof off and chasing the odd new style Mini Coopers around the track, although I have to say the Renault Clio Cup car was in a class of its own. I didn't make the final session as the nearside rear hub oil seal cried enough is enough and leaked oil all over the inside of the wheel and tyre so I had to call it a day, but I have to say it was great fun and will certainly look forward to going back there again.



The next CSMA track day is a Castle Combe on the 11th May. So book now to avoid disappointment as it was full last year. Easter's job is to replace the rear oil seal!

Also last month saw Doug and I enter Bernard Ward's NEL 12 Car, which ended up with a good entry of 9 cars if my memory serves me correct. A great route with good route cards although I didn't like the last one for some reason, probably because maths has never been my strongest subject and even more so now.

However, I believe we came home 3rd expert and survived the somewhat icy conditions, unlike two cars from Chelmsford MC who unfortunately crashed, one quite badly but the crew were ok.

This month we have our Annual AGM, so please do make the effort to attend and encourage others, as we really do need your support on the night and of course noggin on the 21st April, also at the Red Lion.

Mike H.



Secretary's spot

I am told that last month's Clubnight was a fairly well attended evening and some exciting motor-sport films / DVDs were shown which were enjoyed by all. Many thanks to Doug for putting the evening together.

I also understand that the February and March 12 car rallies both took pace with a healthy field of competitors – let's hope it has rekindled the 12 car attraction and we can look forward to further well supported events next autumn.

It's great to see the F1 circus back after the winter lay off although they seemed to get the revised qualifying procedure a bit wrong although a pretty good race unfolded the following day and it does seem as if Ferrari may well give Mercedes a few things to think about as the year progresses. As usual the Australian GP started the new season and I can proudly announce I drove (or was driven) around the circuit about ten days prior to the GP although it was a little slower than Lewis' pole position time as I was sitting on the top deck of a double decker city sightseeing bus!

With summer just around the corner it is very encouraging to see that we have a very full autotest programme to look forward to with at least one event per month from June to October. The first autotest will be our very own Greenacres event on Sunday 5th June so please make a note in the diary and come along to compete or help officiate if you possibly can. In recent years participation levels for autotests has increased so let's do our best to ensure 2016 is another well supported year. Please watch out for further events as the year unfolds and do what you can to 'be there'.

For the immediate future we have the following;

Tuesday 5th April – NWL AGM the highly important clubnight of the year when the future of **your** local CSMA Group is discussed and planned for the forthcoming year. Your attendance would be much appreciated and any ideas you may have to resurrect NWL and bring along more supporters would be well received. Please make a note of the date now and come along if you can. The venue will be The Red Lion PH, London Road, Hemel Hempstead, HP3 9TD and time will be 8:00pm for 8:30 start. Light refreshments will be served free of charge.

Thursday 21st April - NWL Noggin and Natter at The Red Lion where our regulars gather from around 8:30pm onwards for a drink and chat.

Tuesday 3rd May – NWL Clubnight at The Red Lion will take the form of a light-hearted pub games night. A few different games will be included so come along from 8:00pm to have some fun.

Thursday 19th May – NWL Noggin and Natter at The Red Lion as normal

That's about it for now – hope to see you at some of the events.

Alan T

Date	Day	Event (Status)	Type of Event	Club	Champ
Apr	Sun 24	* Bocardo autosolo (Nat B/C)	Cross between autotest/sprint	Oxford MC	
May	7/8	* Miglia Quadrato ()	City of London treasure hunt	UH&ULMC	
	Sun 8	Juniper Autotest (Nat B)	Tarmac autotest	CSMA NEL	MSA
	Sun 8	* Historic autosolo (C)	Cross between autotest/sprint	Club Triumph	
	Sun 15	Gravel Autotest (C)	Loose surface autotest	Bedford CC	
Jun	Sun 5	Greenacres Autotest (C)	Grass autotest	CSMA NWL	Region
Jul	Sun 3	Grasshopper Autotest (C)	Grass autotest	CSMA NEL	Region
Aug	Sun 14	Chiltern Autotest (C)	Grass autotest	CSMA NWL	Region
Sep	Sun 4	Autumn Autotest (C)	Grass autotest	CSMA NWL	Region
Oct	Sun 9	Haymaker Autotest (C)	Grass autotest	CSMA WMx	Region

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

Past Events

March 12 Car Rally A lot nicer weather for the marshals this time and although the entries were down a bit, at least there was a good turn out to make it run. The response for the last two events has made the decision to run them again next year, with the first one running in late October.

1st	Car 4	Allan Goddard / Tony Brooks	E	WMx	0	Fails	14	Mins	1st Exp
2nd	Car 1	John Peterson / Ian Graham	E	CMC	0	Fails	30	Mins	2nd Exp
3rd	Car 5	Tony Burchnall / John Conboy	N	CMC	1	Fails	20	Mins	1st Nov
4th	Car 3	Doug Harrison / Mike Harrison	E	NWL	2	Fails	11	Mins	3rd Exp
5th	Car 2	Pete Gregory / Graeme Presswell	E	NWL	6	Fails	26	Mins	4th Exp
6th	Car 8	Hugh Johnstone / Alan Wakeman	B	WMx	0	Fails	11	Mins	1st Beg
7th	Car 7	Gary Lewis / Simon Bartholomew	B	CMC	1	Fails	8	Mins	2nd Beg
	Car 6	Colin Hiscock / Matthew Hiscock	B	WMx	retired				
	Car 9	Antons Kuzenko / Janis Abols	B	CMC	retired				

Future Events

Concorde Autosolo The event will not now be running in April. Hopefully we can find another venue and then run it later in the year.

Juniper Autotest This event has moved forward to Sunday 8th May, to give a better spread of dates in the MSA/BTRDA calendar. Again currently don't know where it will be running, and the ATL site have confirmed that they will be unable to accommodate us due to work commitments. Still looking at other venues at present but it is very difficult to find anyone willing to let you play! The venue I had been looking at has come back to say they can't help after all. One other is proving more tricky but we may get in but the tests could well be reduced in number. Will definitely have to get the event moved back to near its original date.

Grass Autotest Season If you look at the calendar above you will see all our planned dates for the summer season of grass autotests, which also includes a new event. Hopefully you can all support these events either competing or marshalling. First set of regs should be out at the end of April.

Other Invites Please see the calendar above for other events we have an invite to. I can get regs for any of these, just contact me if interested.

Mike Biss: NLR Motor Sports Coordinator

Tel: 01525 720299

E-mail: mike.biss@btinternet.com

NWL Greenacres Autotest - Sunday 5h June

Usual venue at Studd Farm, near Dunstable

Mike Harrison organising - Entry Fee £20

All forwards tests on smooth grass, passengers required

Great fun day out driving - Marshals required

Regs available soon from website, Mike H or Mike B

BRANDS HATCH & THRUXTON RACEWAYS

Grass track motorbike racing started in 1928 at Brands and continued until 1949. In the 49/50 winter tarmac was laid and the first road race was held on 9th April 1950. My first bike race on this date was shared with John Surtees and Bernie Ecclestone unfamiliar names then but not now.

During '50 there were a few troubles - Oiled spark plugs, a cracked cambox releasing oil under pressure everywhere (my fault for missing a gear change and exceeding the permissible RPM by 600) and falling off at Surtees bend. Nevertheless a pretty good year at this venue.

But my visit to Thruxton was altogether different. Exciting to be in the same race as Geoff Duke a Norton works rider, who had clocked up 1st place in the IOM Senior TT Race and 2nd in the Junior 2 months earlier. Thank you for asking, no I didn't beat him.

First actions at a track not raced at before is to set gearing and carburettor jets.

With 5 chain sprockets available, each with a different number of teeth, engine speed is adjusted to reach maximum allowed engine revs at the end of the straight. Too low and all available horsepower is not being used, too high and you could mugged (technical term) the engine - not an option on a low budget! Selecting jets can be a bit of a dark art. Run at max revs to the end of the straight, cut engine, whip out spark plug and read it. No, it ain't got writing on it but you look at the electrode appearance and pretend it enlightens one. Run the engine on too rich a mixture and power is lost, run it too weak and the engine is lost. Weak mixtures quickly burn holes in pistons. Possibly get away with it slightly weak on petrol but no chance with methanol.

So the essential is to read the RPM (revs per min) counter - race bikes don't have speedometers.

And the rev. counter drive busted immediately on startup***** For safety had to guess at gearing to avoid engine damage and run with an over-rich mixture. So you may conclude that's why Duke beat me. I wish.

Brother Sid wanted to know what the megaphone affect was like. Up to about 4500 RPM an engine equipped with a megaphone coughs and splutters and produces little power. Around these revs the engine comes 'on the mega' with an enormous surge of power and deafening bellow. Thruxton was a RAF airfield during the war and had several long straights away from the race-track providing opportunities to test etc. Started bike, sat up on fuel tank, knees under handlebars, Sid on saddle feet comfortably on footrests. In contrast my feet just hung vertically down on the footrest ends, no problem. Doing about 70 when Sid asked what the big bang was. I explained in mechanics language my foot had caught on a raised tarmac lump.



Help to remove racing boot, admire blue/mauve toes, difficulty push starting bike in race.

Another reason why Duke beat me.

The day wasn't quite over. Coasting into the pits from a lowly finish position the bike sounded different. This was explained when a spectator came running up with my busted rear chain in his hand. Had I incorrectly adjusted it? Thank you reader for saying just not possible.

Repaired chain, reattached to bike 2 weeks later, attempted push start couldn't move it. Toe still hurting (thank you reader for your sympathy) A tooth had busted off a gearwheel in Gearbox hence the lockup. Finishing on a happy note, had this happened during the race on one of the many corners about 80% chance of hitting the deck. This concludes my day at Thruxton.

Harry Spinks

PS In case you're wondering my big toe still clicks when I bend it.

CLUB COUNCIL UPDATE

The Club Council met for its 50th Meeting on Thursday 25th February and welcomed both the Association Chairman, Martin Hunter and the Marketing Director, Shane Larkin to the meeting.

Brand Update:

Shane Larkin was able to provide Council members with an update on the exciting initiatives in relation to the new brand and the opportunities this offers for the Member Communities. Shane outlined the new approach and purpose for the Association plus some of the supporting functions to be developed such as a new website and specific marketing initiatives designed to take us forward in the future. Further communications regarding the brand update will be circulated in due course.

csmclub.org

As part of the rebranding and in recognition of the occasionally intermittent levels of service the csmclub.org email address provider delivers, we have decided to upgrade the service to a Microsoft based system which should prove both more reliable and considerably more resilient. If you currently use a csmclub.org email address, we

will be contacting you in the next few months to explain what will be involved in the transition to the new email provider. For the time-being you don't need to do anything and please continue to use your csmclub.org email address as usual.

Attendance Returns:

Attendance returns from Group's events considerably improved during 2015, up from 91% in 2014, to an incredible 98.4%. Very well done everyone!

Single Event Notifications (SEN):

Of particular concern during 2015 was the number of events that went ahead without the completion of a Single Event Notification (SEN). Not only does this not allow for other members to attend the activity (it wouldn't be listed on the website) but of particular concern is that the event organiser would not be insured for any third party liability. It is essential for all event organisers to complete an SEN at least one week before the event is due to start.

Groups Networking Meetings:

The Edinburgh meeting is now nearly full, however there are still plenty of places available at the Peterborough meeting. Please ensure you have contacted your

Group Secretary to express your interest in attending. Please also consider what topics you would like to be raised, or questions you would like addressed and submit these to the Member Communities Manager at:

nicholas.hoath@csmclub.co.uk

QBA Form:

Please will all Group Treasurers please note the QBA form has been updated. The Club Treasurer duly requests all QBA returns use the '2016 QBA Form' found on the Extranet.

Club Awards:

The revised guidelines for recognising a member's contribution to a Group or activity via the Club Award have been posted on to the Extranet. This Award is designed for those Members who, over a considerable period of time, have gone over and above for the good of their Group.

Governance update:

The restructuring of the Member Communities governance is making good progress with regard to both the Interest Groups and the Local Groups. A full timetable and more detail of the changes to be made will be circulated in April.

Successful events so far in 2016

The Camping and Caravanning Group have already got off to a great start to the year with over 50 intrepid Caravans attending their first rally at Whitemead for a number of years.



A glorious sunny Sunday in February saw an amazing 87 entrants in this year's Red Tape Trial. This event, the oldest competitive event CSMA runs, has been growing in popularity for the last 2 years and was this year won by Colin Sadler.



Photo courtesy of Malcolm Grubb

Have your Group enjoyed a successful event recently? Please send your photos to the Member Communities team for inclusion in the regular Communique.

Showcase Events:

Are your Group keen to grow and attract new members?



If you are, have you considered putting on a 'showcase event' aimed at encouraging new people to engage with your Group's activities?



A number of Groups have already benefitted from this approach, realising that once a Member has been to one event, they often come back for more!



Showcase events could be anything from exhibiting at a local show, to running an open and inclusive event for prospective new members to drop-in and see the activities your group enjoy.

Request for Photos

Our new website is being designed to include considerably improved imagery. As such we have been asked if Groups could please send any photos they may have of their Group's activities to be included on their individual pages (approx. 4-5 photos). This imagery will then hopefully allow for more personalisation of your Group's page and hence more accurately reflect the activities your Group enjoy. Please send all photos to the Member Communities Team by the end of this month.

Event Support Proposals

Just a reminder, if your Group are planning on attending a large scale event and would like to use some of the fully branded marketing and events equipment such as flags, banners, inflatable marque, etc... please complete the 'Events Support Proposal' form found on the Extranet and submit this to the Member Communities team. The Club Management Group will then consider all proposals and allocate funding as appropriate.

Social Breaks Brochure

Do you fancy a few days away in the company of other like-minded CSMA Members? Try having a look through the fantastic new Social Breaks Brochure and be inspired! Please contact the Member Communities team to request your copy.

New Member of the Team

And finally.... we are delighted to have recruited Bliss-Ella Charles to the team last week.



Bliss takes over as the Member Communities Administrator dealing primarily with all SENs and attendance returns plus the first point of call for general enquiries from the Member Communities.



Diary NWL 2016



CLUBNIGHT Venue
 The Red Lion,
 London Road,
 Hemel Hempstead
 HP3 9TD

NOGGIN Venue
 The Red Lion,
 London Road,
 Hemel Hempstead
 HP3 9TD

April

Sun 3rd F1 - Bahrain
Tue 5th NWL Clubnight - AGM - The Red Lion
 Sun 17th F1 - China
Thu 21st NWL Noggin & Natter - The Red Lion, Hemel Hempstead
 22nd-24th WRC - Argentina

May

Sun 1st F1 - Russia
Tue 3rd NWL Clubnight - Indoor Pub Games - The Red Lion
 Sun 8th NEL Juniper Autotest
 Sun 15th F1 - Spain
Thu 19th NWL Noggin & Natter - The Red Lion, Hemel Hempstead
 20th-22nd WRC - Portugal
 Sun 29th F1 - Monaco

June

Sun 5th NWL Greenacres Autotest
Tue 7th NWL Clubnight - Walking treasure hunt - TBA
 10th-12th WRC - Italy
 Sun 12th F1 - Canada
Thu 16th NWL Noggin & Natter - The Red Lion, Hemel Hempstead
 Sun 19th F1 - Europe

Dates to reserve:

New event Chiltern Autotest - 14th August