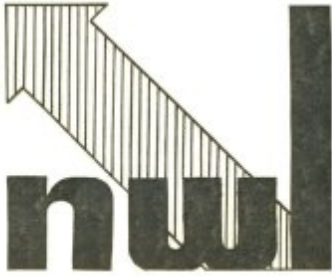


Civil Service Motoring Association

CSMA

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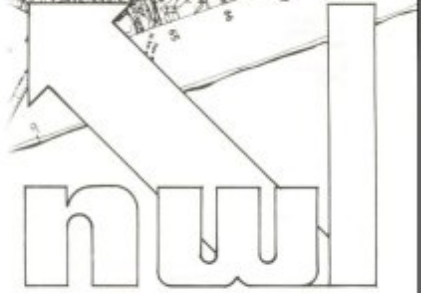
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CSMA

Civil Service Motoring Association



NEWSLETTER



CSMA

THE BIG END



The Big End

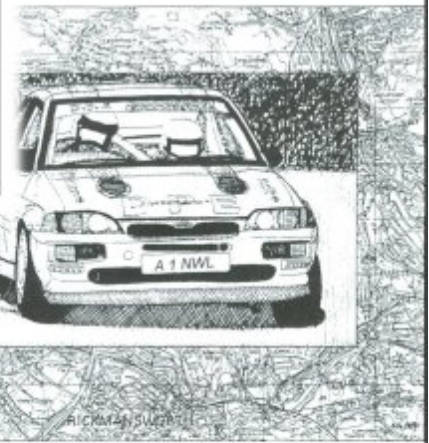


CSMA CLUB



Civil Service Motoring Association North West London Group

BIG END



CIVIL SERVICE MOTORING ASSOCIATION

NORTH WEST LONDON GROUP

97-99

Edition

89-97



CIVIL SERVICE MOTORING ASSOCIATION



boundless

BY CSMA

North West London Group

July 2021



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Club night

Tuesday 6th July, from 7:30pm

THE TWO BREWERS TROPHY 2021

Running as a Treasure Hunt this year

Starting from the car park on Chipperfield Common opposite the Two Brewers Hotel
Map reference 166/043½016

With 15 easy questions and only 8 answers required to complete the event.

Map 166 required but photocopied map provided

Finish is at the Red Lion PH

THE BIRTHDAY BOX !

July's birthday wishes go to Jan Yardley, Kit Yardley and Steve Graves!



Opinions expressed in this newsletter are those of the contributor and not necessarily those of the Boundless by CSMA, 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 Boundless by CSMA, 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 - <http://news.boundlessevents.uk>

Boundless North West London Group

Editorial

Do you have an article you can send in to the newsletter, as I am always on the look out for interesting things you have been up to or places you have visited. If you do, then please send it in, together with any pictures.

The Greenacres autotest went off well, considering the field limitations we had to use and the weather conditions. Very hot and dry, meant dust and the surface cutting up. Reading the phones by the marshals was also a challenge, especially if you're wearing sunglasses! I know if I make up some sunshades, it will be poring down with rain on the next one!

The latest F1 race in Austria wasn't that exciting and the top four lapped everyone else! It does seem that Red Bull have got the upper hand this year with a faster car at most circuits and Mercedes are going to have to develop their car to get on par with them. What a shame for George Russell in the Williams, who qualified 11th, started 10th, and was running in eighth place, only for the hydraulic system pressure to leak and cause his retirement. Surely he has got to be able to manage to get his first point for Williams before (fingers crossed) getting the second drive at Mercedes next year. They are back at the same track next weekend but hopefully the weather can play a part and make it a lot more interesting.

The recent WRC round returned to Africa for the first time in 20 years and with none of the current drivers being around the last time, it was a new adventure for them all. Although a lot shorter than past events, it still had the same reputation for toughness and several fell foul with broken bits or getting stuck. Somehow that old hand Ogier overcame running first car on the road to come through it all and pick up yet another win. Evans charge was blunted when he clipped an unseen rock and ripped the front suspension off.



I had some good news recently when Openreach announced the list of new towns going to be converted to full fibre (doing away with all the copper) and Flitwick was on the list. Not going to be completed until the end of 2025, but at least the fibre option (other than Virgin) will be available. Knowing my luck it will arrive just in time for something else to make it immaterial!

Here is a picture I came across during work, using Google Street View, of someone's attempt to get over not having a dropped kerb in the right place. Not sure how the local cyclists would feel about it though!



The next grass autotest, the Grasshopper, will be in another new field, with more room and hopefully a better under surface. This field will only be available for future events if the farmer is happy with how it goes for this one. All offers to help marshal gratefully received.

On Tuesday 22nd June, the EU Commission announced that they would exclude all vehicles exclusively intended for motorsport from the VNUK insurance legislation. Good news for competitors competing abroad. They just need to clarify road driven competition cars used abroad next.

Keep safe.

Mike B.

NOTE: Deadline for contributions to the August newsletter is Thursday 22nd July

Chairman's notebook

Well, it was very nice to see you all face to face for once at last month's Walking Treasure Hunt, which was kindly organised by Anne and Steve Graves. A nice evening and a good turnout, together with a not too difficult bunch of questions ensured that we all thoroughly enjoyed ourselves and a good chat and a pint afterwards certainly made for a very nice clubnight.

The fact that Mike B and I won it, made it even better! My sincere thanks to Anne and Steve for all their hard work in organising it and it is never easy setting the questions at the right level which they certainly succeeded in doing.



Next month we have our second clubnight outside and that is the Two Brewers Trophy (treasure hunt), which is starting in the car park on the common adjacent to the Two Brewers Public House and then finish at the Red Lion in Kings Langley, which is our normal clubnight venue.

Full details are to be found in the advert elsewhere in the newsletter. Map 166 is required, although I will have some spare A3 copies with me on the night. I will be there from 7:30pm onwards and will aim to be at the Red Lion for round about 9pm in the garden.

I am pleased to report that the Greenacres Autotest was a success last month. The new venue worked well. Although the tests were tight and my thanks to Mike B for setting them out. The timing using the phone App worked well and these certainly cut down on paperwork and especially brain power, as one doesn't have to work out the results at the end of the day, one simply presses a button and hey presto they appear as if by magic! My thanks to John Clavey for setting this up and for all his assistance on the day.



It was a very hot day and the ground did start to cut up quite badly and this generated a lot of dust, so we cut the test down from 9 to 6, for which everyone was very grateful, especially the marshals, who were beginning to melt! We had a good entry of 18 cars on the day, Mike B came out on top as a worthy winner and a full set of results can be found elsewhere in the newsletter.

(ED: see <http://news.boundlessevents.uk/index.php?doc=699>)

The next grass autotest is the Grasshopper on the 11th July and I am sure Mike B will appreciate both entries and offers to marshal.

The Midget and Sprite Club's clubnight on the 8th June at the famous Ace Café on the North Circular was good fun. Ann and I took along the Sprite and it sat in the car park surrounded by Frogeyes, other Sprites and Midgets, as well as a varied collection of other classic cars, as this was also the Ace Café's classic car night, whilst Ann and I had a meal and a chat inside with fellow club members.



All in all a very nice evening.

Chairman's notebook - continues on page 7

Secretary's spot

.....

Just read my notes from last month where I was wishing for a heatwave summer! Sadly, so far, and apart from a really gorgeous few days a couple of weeks back, the weather has not been too sensational - let's just hope there are some lovely sunny days in store for us.

We had a NWL committee meeting recently where somehow, we got on to the history of North West London Group and when, where and how it all started. This partly came about as CSMA will be celebrating its' 100th year of existence in 2023 and we were discussing how NWL can best commemorate the centenary. My research relating to NWL goes back to finding some 'notes' of a committee meeting that took place in January 1951, but I am trying to discover exactly when the Group held its' first meeting and what sort of activities took place. If anybody can give me any leads or assistance, then I would be most grateful - watch this space for any further discoveries I uncover!

It was great to see a return to the World Rally Championship for the Safari Rally Kenya although in a very different format from that of the most recent event 19 years ago (I am sure there are still a few of us around that remember it well). The rally in those days consisted of over 2,000km of stages whereas the 2021 event only managed about 300km. Much of the terrain remained similar with miles of very rough roads (not dissimilar to the Scottish Rally of 70's and 80's, *ED: But without the fesh-fesh!*), which really put the suspension of the modern WRC cars to the test.

Due to other commitments, I had to miss last month's Clubnight and the Greenacres Autotest. I understand both events went well, and all participants enjoyed the chance of getting very slightly back to normal. I am sure you will find a little more detail of what occurred in our Chairman's notes but big thanks to Anne and Steve for putting on the walking treasure hunt and thanks to the two Mikes for organising the Greenacres.

The Red Lion again reserved a couple of tables for us for our recent 'drink and a chat' gathering inside the pub as it was forecast to be damp and cool, but all guidelines were followed and we had a cosy corner to ourselves. Our next D and a C will be on Thursday 15th July, so why not join us at The Red Lion around 8:30pm if you can.

Our July Clubnight, on Tuesday 6th July will be another outdoor event when we see the return of the Two Brewers Trophy, run after the 2020 cancellation. The event will start from the car park opposite the Two Brewers pub on Chipperfield Common at 7:30pm and you will be required to take a short drive around the country lanes to find answers to simple questions along the way. The finish will be back at The Red Lion and if you anticipate taking part, could you please let Chairman Mike know in advance, so that relevant paperwork can be produced and sealed in envelopes some days before the event. Please contact Mike H if you require any further information.

At the time of writing, it is intended to hold our August clubnight (on Tuesday 3rd) in the gardens of the Five Bells pub at Stanbridge, where we hope to make use of their boule/petanque pitch. I will confirm final details next month. We also normally make a presence at the Croxley Green Classic car show which may take place on Wednesday 4th August but as yet, this has not been confirmed.

Our very **provisional** programme is as follows, but please watch out for changes and/or give me a call for further information/confirmation.

- | | |
|------------------------------|---|
| Tuesday 6th July | - NWL Clubnight - Two Brewers Trophy (treasure hunt) |
| Thursday 15th July | - NWL Chat and a Drink hopefully at The Red Lion |
| Tuesday 3rd August | - NWL Clubnight - Boule evening at The Five Bells, Stanbridge |
| Sunday 8th August | - NWL Paddock Autotest |
| Thursday 19th August | - NWL Chat and a Drink at The Red Lion |
| Tuesday 7th September | - NWL Clubnight - tenpin bowling at Dunstable |
| Sunday 12th September | - NWL Chiltern Autotest |

That's about it for now!

Please keep safe and well and hope for further gentle easing in the restrictions!

Alan T

Date	Day	Event (Status)	Type of Event	Club
Jul	Sun 11 *	Grasshopper Autotest (Cm)	Grass autotest	CSMA NEL
	Sun 18	Summer Autosolo (Cm)	Cross between autotest/sprint	Farnborough DMC
Aug	Sun 8	Paddock Autotest (Cm)	Grass autotest	CSMA NWL
	Mon 30	Brooklands Autosolo (Cm)	Cross between autotest/sprint	Farnborough DMC
Sep	Sun 5	Juniper Autotest (Cm)	Tarmac autotest (MSUK/BTRDA)	CSMA NEL
	Sun 12	Chiltern Autotest (Cm)	Grass autotest	CSMA NWL
	Sun 12	Bordon Autosolo (Cm)	Cross between autotest/sprint	Farnborough DMC
Oct	Sun 3	Boanerges AutoSolo (Cm)	Cross between autotest/sprint	Oxford MC
	Sun 10	Autumn Autotest (Cm)	Grass autotest	CSMA NWL

Licence required: (I/Nat/Inter/Cm) = MSUK Licence, (C) = Club Card, () = Nothing, * = Regs available

Past Events

Greenacres Autotest The event got 20 entries but only 18 started. It was one of the hottest days of the year and both cars and people were suffering a bit. We decided to only run two rounds of the three tests, much appreciated by everyone, also because the ground was cutting up a lot and we didn't have the room to move the tests about. Certainly the landowner was impressed by the driving, but surprised it as mainly the older generation competing, rather than tearaway teenagers!

Future Events

Grasshopper Autotest This will be run by NEL but in a different field to the Greenacres (but nearby), which has a bit more room to lay the tests out. I'll be organizing this one and because of the extension to the Covid restrictions, we are now running two permits, so that 14-16 year olds can enter and those from the same household wishing to passenger, us eone, whilst everyone else use the other. This gives us the best option to cater for as many [people as possible. Entry fee is £27 (juniors £15) and entries and marshals can register on the website links shown in the advert below.

Paddock Autotest This will be run by NWL again, this time with Ian O'Connor running it.

Juniper Autotest This tarmac event is back on for this year, now that a new venue has been found at Cherwell Valley Services at Bicester. This will be a round of the Motorsport UK and BTRDA championships and some superb driving will be on offer. Come along to marshal to see all the action first hand. Please let myself know if you are interested.

Future Of Our Events It is more than likely that we will continue to use John's online system for events when we get freedom from Covid restrictions, as it gives a lot better control from an organisers point of view and also reduces the amount of work on the day that is necessary. Keeping things paperless is so much easier.

Other Events 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

NEL Grasshopper Autotest - Sunday 11th July

At Berkhamsted - Organiser: Mike Biss - Entry Fee £27 (Juniors £15)

All forwards tests, no passengers (Clubmans), passengers (PCA)

Great fun day out driving - Marshals required

Regs available from Mike B or from the website - Online entries only

[MSUK Clubman Licence](#) (free) & [Boundless MSUK card](#) (free) required

[Competitor Entry Form](#) (Clubmans) [Competitor Entry Form](#) (PCA)

[Marshal Registration](#)

NWL Autumn Autotest - Sunday 8th August

At Berkhamsted

Organiser: Ian O'Connor - Entry Fee £27 (Juniors £15)

All forwards tests, passengers required (yes, they are back)

Great fun day out driving - Marshals required

Regs available soon or from Mike B - Online entries only



Members of the Harrow Car Club were also there and they have a classic car concours there on the 24th August if you are interested. If you wish to enter see the advert further on in the newsletter.

Ann and I are off to Lynton & Lynmouth in Devon for a long weekend in the Sprite this coming Thursday and not coming back until the Monday. I just hope the weather stays nice for us, as it's been, how shall I say, a bit mixed recently having received a month's worth of rain in just one day last Friday. This just happened to be the day Ann and I went out checking the answers for the Two Brewers and I got absolutely soaked!

For cars from 1944 up to 1994

Pre-booked only event - max 40 cars

To enter please phone or email Gary - 07973 540018 fryer_g@yahoo.co.uk



SPECIAL THANKS TO THE FOLLOWING FOR THEIR HELP AND SUPPORT:

HAGERTY Let's Drive Together

If the weather is good I will certainly be looking forward to driving across Exmoor and the blast up Porlock Hill, although as ever when one is in the Sprite mindful of the exhaust!

Those of you who attended the drink and a chat last month at the Red Lion, will know that as usual we put the world to rights and if you would like to join in the banter, then I will see you there this month on the 22nd July, but hopefully I will see you first at clubnight on the 6th July.

Mike H

THE TWO BREWERS TROPHY - TUESDAY 6th JULY

Compact route and no map plotting required.

You are invited to the 38th running of the Two Brewers Trophy. This year's event will be of a similar format to previous ones, but with the slight changes mentioned above. You may need a torch to find clues if it gets too dark!

The start will be 7:30pm onwards from the car park on Chipperfield Common opposite the Two Brewers Hotel - Map ref 0431½016. If you arrive after about 8:30pm you'll probably find I've already moved to the finish venue (The Red Lion) so find me there.

The scatter will take place in the SW corner of O.S. map 166.

A copy of the relevant section of map will be provided.

- Motorsport UK exemption certificate 122268 has been issued (treasure hunt).
- The entry fee for the event is £5 per crew
- Crews will be entered in two classes by the organisers, Experts (won the event within the last 5 years) and Novices.
- There are 15 easy questions but each crew are only required to answer a maximum of 8.

I hope you have a very enjoyable evening! Mike Harrison (*organising this year*)

NWL Indoor Karting Event

An evenings karting at TeamSport Karting at Dunstable. We have picked three dates in October for you to choose which ones you prefer. They are Fridays 15th, 22nd and 29th October 2021. An early reply would be good and you can email me at:-

gwilym.griffiths@boundlescommunities.co.uk

or you can call me on 07754 525650.

The event consists of three 15 minute sessions on track. The cost of the evening will be a maximum of £35 but we hope to get a 10% discount. You will be kitted out with their equipment and the only additional cost will be a minimum of 50p for a single use balaclava if using their helmets. The circuit has four start times for this event but I suggest that we go for either the 20:45 or 21:00 start time as you will need to be there an hour earlier in order to get kitted out and receive a safety briefing.

So please let me know as soon as possible if you would like to attend or if you have any more questions then please contact me.

Gwilym.



Giles + Bernard = Gilbern

Up until about 1960, when both cars and money were both in short supply, it was not unusual to build yourself a cheap sports car by slapping a fibreglass body onto an Austin 7 or a Ford 8 chassis, but these were very basic. When Giles Smith, a Welsh butcher, met up with Bernard Friese, a German engineer, they both realised they had the same dream of a proper fibreglass bodied sports car and that they would build one from scratch. It was going to need a name which they derived from their own – GILBERN.

Starting in 1960 with a BMC 'A' series engine and gearbox they designed a square section space-frame chassis using Austin A35 front suspension and steering and a Morris Minor rear axle. The rear suspension was redesigned with twin trailing arms, coil spring damper units and a transverse Panhard rod. To the chassis was riveted a high-quality one-piece fibreglass body shell with seats for four people. The front and rear wings were moulded from the Austin A40 'Farina', the windscreen was sourced from the Riley 1.5, and the doors and bonnet were hinged directly from the chassis.



To improve the performance the MGA engine was used from 1962 followed in 1963 by the MGB engine together with its overdrive gearbox, front suspension and rear axle and now known as the Gilbern 1800GT.

The original plan was to offer a basic kit of body and chassis to which the new owner would then source his own mechanical parts. The results of this were often so bad that it was decided that to maintain the reputation of the Gilbern name they needed to supply a complete car in component form. All new parts would be used and the bodyshell would be supplied already completely trimmed, wired, glazed and painted. There was the additional benefit that in this form the cars would be exempt from 25% purchase tax.

Lacking capital investment for a more efficient factory at Llantwit Fardre and steady income for publicity production volumes remained low. BMC were not interested in trade discounts so all their parts had to be sourced through the local BMC dealer. Other components such as door handles were purchased as job lots as and when they came available so that not every car was the same. It was at this time, the end of 1965, that BMC decided to extend the appeal of the MGB by introducing the GT version. This hatchback style design by Pininfarina proved very popular for those who wanted a sports car without a draughty hood, more space for luggage and room for two kids in the back. Sounds just like a Gilbern. So, although they had beaten BMC to the market by 5 years they only sold a total 202 cars whilst the MGB GT sold 125,000. Whilst the price of the component car was very similar to the MGB GT at £995 the option of a fully assembled car from the Gilbern factory at £1305 proved to be uncompetitive.

Due to the supply problems with BMC the next Gilbern models, the Genie and the Invader, switched to using Ford 3 litre V6 engines and the larger more powerful cars were also more comprehensively equipped and were produced up until 1974.

When buying a classic car from the 1960's the likelihood of extensive work to repair rusty bodywork was always an issue. Not only did I like the look of the 1800GT I was also attracted by the separate chassis and fibreglass body. Through the Owners Club a I found one that had just been completely restored to a very high standard and not yet driven again on the road. When collecting the car from Cardiff the owner was appalled that I intended to drive it all the way home in the rain. Little did he know what I planned to do with it. After taking it to many classic car shows, being road tested in classic car mags and regularly winning the concours prizes at the Gilbern Owners Club Open Days it was time to use it in anger. A rear roll cage and a Halda tripmeter were fitted, the brakes and lights were uprated and the engine tuned to fast road spec by Oselli.

With fellow CSMA member Tony Davies it was off to Holland for the Tulip Rally and a class win followed by the Rallye des Alpes and the Automobile Review magazine award for "an outstanding performance in an outstanding car". On a rally from Holland to Luxemburg I was accompanied by Dave Patten and to Northern Spain it was with our very own Alan Thurbon.

Then, having helped a neighbour with a nut and bolt rebuild of a Lotus Elan I could not believe how well it performed and I resolved that had to be my next sports car.



That is a story for another time **Lots Of Trouble Usually Serious**

Alan Smith



Diary NWL 2021



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

July

Sun 4th F1 - Austria 2
Tue 6th NWL Clubnight - Two Brewers Trophy
 Sun 11th NEL Grasshopper Autotest
Thu 15th NWL Chat and a Drink - The Red Lion, HH
 15th-18th WRC - Estonia
 Sun 18th F1 - Silverstone

August

Sun 1st F1 - Hungary
Tue 3rd NWL Clubnight - Boule
Sun 8th NWL Paddock Autotest
 13th-15th WRC - Belgium
Thu 19th NWL Chat and a Drink - The Red Lion, HH
 Sun 29th F1 - Belgium

September

Sun 5th F1 - Netherlands
Tue 7th NWL Clubnight - Bowling
 10th-12th WRC - Greece
Sun 12th NWL Chiltern Autotest
 Sun 12th F1 - Italy
Thu 16th NWL Chat and a Drink - The Red Lion, HH
 Sun 26th F1 - Russia

Dates to reserve: