

Civil Service Motoring Association

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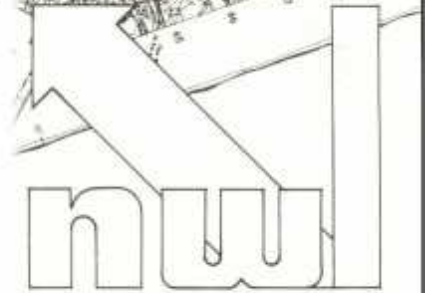
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CSMA

Civil Service Motoring Association



NEWSLETTER



CSMA

THE BIG END



The Big End

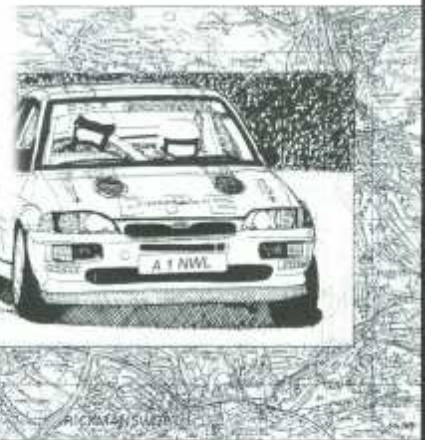


CSMA CLUB



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



boundless

BY CSMA

North West London Group

November 2018



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## Clubnight Picture Quiz evening

Tuesday 6th November

At our clubnight venue  
The Red Lion PH  
Starts 8pm

### THE BIRTHDAY BOX !

November's birthday people include **Russel Fry, Ann Harrison, Tracey Smith** and **Harry Spinks**. Best wishes to all.



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# Editorial

I have received another letter this month in response to content in the October edition. Alan Smith has written in about the Rallying to Saigon comments, giving some background to the stories.

Thanks also to Harry Spinks for another of his “tales from the garage” series, and to Mike Harrison for an article on the recently revamped RAF museum at Hendon.

It was a real shame that the Autumn autotest had to be cancelled, but the conditions were so bad, that the mud was clogging up the rear wheel arches and stopping the wheels going round! With a nice healthy entry, it was a pity it was called off, especially as it had been such a nice day on the Saturday when we set it all up in the sunshine.

The Hollstar intergroup competition was also cancelled, but due to a lack of teams this time. Hopefully better luck next year.

No entering the Ken Wharton international autotest for me this year, but I did go along to spectate and also collect a modified steering rack for the Mini, that came over from Northern Ireland. This year the event had to move for the first time in 32 years, after the Arrow Mill site was sold. The new venue was the Chateau Impney, near Droitwich, using the roads that run past the front of the building.



Sad news to hear that the Bloodhound SSC team have gone into administration, as the money has run out. The administrators are trying to source new finance to keep the team going. It is the same team that dealt with the Force India F1 team earlier this year.

Talking of the Mini, work is progressing slowly (as expected) but problems with different makes of paint causing it to separate back to metal was an unexpected one. Now means all the bulkhead paint-work will need stripping back again, so adding more time to the build.



Well Lewis Hamilton got his fifth world championship in Mexico, by finishing fourth and Vettel not winning. The Mercedes team were off form in the race, with bad tyre graining problems, causing a high wear rate, due mainly to a lack of running in the conditions similar to race day. At their second stop, they had even run out of new tyres.

In the WRC round in Spain at the weekend, both Loeb (WRC) and Solberg (WRC2) were back out competing, but it was Loeb who got an emotional win, even hinting he may make a return to the championship next year. Ogier has got the lead back, heading into the last round in Australia. Loeb may make a part time comeback, as the Peugeot team have pulled out of World Rallycross for next year, the team Loeb was driving for.

Kris Meeke will be joining Toyota for 2019, along with Tanak and Latvala. This will most likely be his last chance to show his abilities in the championship, after being sacked by Citroen in May, after yet another big crash. Toyota are hoping that he will be able to master his acknowledged speed with a bit more consistency and get some regular top scoring results. Hopefully he will and mount a challenge.



Who will Craig Breen be driving for next year, if Loeb is returning to join Ogier and Lappi. The one team who are short of a top driver are M-Sport, so could this be where he ends up? We will wait and see.

The Bedford CC gravel autotest on Sunday was good fun, with water splashes included on the course. There were four of us from the group taking part and we all had fun, although the cars are very muddy at present! Their next one should be running on the 30th December.

Mike B.

**NOTE:** Deadline for contributions to the December newsletter is Thursday 22nd November



# Chairman's notebook

A big vote of thanks to Alan Thurbon for organising the pub games at last month's club night. Sadly, I couldn't attend as I was in Manchester for the annual Headmaster's Conference, but I understand from others who did attend that it was a great success and there was a nice surprise in the shape of Lee Craker who put in a long overdue appearance. Rumour has it, that he is getting married soon! If it's true, a warm-hearted congratulations from myself and Ann to the two of you.

They say lightening doesn't strike twice, well they are wrong, as we had to cancel two events last month. The first was the Autumn autotest on the 14th. Unfortunately because of the exceptional dry summer, the farmer required our normal field for pasture, so we had to use a field which had only recently been cut and was just stubble, (it was going to be ploughed on the Monday), however, despite the good weather on the Saturday when Mike Biss and I set the tests out, over Saturday night there was very heavy rain and when Mike tried driving on the field early Sunday morning, it was immediately apparent that the tests were undriveable and we took the reluctant decision to cancel the event.

Fortunately, we were sufficiently early that I managed to catch most of the entries either before they had set off or they were on route and only a few had to be turned away at the road entrance. As in confirmation of our decision to cancel the event and with the rain continuing, we had to push both of Mike's cars and Dave Robin's car out of the field. Pete Gregory then had to tow Mike's trailer out of the field using his new Jaguar 4x4. Having collected all the cones up, I then drove out in the Audi pleased that I had bought the quattro version of the A4 this time!

It wasn't to end there as Mike then had to jump start Alan Thurbon's car, as the battery had gone flat whilst waiting at the entrance gate stopping people from entering the field! Anyway, perhaps an autotest to forget, but a very big thank you to Mike, Doug, Alan, Pete and Dave for all their help on what was a very wet and muddy Sunday morning! I just knew it wasn't going to work out that morning when I discovered that the tab on the can of corn beef, which allows one to open the can wasn't there and I had to have cheese and pickle rolls instead!

The second event we had to cancel was the Hollstar inter group quiz, however, for entirely different reasons, as this time we simply didn't have enough entrants. With only half a team for us, no team from Thames Valley and only one team from NEL, it simply wasn't practicable to run the event. Anyway, the intention is to try and run the event in the Spring, when hopefully we will have a much better uptake of participants.



On a much happier note, Doug and I travelled up to Hull on the Thursday before the autotest and finally picked up the Vauxhall Chevette and I have to say it was well worth the wait and the car both looked and sounded fantastic. I was pleasantly surprised that it fitted on the trailer (we had taken check measurements prior to driving up, however, one can't help being nervous about this) and it is quite small, which you don't realise until you compare it to other cars, being larger than the Sprite but perhaps actually smaller than the Lancia!

The first outing for the new car is the Castle Combe CAS track day on the 13th November, which we will use as a shake down and then Doug has entered the Hall Trophy Rally on the 24th November, which is an airfield single stage venue event, again very much as a test in advance of next season. It's going to Dave Smith's garage on the 3rd November to be inspected for its historic papers. Fingers crossed!



Last month Ann and I spent a very enjoyable day being guided around Brooklands Museum by Malcolm Grubb, ably assisted by his wife Madeleine and with the only other people present for the tour being Dave and Rosie Rosher, we had a very personal tour around the museum. This was a great day out and hopefully I will manage an article on it for next month's newsletter.

A good crowd of us attended noggin on the 18th at which we had the occasion to toast Alan Thurbon on him becoming a Grandad for the second time, if memory serves me right it was a girl and weighed in at just over 9lbs, but no name yet. The only question is, can the new Porsche accommodate two kiddies' seats in the back?

For this month's club night on the 6th November, Doug is organising a general knowledge picture quiz and please don't forget we have a meal organised by Anne at the Round Bush Pub at Aldenham on the 10th. Please do let Anne know ASAP if you are coming so we can pre-book the appropriate table places on the night. Finally, we have noggin on the 15th at the Red Lion.

Mike H.

# Secretary's spot

.....

Last month's clubnight saw us return to the function room at The Red Lion where a number of indoor/pub games were set out for our enjoyment. Great fun was had by all with the normal competitive character of many of us showing through. Towards the end of the evening the dart board seemed to be the main attraction with several games of 'killer' indicating who your real friends were!!

Sadly, and for very different reasons, two of our activities had to be cancelled within six days of each other. The final grass autotest of the year was due to run on Sunday 14th but torrential rain for a couple of hours prior to the event start pretty much made the field impassable and a last-minute cancellation was the only option. NWL were also due to host the inter Group/Club Hollstar event but a lack of potential teams forced a postponement until probably early next year.

Our November Clubnight on Tuesday 6th at The Red Lion will take the form of a photo quiz ably put together by Doug. He assures us there will be a variety of topics and has promised not to make it too difficult so why not pop along and possibly take home a prize. Start time is 8:00pm.

A further group meal is scheduled for Saturday 10th November once again at The Round Bush, Watford where good food and a pleasant atmosphere was enjoyed earlier in the year so why not put the date in the diary and let Anne G know you would like to attend as soon as possible.

Our 'Chat and a Drink' evenings take place at The Red Lion on the third Thursday of each month where attendees are on the increase and we gather from about 8:30pm onwards.

With the festive season soon to be upon us why not get it all off to a good start by coming along to our Christmas Social clubnight on Tuesday 4th December at The Red Lion. Some light-hearted games will be organised, and nibbles will be available.

## **For the immediate future we have the following;**

**Tuesday 6th November – NWL Clubnight** – photo quiz at The Red Lion

**Saturday 10th November – NWL autumn meal** – watch out for more details

**Thursday 15th November – NWL Chat and a Drink** at The Red Lion

**Tuesday 4th December – NWL Clubnight** – Christmas social at The Red Lion

**Thursday 20th December – NWL Chat and a Drink** at The Red Lion

**Friday 4th January – NWL 12 Car Rally**

**Tuesday 8th January – NWL Clubnight** – Beetle Drive at The Red Lion (*NOTE: One week later*)

**Thursday 24th January – NWL Chat and a Drink** at The Red Lion (*NOTE: One week later*)

***That's about it for now - hope to see you at our events!***

Alan T

Date	Day	Event (Status)	Type of Event	Club	Champ
Nov	Fri 2	* 12 Car Rally (C)	Navigational rally	Oxford MC	
Dec	Sun 30	Gravel Autotest (C)	Loose surface autotest	Bedford CC	
Jan	Fri 4	12 Car Rally (C)	Navigational rally	<b>CSMA NWL</b>	Region
Feb	Fri 1	12 Car Rally (C)	Navigational rally	<b>CSMA ?</b>	Region
	Fri 8	12 Car Rally (C)	Navigational rally	Oxford MC	
Mar	Fri 1	12 Car Rally (C)	Navigational rally	<b>CSMA ?</b>	Region
	Sun 17	Brooklands Autosolo (C)	Cross between autotest/sprint	<b>CSMA MSG</b>	
Apr	Fri 5	12 Car Rally (C)	Navigational rally	<b>CSMA ?</b>	Region
	Fri 12	12 Car Rally (C)	Navigational rally	Oxford MC	
	Sun 14	Juniper Autotest (Nat B)	Tarmac autotest	<b>CSMA NEL</b>	MSA/BTRDA
	Sun 28	Bocardo Autosolo (C)	Cross between autotest/sprint	Oxford MC	

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

### Past Events

**Autumn Autotest** Unfortunately, the event was cancelled on the day due to the mud bath that the stubble field had become with the overnight and on the day rain. It was so bad that the rear wheels clogged up in the arches and stopped them going round! A great shame as we had the best entry of the year. We were in this field, as the usual one was required for grazing, due to the shortage of grass from the hot summer weather. Hopefully normal service will be resumed next year.

**Hollstar Intergroup Competition** This was also cancelled, but this time due to a lack of competitors. It should run next year instead, so the organising effort won't be wasted.

### Future Events

**12 Car Winter Series** The new Winter season gets underway in January and runs for four events through to the start of April, each four weeks apart. Hopefully the weather will be kind to us and we get a decent number of entries to make it all worthwhile. The first event is on the 4th January with Pete Gregory/Graeme Presswell in charge.

Carrying on for 2019 is the use of Standard Navigation Guidelines for organisers to make sure all the events are set at the same level. These will also reduce the difficulty of the navigation, especially for the novices, so hopefully more of you have a fun time out there. There may be a few tweaks to the types of navigation used, based on the feedback from the organisers.

**January 12 Car Rally** Starting from The John Bunyan PH, Colman Green, Herts AL4 8ES, 166/189125, it will use map 166 (edition FEB 2016) for the 45 mile route, with first car starting at 8:31pm. There will be three classes:- Beginners / Novices / Experts and the navigation will be tailored to suit the classes. Entry fee is £12 per car. Offers of entries and marshals would be appreciated by Pete Gregory and you can contact him on either 01525 861673 (Work), 07709 221115 (Mob) or [pete.gregory@boundlesscommunity.co.uk](mailto:pete.gregory@boundlesscommunity.co.uk). Regs are available soon from either website or myself.

**Brooklands Autosolo** A new event for next year is the CSMA Motorsports Group organised, which is being run on the start/finish straight of the Brooklands Circuit in the grounds of the museum at Weybridge, Surrey. This is the first event of this type run there and details are still being put together, but make a note of the date of Sunday 17th March.

**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. We will be invited to all the Anglian Motor Sport Club autosolos/autotests throughout the year.

Mike Biss: NLR Motor Sports Coordinator

Tel: 07753 137415

E-mail: [mike.biss@btinternet.com](mailto:mike.biss@btinternet.com)

## NWL 12 Car Rally

## Friday 4th January

**The John Bunyan PH, Colman Green, Herts AL4 8ES, MR 166/189125**

There will be three classes:- Beginners / Novices / Experts - £12 entry fee

Navigation will be tailored to suit the classes - Map 166 FEB 2016 required

Standard Navigation Guidelines introduced for organisers – see regs for details

Organiser Pete Gregory/Graeme Presswell ([pete.gregory@boundlesscommunity.co.uk](mailto:pete.gregory@boundlesscommunity.co.uk))

Marshals/Competitors required - Arrive before 7:45pm, first car starts at 8:31pm

Regs available soon from the website <http://boundlessevents.uk> or contact Mike Biss

# PETROL & ACID

A year ago I wrote about blowing up a Moggie petrol tank. Did I learn from this explosive event? No.

A little later chugging home from work my car kept hesitating. Electric fuel pump on the blink. Simple cure - Run a pair of wires from pump to an old bell push stuck on dash, push button as and when. Perfect. After a few days decided this was not a permanent solution.

Pump on bench, cleaned electrical contacts, connect to battery, worked perfectly. But to be certain decided on 'pumping fuel' test. Rigged pump over tray with plastic pipes to watch flow. Tray to be filled with paraffin. Plan B. No paraffin, use petrol.

Wires from an old motorcycle battery energised the pump for some three seconds. Then a wire decided to disconnect creating a lovely spark to ignite the petrol.



Whipped off my shed jumper to bash out the conflagration but a sleeve drank some petrol and promptly caught alight. Chucked the beloved garment into the garden and returned to bench only to find the flames had melted the battery case - a thin translucent design - and acid was running over the bench, finding a crack to flow some to a shelf full of tools below.

With great presence of mind (panic) chucked bicarb of soda into bucket of water and flooded everywhere. Several hours later, dried everything out and went looking for a replacement shed jumper ready for the next event.

Much learnt from this latest event? Not a lot. For 20 years cleaned race car cylinder heads, engine and gearbox bits in petrol. Reaching 91 with most bits intact is either luck or skill. You decide!

Harry Spinks

**NWL Group Meal**  
Saturday 10th November  
The meal is booked for 7pm

**The Round Bush**  
Round Bush Lane, Aldenham, Watford, Herts WD25 8BG



This will be our second visit to this very enjoyable venue for a meal and a chat.

There is no need to pre-order food just choose on the night. You can view the menu on the pubs website. We will split the food bill at the end of the evening and everyone can purchase their own drinks at the bar.

More information on the Round Bush can be seen at <http://www.theroundbush.co.uk/daily-menu/>. The pub is around 5 minutes drive from Junction 5 of the M1.

Please come along and join us. To book your place, please e-mail me at [anne.e.graves@btinternet.com](mailto:anne.e.graves@btinternet.com) or text me on 07811 905360.

See you there.

Anne



## Letter to the Editor *(ED: What, another one!)*

### Rallying to Saigon

Last month the Secretary had a go at the BBC's effort of producing a programme about a classic car rally. I totally agree with him, as for 10 years I owned one of the cars featured, the Morris Minor. I realise that the format of the rally was quite new to the 'celebrities' but what disappointed me the most is that they did not even try to get stuck in and give it a go, what a load of wimps! Programmes have to be made for a wide audience but don't believe all you see...

As for what really happened..... early on it was said that as the roads were so steep the Morris could not make it up the hills and had to make a long detour on flatter ground. What had really happened was the driver had used the clutch pedal as a foot rest and burnt out the clutch which was slipping. The Hillman Imp was supposedly stuck on the same hill. What had really happened was that the two 'Rappers' who are probably used to driving around London in a top of the range automatic Range Rover with air conditioning found the Imp a little too basic for their liking and decided that if it broke down they would not have to drive it any further. So, how to achieve that..... rev the engine until it goes bang! Then there is the Mini that left the road on the first speed test. It was a gentle accident and no one was hurt. You would think that with all the in-car cameras there would be exciting footage to show. Was there a 'domestic' in the car that caused the 'off' that they did not want broadcast?

However, after replacing the driver's seat the Morris Minor, now owned by Jamie Turner, lives to drive another rally. This will be Peking to Paris Motor Challenge next year and I will be on the maps, or on the GPS where there are no maps or roads in Mongolia. The 13,500km route goes from China to Mongolia, Russia, Kazakhstan, back to Russia, Finland, Estonia, Latvia, Lithuania, Poland, Germany, Belgium and on to Paris. A Morris Minor would not be everyone's first choice of car to use, an old Mercedes 220 would be a lot faster, quieter and more comfortable, but you can be sure the crew will be trying their hardest to make it over the finish line. The car has done lots of rallies, Classic Marathons, Monte Carlos, and even competed in the 1997 Peking to Paris event. This was the ninetieth anniversary of the original rally in 1907 which was then won by Prince Borghese in his 7 litre Itala..... twenty days ahead of his nearest rival.

As for the Minor, the story goes that approaching Istanbul in 1997 it suffered from a holed piston after filling up with dodgy petrol. The advice was to go to the Maslak area where on a 200 acre site there were 2000 specialist workshops that could fix anything for anyone. They found a man who promised to fix it overnight. The next morning the crew jumped into a taxi with their bags and full of anticipation set off to find the Minor. As promised it was ticking over sweetly outside the workshop. The mechanic explained that he did not have a Morris Minor piston but had found a Fiat one of about the right size so had used that. Elated to be back in the event the crew chucked their bags in the car and set off to catch up with the rally. What a disappointment to be told on arriving in Paris that they could not be classified as finishers as in their excitement they had failed to book out of the main time control in Istanbul!

Watch this space for further adventures in the Morris Minor next year.....

Alan Smith





# THE ROYAL AIR FORCE MUSEUM AT HENDON NW9

I have been to the museum many times before, especially in the late 70's when I could walk to and from work for a lunch time visit. At that time there was only the original main hanger buildings with the then new museum building wrapped around it on two sides. The two air-sea launches were there together with the Short Sunderland flying boat (which was outside). However, since then the Battle Museum Building has been added, together with the Grahame-White Factory and another large hanger/exhibition space.

The site of the museum was originally an airfield and aircraft factory during WW1, following which it was the location of the large aircraft and parachute displays that took place between the two wars. It was a fighter station during WW2, but the last flying unit left in 1957 and the airfield finally closed in 1968. New housing arrived in 1969 and they have been building more and more flats and houses ever since, to such an extent that it is now quite hard to even imagine it as an airfield! Following an appeal at the RAF's 50th anniversary celebrations in 1968 the museum was created, and this was first opened by the Queen in 1972.

However, in 2016 all but the original hanger buildings were closed for a major re-fit and re-organisation of the main museum spaces in anticipation of the 100-year anniversary of the RAF in April of this year, which unfortunately I only discovered when I took my grandson for a visit.

So back in September I once again took my grandson for another visit and I have to say the changes are very impressive. From the car park (where you must now pay to park) you can no longer go direct to the main hangers, but instead the new landscaping directs you to what was the old Battle of Britain building, where the main entrance and shop have been relocated. Entry to the museum is free, but there are donation boxes.

As with most museums now, you can only enter or exit via the shop. Within this building (now called Hanger 1), the original Battle of Britain exhibits have been removed, although the Sunderland has been retained, but disappointingly you can no longer go inside it. However, the clutter of smaller exhibitions and other aircraft have been removed, allowing you the much-needed space to get a really good view of this amazing aircraft. Inside is now a small café along with a whole host of small exhibits which explore the stories of the people, equipment, partnerships and innovations of the first 100 years of the RAF and then on to that which keeps the RAF at the leading edge of Air Power and Space Power in today's modern world. There are also several interactive toys and games for children and grown-ups!



From this hanger you then walk past the relocated air-sea rescue launches, which look as if they are undergoing a rebuild and then into the original airfield tower and what is now called Hanger 2, but in reality is the old Grahame-White aircraft factory building which was dismantled from near the aerodrome perimeter road and then re-erected brick by brick at the museum site in 2013.



Inside these buildings are several small exhibitions charting the history of the very early days of aircraft construction and a fantastic collection of WW1 aircraft. I must admit that my interest has always been WW2 aircraft, but this exhibition simply blew me away!

Going onwards you pass a very good children's playground with many delightful items for the younger ones to enjoy and despite the rain we still had considerable trouble getting Jacob to move on from this wonderful playground. Although there are small cafes in both main exhibition spaces, the main restaurant which serves hot food is located between Hanger 2 and Hanger 6 in what was formerly used as a store by the Auxiliary Air Force but now converted to the new museum restaurant in 2017.



Adjacent to the restaurant is the former parachute store, now used as a volunteering hub, whatever that means!

Next on the circular route around the museum you come across Hanger 6, where previously there was contained a somewhat mixed collection of aircraft, there is now a very good collection of contemporary aircraft, which has been given the somewhat grand title "The RAF in an Age of Uncertainty". What this effectively means is that the aircraft are all jets and they range from the ageing Buccaneer to the newest RAF jet in service today, the very impressive Typhoon. Jets have never been of much interest to me, but never the less, this is once again an impressive display, especially if jets are your thing!



The final Hangers 3, 4 and 5 provide the museum's largest exhibition spaces and this is made up by combining the four original interwar timber trussed aircraft hangers and two further modern hanger type spaces, along with a whole host of much smaller exhibition spaces, all of which made up the original museum back in 1972.

These hangers contain the museum's main aircraft display, with the major aircraft types in terms of fighters, bombers and other attack aircraft, both UK and American of WW2 represented. There are also



a few German aircraft as well from the Britain of Britain. It also has a few early jets, a good helicopter exhibition and the timber hull of a wonderfully restored inter-war flying boat. You can pay to sit in the cockpit of a Spitfire and there are also a lot of children's interactive activities to experience which attempt to explain the mechanics of flying in a very understandable and practicable way.

Finally, after some 2 to 3 hours you arrive back at where you started, the museum shop in Hanger 1, where despite loads of toy aircraft on sale, Jacob decided he wanted (and got) a toy tank! But I did manage to resist for once, purchasing one of the many Airfix aircraft kits and numerous and interesting books and DVDs!



All in all, a brilliant day out if you like big toys and certainly well worth a visit if you have never been before or have not visited for some years and as a bonus, it's not weather dependant. My only criticism, if I was to have one, is that there is not a decent museum guide that you can buy that adequately describes all the aircraft on display. Instead there is a very commercial superficial history and guide to the RAF, which although very interesting, doesn't provide what kind of detail I expected.

Mike

## Internet Table Top Rally Championship      Real-Time Rallies

Your webmaster "Crow" has been creating the next evolution of Table Top Rallying - Real-time Rallies. It's an interactive extension of the route plotting rallies, where you also need to control a car and its speed. There's a very close resemblance to what you can experience on a regularity rally, a road rally or a stage rally.

For regularity and road rallies (if not designated as pre-plot) you will need to plot (simple) route cards. On a stage rally the route will displayed on the map. You will then need to guide your car over the route and control its speed to adhere to the time schedule or beat the target times. Each rally takes place in real-time, so you'll need full concentration for around 30 minutes at a time. On route there may also be hazards or speed restrictions which you will have to negotiate in order to keep to the required schedule. Some you'll know about; others will need to be dealt with when they arise. Here's a [snapshot](#) of a pre-plot regularity rally in progress. On November 1, 2018 practice rallies will be available for you to try: regularites, road rally sections and stages. They will be easy rallies, but will introduce you to all aspects of this new style of TTR.

Creating this platform has required 100's of hours of development and testing, but there's bound to be a few glitches which you can help me iron out before the competitive events start with the Winter Championship (see below). An [early version of the Rally Procedures documentation](#) is available but this is still work-in-progress and your comments are welcome.

### Registration

Competitors who have taken part in recent competitions will already have registered their details on the TTR system and have a Login username. On payment of a charitable entry fee, the registration allowed unlimited access to the competition route cards and access to the practice route cards of other competitions. New enthusiasts can now join with a (free) [Registration](#) facility which allows them access to all practice events including the new Real-time rallies above when they are available.

### Winter Championship 2018-2019

There will be a championship series with four rounds in December, January, February and March. Starting a month later than I had hoped, the format will be based on the Real-Time Rallies described above. There will be 12 legs on each event; 6 will be pre-plot and 6 plot & dash. Click [here](#) for more information.

There will be an entry fee and as always the income will be diverted to charitable organisations.



# Diary NWL 2018



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

DRINK & CHAT Venue  
The Red Lion,  
56 London Road,  
Hemel Hempstead  
HP3 9TD

## November

- Tue 6th**    **NWL Clubnight - Photo Quiz - The Red Lion, Hemel Hempstead**
- Sat 10th**   **NWL Autumn Meal - The Round Bush, Watford**
- Sun 11th    F1 - Brazil
- Thu 15th**   **NWL Chat and a Drink - The Red Lion, Hemel Hempstead**
- 16th-18th   WRC - Australia
- Sun 25th    F1 - Abu Dhabi

## December

- Tue 4th**    **NWL Clubnight - Xmas Social - The Red Lion, Hemel Hempstead**
- Thu 20th**   **NWL Chat and a Drink - The Red Lion, Hemel Hempstead**

## January

- Fri 4th**    **NWL 12 Car Rally**
- Tue 8th**    **NWL Clubnight - Beetle Drive - The Red Lion, Hemel Hempstead**
- Thu 24th**   **NWL Chat and a Drink - The Red Lion, Hemel Hempstead**

Dates to reserve:

NOTE DATE CHANGES FOR BOTH JANUARY CLUBNIGHT & CHAT AND A DRINK