



# boundless

BY CSMA

North West London Group



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# NWL Group Officers & Committee 2025/26



Secretary

**Alan Thurbon**

Home: 01582 602916  
Mobile: 07904 958895  
alanthurbon@yahoo.com

Chairman

**Mike Harrison**

Home: 0208 841 1657  
Work: 0208 878 4667  
Mobile: 07974 268560  
mike.harrison@boundlesscommunity.co.uk

Treasurer

**Doug Harrison**

Home: 01296 660660  
Mobile: 07917 021312  
douglas.h@btinternet.com

Newsletter Editor

**Mike Biss**

Home: 01525 720299  
Mobile: 07753 137415  
mike.biss@btinternet.com

**Ian O'Connor**

Home: 01923 519874  
Mobile: 07770 750800  
ianocon@hotmail.com

**Pete Gregory**

Home: 01525 403405  
Work: 01525 861673  
Mobile: 07709 221115  
pete.gregory@boundlesscommunity.co.uk

**Anne Graves**

Home: 01923 819735  
Mobile: 07811 905360  
anne.e.graves@btinternet.com

**John Dossett**

Home: 01438 714325  
Mobile: 07311 628900  
john.dossett@btinternet.com

**Mark Brumwell**

Home:  
Mobile: 07887 562917  
markbrumwell@btoopenworld.com

## Club night

### NWL AGM (followed by a quiz)

Notice of North West London Group AGM

Tuesday 3rd March @ 8pm, (AGM starts at 8:30pm)

At our clubnight venue: The Red Lion PH  
56 London Road, Hemel Hempstead HP3 9TD

### THE BIRTHDAY BOX !

In March we have several celebrations - starting with **Steven Harrison**, followed by **Alan Thurbon** and **Pete Gregory**. Happy birthday to you all!



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**Boundless North West London Group**

# NWL Editorial

My thanks to Mark Brumwell for a nice article about his Porsche 924 he uses on our 12 Car rallies and other events. We also have the paperwork for the AGM at our next clubnight, so hopefully we will see a lot of you for the event, which doesn't take long (usually) and then we have a quiz evening, care of our Chairman.

The recent NEL 12 Car rally was very wet and the NWL March one looks likely to be the same. When I did the route survey on the afternoon of the event, there was one ford on the route and although it looked deep, we got through OK. It wasn't until the Sunday I found out that not all the car had made it through the ford, as the front number plate had been ripped off and is now at the bottom of the river somewhere!

With lots of snow on the recent Swedish Rally, running first car was not going to help and Oliver Solberg had a mixed event and only managed to finish fourth. In fact he was lucky to finish at all, having gone off into a snow bank and seemed to have buried his car, but somehow he managed to keep it going and got back onto the road, despite not knowing where he was, due to amount of snow covering the car. It was another fine win for Elfyn Evans, who almost got maximum points for the weekend. He now leads the championship with almost the same score as he had last year and runs first on the road in Kenya. Mind you, that's what he did last year and he won the event!



*This is where Solberg is, part way through his 'incident'!*

Nicky and Mark brought a new format of music quiz along to our last clubnight and it certainly raised a few laughs, especially on one round where we had to endure the sounds of some horrible live performances, that people thought were good at the time. We even had a live keyboard round, with Nicky giving us some notes and we had to guess the film. We had the option of hearing more notes, but got less points if we then got it. Thanks to Nicky and Mark for a very entertaining evening.

Testing for the new F1 season has just finished, but with so many changes to the cars, it will be interesting to see how each team and driver gets on with the new demands of driving them. No one seems to know the actual pecking order of the teams, but they think they know where they fall into the 'top teams' and 'middle teams', with Aston Martin ranked last, by a long way, even behind newcomers Cadillac. The first race in Australia on the 8th March will certainly show where they all are in reality, but there will also be a ramp up in development work afterwards.



Recently I had another case of a silent breakage on the Skoda, where the other front brake disc backplate had broken off the hub and was rattling around inside the wheel. If you are outside the car, it makes a right noise of a metal plate being loose, but inside you can't hear a thing. It seems odd that sounds like this can be completely deadened, whereas actually having the sound of a bit hanging off would be beneficial knowledge to the owner! No idea how long it has been like that.

Keep safe.

Mike B.

**NOTE:** Deadline for contributions to the April newsletter is Thursday 26th March



# Chairman's notebook

I'd like to thank both Nicky and Mark for presenting last month's clubnight Music Quiz, which everyone who attended thoroughly enjoyed. This was not a straightforward music quiz and a lot of thought had obviously gone into it, which was reflected in the good reaction it generated. We now look forward to next year's quiz.

I'd like to remind everyone that our Annual General Meeting will take place on March the 3rd, followed by a general quiz hosted by me. This is an important event and please make every effort to attend, but if you can't make it, please pass on your apologies to Alan Thurbon. As ever, there will be lots of things to discuss regarding future clubnights and other more social events and we are always looking for new ideas.

You should find towards the back of the newsletter, my chairman's report, together with Alan's secretary's report and Doug's financial report. Please read these prior to the meeting and if you have any queries or questions, we will try and answer them at the meeting.

Also, sadly after many years of excellent service and dedication, Anne Graves is stepping down from the committee, so we are unfortunately looking for a new member of the committee, so please give this some consideration as I will be asking for volunteers at the meeting.

Last month saw the running of NEL's 12 Car rally on Friday the 6th February and it was based to the east of Buntingford and ran using maps 166 and 167. With a late change in management to Mike Biss, it ran with seven entries and despite having to be cut short due to a major accident on the A10, the event was a success, with a nice route and good route cards.

With the heavy and consistent rain over the previous weeks, there were a large number of floods, although all were passible if you took care, and there were no major re-routes due to road works. Mike did an excellent job at short notice, but you might say I would say that, as Mark and I came home 2nd overall and 1st Semi Expert! For a full set of results please see elsewhere in the newsletter.

The next 12 Car is on the 6th March and yours truly is the organiser. The event starts and finishes at the John Bunyan PH, which is just north of St Albans and starts at 8:30pm. I believe we still have entries available, but please sign up asap if you don't want to be disappointed. Full entry details can be found elsewhere in the newsletter. This is the last 12 Car in the series, with the first of the new series planned for October later this year.

Although I felt sorry for Oliver Solberg on the Swedish Rally, it was nice to see Elfyn Evans take the victory, and he now leads the world Championship by 13 points, ahead of the Safari Rally in Kenya next month. Next month also sees the opening round of the F1 Championship in Australia, which with all the engine and other changes, will hopefully prove interesting to watch.

Please remember that we have our Drink and a Chat at the Red Lion on the 19th March and so if we don't see you at the AGM, perhaps we might see you then.

Mike H

# Secretary's spot

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Once again I can open my 'Spot' with the same words as last month, as not a great deal to report at the moment, as apart from our regular monthly Clubnights on the first Tuesday of each month and our Chat and a Drink get together on the third Thursday of each month, there is not a great deal else to mention.

What I must mention is that our Chairman Mike has been elevated to the position of Chairman of the Club Council, a post previously occupied by Pete G, so it is good to note that NWL Group still has a strong influence at the top of the Boundless Club activities. In addition Mark Brumwell has been co-opted on to the Club Council in an Independent Club Council role and Mike B remains on Council in a motorsport capacity.

Last month's Clubnight was a brilliant new activity for NWL, in that Nicky and Mark put together a super 'music based' quiz for our entertainment. Teams of three or four were put together fairly randomly and varying rounds of music were thrown at us. It was all very different from any of the previous quiz's that have been put together in the past. Winners on the night were Alan G, Kit, Mike B and Steve G. Big thanks to Nicky and Mark and I am sure we would all like to see a similar event put together for us next year.

Next month's Clubnight on Tuesday 3rd March, in The Function room at The Red Lion, will see the running of the Group's Annual General Meeting. This is the opportunity for you to have your say in what you would like your Committee to organise for everybody's enjoyment. The AGM is always superbly conducted by our Chairman, who will also organise an after AGM quiz, as the AGM itself should not take too long! Please come along to support the Group if you are able.

Friday 6th March will see another NWL 12 Car rally run by Mike H, with assistance from Ian. You may be able to grab a last minute entry if you give Mike H a call quickly.

The March Chat and a Drink will take place on Thursday 19th, so join us if you can at The Red Lion.

Clubnight in April will take the form of another fun darts evening, which always generates some laughter, so put the date of Tuesday 7th in your diaries now and come along to The Red Lion for an enjoyable evening.

Our Clubnights will revert to the great outdoors in May, as Tuesday 5th will see us playing Crazy Golf at the Adventure Golf course near Edgware. Watch out next month for further details.

## ***Our planned future programme is as follows;***

<b>Tuesday</b>	<b>3rd March</b>	<b>– NWL Annual General Meeting</b>
<b>Friday</b>	<b>6th March</b>	<b>– NWL 12 Car Rally</b>
<b>Thursday</b>	<b>19th March</b>	<b>– NWL Chat and a Drink at The Red Lion</b>
<b>Tuesday</b>	<b>7th April</b>	<b>– NWL Clubnight – Fun Darts</b>
<b>Thursday</b>	<b>16th April</b>	<b>– NWL Chat and a Drink at The Red Lion</b>
<b>Tuesday</b>	<b>5th May</b>	<b>– NWL Clubnight – Crazy Golf</b>
<b>Thursday</b>	<b>21st May</b>	<b>– NWL Chat and a Drink at The Red Lion</b>

## ***Hope to see you at some of our events***

Alan T

Date	Day		Event (Status)	Type of Event	Club
Mar	Fri 6	*	12 Car (Cm)	Navigational rally	CSMA NWL
	Fri 13	*	12 Car (Cm)	Navigational rally	Blackbird AC
	Sun 29	*	Bocardo Autosolo (Cm)	Cross between autotest/sprint	Oxford MC
Apr	Fri 10	*	12 Car (Cm)	Navigational rally	Blackbird AC
May	Sun 10	*	Autotest/PCA (Cm)	Grass autotest	Blackbird AC
Jun	Sun 14		Autotest/PCA (Cm)	Grass autotest	Blackbird AC
Jul	Sun 12		Autotest/PCA (Cm)	Grass autotest	Blackbird AC

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

### Past Events

**February 12 Car Rally** Well there was a bit of water about, correction, there was a lot of water about. On the route recce in the afternoon, we noted 10 cautions were the road was completely flooded and when we got to Braughing ford, I had to take a moment to think if we would get across! We went ahead and got through OK. With seven crews setting out, all was going well until most crews seemed to have stopped, on the App results, and shortly afterwards we got a call from one of the crews to say they were in a traffic jam on the A10 and they could see blue lights up at the next junction. They all managed to eventual get out, but by then most were running late and had to cut a chunk out, which left us with the decision to call the event results after only two thirds. Car one got through just before the accident and managed the whole route. Typical isn't it, if it isn't emergency road works, it is an accident on the half mile of A road we used!

### Future Events

**March 12 Car Rally** Starting from The John Bunyan PH, Colman Green, Herts AL4 8ES, MR 166/189125, it will use map 166 (edition MAY 2018) for the 45 mile route, with first car starting at 8:31pm. There will be the usual four classes:- RallyRun / Novice / Semi-Expert / Expert and the navigation will be tailored to suit the classes. Regs are currently available. Entry fee is £18 per car and the regs are currently available. The organiser is Mike Harrison and is contactable on [mlh.bhm@btconnect.com](mailto:mlh.bhm@btconnect.com).

**Grass Autotests** We still don't have a venue yet, but we are invited to all the Blackbird ones, which are held at a field at Towcester. They are running an event each month between May and September, so why not join me.

**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. Most of these events are entered via the Sapphire System, so regs, etc. can be found there. 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)

#### 12 Car Rally – A guide to the new format

- Any standard car can be used. Event limited to only 12 cars. Around a 45 mile route, timed at an average speed of 30mph. Friday evening, starting at 20:30, with the start/finish at the same location at a pub, for a social before and after the event.
- Novice class now split into **Semi-Expert** and **Novice** classes. Expert/Semi-Expert/Novice class based on navigators experience only. Expert/Semi-Expert class have to work out the route from navigation issued at controls around the route. Novice class will have the route issued before the start, so they can plot the navigation before leaving the start (and get help if required). Semi-Expert/Novice class have a more straight forward navigation style.
- Beginners class now called **RallyRun**, for anyone to use marked maps for as long as they like, which allows people to just enjoy doing the event. You can do all the same things as the other classes, but don't have to work out the route.
- Penalties are incurred for missing loops and booking in early/late at time controls. Time recording and route checks are done using a Smart Phone and the Timing App, which give notice when approaching a control/check, so you know you are on the right route.



#### RS Clubman Licence Requirement

<https://motorsportuk.sport80.com>

Almost all the events in the calendar require you to have one of these licences as a minimum to compete, either as a driver or passenger. If you go to the above webpage, you can order your free licence, but please make sure you don't leave it to the last minute.

## NWL 12 Car Rally

Friday 6th March

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

### Map 166

There are four classes:- RallyRun / Novice / Semi-Expert / Expert - £18 entry fee

Navigation will be tailored to suit the classes - Map 166 MAY 2018 required

Standard Navigation Guidelines for organisers – see regs for details

Mike Harrison ([mlh.bhm@btconnect.com](mailto:mlh.bhm@btconnect.com))

Competitors required - Arrive before 7:45pm, first car starts at 20:31

<https://rally.sapphire-solutions.co.uk/register.php?sitename=boundless>

Regs now available from Mike Biss or website

## February Clubnight - Music Quiz Results

1st	Steve / Kit / Mike B / Alan G	57.5 points
2nd	Alan R / Ian / Ann H	54.5 points
3rd	Trevor / Jean / Dave R / Peter	48.0 points
4th	Anne R / Mike H / John	47.5 points
5th	Anne G / Hazel / Alan T	35.0 points



Classic Vehicle Group & Motorsports Group

## Morgan Works Visit

Thursday 23rd April

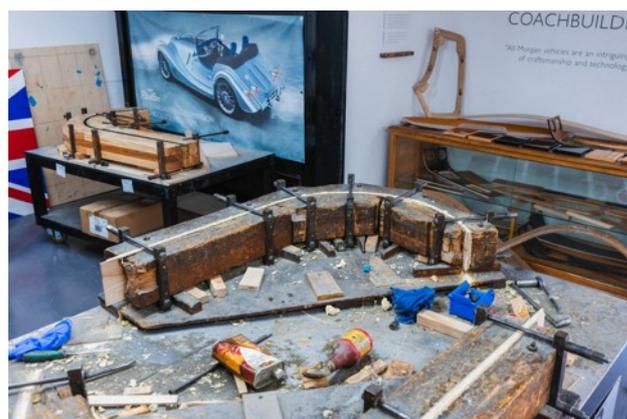
*Explore the fascinating world of Morgan, where rare craft skills blend seamlessly with the latest modern technology to create each handcrafted sports car. On this guided tour, you'll step inside the historic workshops and witness first-hand the unique processes that go into building a Morgan, from the shaping of the ash wood frame to the final hand-finished details. Your knowledgeable guide will share insights into Morgan's heritage, innovation, and dedication to craftsmanship, offering a truly immersive experience.*

Tour starts 10:20am for two hours

Cost is £29.25 per person

More details are available from  
Mike Biss

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





# A Porsche 924 Rally Car

By Mark Brumwell

A certain red Porsche 924 competes regularly in the Boundless by CSMA's 12 Car rally series and now appears also on the North West London newsletter's front cover. I bought this car in 2013 and since then, have competed in it on many historic road rallies, 12 Cars and even the odd Targa event. What's the Porsche 924 like as a historic rally car and how has it squared up as a classic car experience in my 15 years of ownership?

I've owned several rally cars over my competing years and have always bought them ready prepared for two main reasons – although I'm reasonably competent mechanically, I've never had the time to prepare a car from scratch myself and it has always made financial sense to me. It is generally much cheaper to buy a ready-prepared rally car, than convert a road car to use on rallies and it takes much less time to get from buying the car, to the start of your first rally. This strategy has been pretty successful on the whole, although taking over



cars that have been prepared by someone else has had its challenges, chiefly the need to put right some things that typically haven't been done well by the previous owner and working out exactly what non-standard parts the previous owner has used. This was particularly challenging for the Escort rally car which I owned in the late 1980s, which I discovered over time to be a real "Bitza".

For my Porsche 924, I struck lucky. It had been prepared for rallying by a great chap called Bob Taylor (sadly now no longer with us), who was a retired helicopter engineer, and then used by him and his wife for a small number of the sort of HRCR road rally events I'd set my sights on doing. As you'd expect from someone used to working to aviation standards, Bob's work was first class and he'd also used his many years of competing to include what was needed to make a successful rally car and not to worry about what wasn't. One particular example of this is the tripmeter and rally clock, which are wired so the time and distance of both can be reset simultaneously by pressing one large and easy to find button.



Up to 2012 when Bob bought it, the Porsche had been a regular road car, albeit one that had suffered a bit from the fact that the 924 was always Porsche's cheapest car and its value at times has been such that some owners have run them on shoestring budgets. However, the things that I have always loved about Porsches, apart from the great driving experience, are the engineering excellence and the fact that they are really well built (or at least they were built well in the classic era of Porsches). Despite being the entry model in their range with a comparatively lowly purchase price, the 924 is no exception to that.

As an example, the 924 was built with a fully galvanised shell. When I had the car resprayed a couple of years after I'd bought it, to spruce up its fading paintwork, taking the paint back to the metal revealed not one bit of rust on the entire car – quite remarkable for a car that had spent approaching 40 years in the British climate. Also, when Bob stripped and rebuilt the nearly 80,000 mile engine, he found the bores, crank, main and big end bearings to all be in "as new" condition.

To convert the 924 to a reliable road rally car involved Bob disassembling and checking most of the mechanical parts, then reassembling everything with the following changes:

- Safety Devices FIA approved roll cage with door bars and removable diagonal (actually a bit OTT for the events I've done and adds weight to the car, but nice to have nevertheless).
- Luke four point harnesses.
- OMP Design 2 seats (with belt slots and adjustable recline – very nice for driving to and from events).
- Brantz International 2 tripmeter and rally clock.
- Cibie Oscar Plus drive lights to replace the “only for show” spotlights fitted as standard (these are OK for night events but could do with a wider beam for cornering).
- Upgraded wiring and relays to headlights and spotlights, upgraded headlight bulbs and LED sidelights.
- Starter motor wiring replaced and upgraded (apparently the standard wiring has been known to ignite).
- Brake and fuel lines re-routed via the transmission tunnel, new brake lines, steel braided flexible brake hoses throughout.
- Engine stripped and rebuilt with ARB big end bolts, cylinder head skimmed, ports polished, new cam belt and coolant hoses.
- Solid engine mounts (add quite a bit of noise and vibration but at least the engine isn't going to detach itself, no matter what happens).
- Helix competition clutch plate.
- New fuel pump, warm up regulator and fuel filter.
- New front brake discs, brake callipers and brake slave cylinders, upgraded front brake pads, master cylinder, high performance brake fluid.
- Bilstein dampers front and rear, polybushes, new ball joints.
- New driveshaft CV joints.
- Stainless steel exhaust system (far too quiet to ever bother the event noise meters).
- LED map reading lights, fire extinguisher, first aid kit, spill kit, ground sheet and seat belt cutter/window escape hammer.

One additional thing that Bob did for me was to fit an electric window on the passenger side. I wanted this because my now late wife Lynn was due to be navigating for me and she had a neurological condition which made it difficult for her to use a window winder (the battle with MSUK to get her a competition licence is another story). To date, the car still has just the one electric window which Nicky, Mike and others have used when navigating for me and it's in fact been really useful. Given the many more important things that road rally navigators have to do, being able to close and open the navigators window quickly and easily, coming into and exiting from controls, has proved to be a really good thing.

After I used the 924 on a few events, I fitted some additional things:

- Sump and tank guards. Nothing was available for a 924 off the shelf, so these had to be made bespoke. Given the events that Bob had prepared and used the car for, I was surprised that he hadn't fitted these.
- Rear anti-roll bar from a Porsche 924 Turbo (stiffer than the standard 924 anti-roll bar and counters the designed-in understeer tendency of the standard car) plus resetting the rear ride height, which was too low.
- Kenlowe fan with an override switch. The standard electric fan was OK on the road, but was inadequate for the sort of tests that involved sustained high revs in low gears, with the engine generating a lot of heat while the car was moving slowly. I also found that the thermostatic radiator fan switches weren't reliable and, when working, they only switched the fan on when the radiator temperature was already quite high. Queuing up to start summer tests in hot conditions, this meant that the engine was too hot before we had even started the tests. I use the override switch to turn the Kenlowe fan on when we start to queue up for tests. This has solved the problem.

So what's the resulting package been like?

Well firstly (and with much touching of wood and whistling), it's been very reliable. Although I've had a couple of minor and easily fixed issues when using the car on the road, it has had a 100% finishing record on events. I have literally lost count of the number of events I have done in the car over the past 15 years. It has finished every one of them! Nicky comments regularly on the amount of rough surfaces the car soaks up without complaint.

Secondly, as rally cars go, it is very comfortable. Road rally regulations require all the interior trim and back seat to be retained, so it feels much like a regular car when travelling to and from events. It has an efficient heater, a radio that works and even has carpets. Navigator companions appreciate such things! By modern standards, it also has relatively high profile tyres which are great at soaking up the bumps on rough surface events and also on our increasingly potholed roads. Oh yes, and it also has a wonderful gearbox, with a fluid and precise change.



The only uncomfortable thing about the car is that it gets very hot in the cabin in the summer. This is a function of two things – the 924 has an enormous back tailgate window which radiates a massive amount of heat into the interior and, unlike most 924s which have a sunroof, my 924 does not. There is no way for rising heat to get out of the cabin. The absence of a sunroof makes the shell incredibly strong and probably contributes to the fact that, despite the rough surfaces it has been run over in the last 15 years, there is no creaking or looseness in the shell at all. Nevertheless, I think I would prefer to have one. It certainly makes the car less suitable for the sort of southern European (hot) events that Nicky and I have been talking about doing recently.

Thirdly, the car handles really well, despite the suspension being relatively soft by modern standards. The 924 was succeeded in Porsche's model lineup by the 944 and then the 968. The Porsche 968 is widely regarded by motoring journalists as one of the best handling road cars of all time. The 924 shares the same basic transaxle architecture, with both the gearbox and axle combined at the rear and the engine at the front, resulting in a very balanced weight distribution. With the stiffer rear

anti-roll bar that I fitted, once at speed, it has balanced, neutral handling which under the right conditions progresses into gentle, progressive and predictable oversteer – perfect for rallying.

There are only two handling downsides. The first is that the 924 did not come with power steering, even as an option (it was an option on the later 924S, but many weren't specified with it). To compensate for this, the unassisted steering is very low geared. When doing off road tests, which often involve a series of complex manoeuvres around cones, this results in a lot of desperate arm twirling by the driver, as I do my best to keep the steering up to our speed around the cones. We are always relatively slow on the tighter tests because of this. The lack of power steering is also not great for 12 Car rallies if we need to turn around in a narrow road after a navigational "issue" (or it would be if that ever happened, which of course it never does)! Despite the low gearing, the steering is still incredibly heavy at parking speeds (although I'm no doubt spoiled after many years of driving power assisted steering cars).

The other handling downside for rallying is that it is virtually impossible to induce a handbrake turn. The handbrake lever is buried down on the right, between the seat and the sill, and getting to it in a hurry is nigh on impossible. The door bars of the roll cage also don't help. I have experimented with ways to get the lever up higher but haven't found anything that works. In any case, for me the lever is still on the wrong side.

Fourthly, the engine on the 924 is a workaday powerplant that does its business efficiently but without much sparkle. The later 924S has a Porsche designed 2.5 litre engine that was developed further for the 944 and 968 models. I have owned two 968s in the past and the Porsche design shows in the engine performance and its more lively characteristics. In contrast, the 924 model has an Audi/VW designed engine that was adopted by Porsche but wasn't their design.



The jokey comment that's often made is that the engine is from a van. That is only partly true. With different tuning, camshaft profiles etc, it did indeed appear in the VW LT van at the time, but it was also used in the Audi 80 and Audi 100. To my mind, the comparison with those cars is a fairer comment. In the 924, the engine behaves very much like the saloon car engine that it really is. It does the job perfectly well and more smoothly and efficiently than contemporary engines from, say Ford or Vauxhall, do. It will spin without protesting at higher revs than would feel comfortable in those manufacturer's engines.

But the revs build and fall away gradually, I suspect due to a relatively heavy flywheel. This makes it very difficult to use the accelerator to deliberately break traction to bring the back of the car around on oversteer, except on very loose surfaces or if the car's speed is high enough that the pendulum effect of the car's weight turning in is enough on its own to achieve this effect.

In its defence, the result of all of this is in fact a reasonable turn of speed, at least against the standards of the 1970s, when the 924 was designed and first built, and the early 1980s when my particular car was manufactured. Or I should say that my 924 has a reasonable turn of speed *now*, after I discovered that I wasn't getting anything like full throttle from it and then adjusted the throttle cable accordingly! The 924 has 125bhp from a 2 litre engine, at a time when Bodie and Doyle were impressing us with handbrake turns on our TV screens every Saturday night in a 3.0S Capri with only slightly more power (138bhp) and where the equivalent 2 litre Capri had only 100bhp. Aside from the RS Capri's, it is the 3 litre Capri model and its similar 2.8 successor that everyone would like to have now (and which I wanted back in the day but couldn't afford the insurance). I could only

afford the 2 litre model myself and it was certainly a lot slower than the 924 and neither were its handling or brakes anywhere near as good.

At the end of the day, the engine in the 924 is not really a sports car engine in its truest sense. You cannot imagine an Italian car manufacturer of the day marketing a sports coupe with an engine like this. But then neither were engines in sports coupes or sports saloons from other manufacturers that don't generally suffer from the same "van engine" comments. Remember that the Escort RS2000 engine was also used in the Transit van of the time (as indeed was the Ford 3 litre engine when Bodie and Doyle weren't using it)! So which car really has the van engine?

As a classic car proposition, the 924 makes a lot of sense. After many years of low values, 924 prices are stable and starting to rise gently. It is a relatively simple car to maintain and pattern parts are readily available for many things at reasonable prices. There are enough of the cars still around to make it worthwhile for manufacturers to make pattern parts but numbers are small enough to make the cars collectible and to maintain values. If you get desperate for a part, you can always turn to Porsche themselves, who have a dedicated arm that deals with classic models and can supply practically anything, but you have to be prepared to pay dearly. When I needed a new starter motor, I phoned my local Porsche main dealer first for a laugh. I then got what I needed from Euro Car Parts for 80% less than Porsche were quoting.

Finally, every 924 is now more than 40 years old (there are some later 924S models that still aren't, but they soon will be), so you can get free road tax, a London ULEZ exemption and you don't have to have an annual MOT if you don't want to.

What's not to like?

## **Boundless by CSMA – North West London Group**

### **ANNUAL GENERAL MEETING 2026**

#### **AGENDA**

***Agenda for the Annual General Meeting to be held on Tuesday 3rd March 2026, at The Red Lion, 56 London Road, Hemel Hempstead HP3 9TD commencing at 8:30pm***

1. Apologies for absence
2. Minutes of the 2025 AGM
3. Matters arising
4. Chairman's report
5. Secretary's report
6. Treasurer's report
7. Election of Officers and Committee
8. Boundless by CSMA – Group's Charter
9. NWL Local Group Rules
10. Open Forum
11. Any other business

# **BOUNDLESS by CSMA**

## **NORTH WEST LONDON GROUP**

Minutes of the Annual General Meeting of the North West London Group of Boundless by CSMA held on Tuesday 4th March 2025 at The Red Lion, London Road, Hemel Hempstead, Herts, commencing at 8.30pm.

Present were Mike Harrison (Chairman), Alan Thurbon (Secretary), Doug Harrison (Treasurer) and 16 other members and 2 guests,

### **1. Apologies for absence**

Apologies received from Lorraine O'Connor.

### **2. Minutes of the 2024 AGM**

These were circulated to the meeting, and together with all other paperwork and reports were published in the Group Newsletter. The minutes were agreed as a true record and signed.

### **3. Matters arising**

There were no matters arising that would not be discussed later.

### **4. Chairman's report**

This was presented to the meeting in written form, and also circulated via the newsletter. The Chairman commented on the general good health of the Group and thanked his fellow Officers and Committee making special reference to Mike Biss for publishing our newsletter each month.

The Chairman also mentioned the events and activities of the Group with special mention of the monthly clubnights which all agreed were fun and enjoyable. The Chairman expressed many thanks to Lorraine O'Connor who would not be seeking re-election to the Committee on this occasion.

### **5. Secretary's report**

The Secretary's written report was also published in the newsletter and circulated to the meeting. As usual the tone of the report was very similar to that of the Chairman.

### **6. Treasurer's report**

The Group accounts were circulated via the newsletter and made available to the meeting. They were accepted without comment.

### **7. Election of Officers and Committee**

No written nominations had been received.

The following nominations were received from the 'floor':

Chairman – Mike Harrison, proposed Dave Robins, seconded Mike Biss  
Secretary – Alan Thurbon, proposed Pete Gregory, seconded Mark Brumwell  
Treasurer – Doug Harrison, proposed John Dossett, seconded Alan Robins

The following were proposed as Committee members for the coming year:

Mike Biss, Pete Gregory, Anne Graves, Ian O'Connor, Mark Brumwell and John Dossett

It was proposed by Doug Harrison and seconded by Mike Biss that the above Committee members were voted 'en bloc'.

## 8. CSMA Club Groups Charter

The Charter was made available for all to view and was signed by the Chairman.

## 9. NWL Local Group Rules

The Group Rules were updated and amended as necessary.

## 10. Open Forum

Various suggestions for future Group visit and/or support included:

Ian O'Connor offered to investigate Hertfordshire Conservatory for an autumn visit.  
 Dave Smith to arrange visit to Tuthill Porsche establishment.  
 Further Group Meals to be arranged.

It was requested that any further ideas should be put to the Committee.

## 11. Any other business

There was no further business

The meeting closed at 8.55pm

Chairman ..... Date .....

### CSMA North West London - AGM Accounts for 2025

	2025		2024		
	Receipts	Payments	Receipts	Payments	
Balance brought forward	1,528.26		1,521.27		
Imprests	1,400.00		400.00		
Volunteers Payment	180.00		600.00		
Events Income	1,361.00		2,520.00		
Travel & Meals		680.24	Travel & Meals	449.63	
Events Costs		3,379.83#	Event Costs	2,984.33	
Room Hire		60.00	Room Hire	70.00	
Postage		11.50	Postage	9.05	
Stationery		1.25	Stationery	0.00	
Computer Supplies		9.98	Computer Supplies	0.00	
Balance carried forward*		326.46	Balance carried forward*	1,528.26	
<b>Total</b>	<b>£4,469.26</b>	<b>£4,469.26</b>	<b>Total</b>	<b>£5,041.27</b>	<b>£5,041.27</b>

Budget for 2025 - £1,030.00

Imprests claimed - £1,400.00

# Note

Includes Newsletter scanning £229 + 75th Mugs £247

\* Note

Includes £600 Vol payment

**Doug Harrison NWL Treasurer March 2026**

**BOUNDLESS by CSMA**  
**NORTH WEST LONDON GROUP**  
**CHAIRMAN'S ANNUAL REPORT 2025/2026**

May I welcome you all to our Annual General Meeting, it is so nice to see you all and thank you for attending this important clubnight. We will hopefully run through the official business first and then have an open conversation regarding clubnights and social events, after which we will close the meeting and have a comfort break, where you will be able to recharge your glasses and this will then be followed by a light-hearted quiz.

If you are unable to attend, please can you ensure you give your apologies in advance to Alan Thurbon and if there is anything you would like me or Alan to raise, then please just drop me an email or give me a call on my mobile. As a committee, we are always open to suggestions for new activities or events etc. Of course, the same goes in respect of Doug's financial report.

I must give my thanks and appreciation to my fellow committee members, with a special thanks to Alan Thurbon our secretary and to Doug Harrison our treasurer and not forgetting Mike Biss our newsletter editor. All three are fully supported by the rest of the committee, Pete Gregory, Anne Graves, Ian O'Connor and not forgetting both, Mark Brumwell and John Dossett who I am glad to say joined us on the committee after last year's AGM.

It falls to me, to remind you that without the committee, we wouldn't have a group, and I would thank them on behalf of all of us for their hard work and commitment to the group over the past year.

However, it is not all good news, as sadly Anne is stepping down from the committee after many years of dedication and hard work on behalf of all of us and not forgetting the use of her front room for our committee meetings and for providing the food and refreshments. Anne you will be missed and my special thanks for all you have done for us over many years.

However, I am pleased to report that the rest of the committee have indicated their willingness to stand again, but with Anne stepping down, we have an empty space on the committee, and we would all be delighted to welcome anyone willing to fill the space. If this is of interest, please feel free to speak to Alan or myself before the meeting or perhaps afterwards. It would be nice to have a full committee once more.

I am very pleased to report that the group has stabilised, with our clubnights well attended, although we could do with some younger members, but this is typical of all clubs these days, be it motor clubs or model railway clubs etc.

Hopefully, the majority of you will agree that we manage to provide a varied and interesting series of clubnights and events that cater for most of you. As with previous AGMs, we will attempt to keep the formal proceedings as short as possible, after which we have our usual open session, where I would ask you to come forward with new ideas for clubnights or activities, such as a place of interest etc.

The river boat trip was a great success last year, but this is not available this year due to work on the locks, but we are looking at alternatives. Please remember your views and ideas are always important to us.

Mike Biss has as ever, continued to do an amazing job with the newsletter and I would take this opportunity to thank Mike once again for the time and effort that he puts into what is a brilliant newsletter. Mike would of course welcome articles on any subject that could be included in the newsletter. The newsletter is still the most effective way of communicating with both our active and nonactive members of the group and of course, also the wider membership who are perhaps looking for something of interest to read.

With minor changes to the rules of the 12 Car Rally series this season has, despite the changes in insurance, so far been a success and we will certainly continue with these later this year. But we have had no success with our auto-tests and we are still looking for a suitable venue. So, not great news on the competition front.

Finally, can I say a big thank you, to all of you, the ordinary members who manage to attend our activities and clubnights etc. let us not forget that without your support, there would be no group and of course without the group, there would be no club.

I look forward to seeing you all face to face at the AGM on Tuesday the 3rd March, at the Red Lion at 8pm, for an 8:30pm start.

**Mike Harrison**  
**NWL Group Chairman**

# **BOUNDLESS by CSMA**

## **North West London Group**

### **ANNUAL GENERAL MEETING 2026**

#### **Secretary's Report**

With another year passing, it is time to reflect on the happenings of 2025. It is quite normal that the words of this report are very similar to those of our Chairman's report, even though they are composed totally independently!

During the year our Chairman Mike has once again worked tirelessly to organise and provide activities for our continued enjoyment, as well as keeping the rest of us on our toes. Doug continues to make a good job of Treasurer and has ensured we have always been financially viable. We would certainly be lost without the huge input from Mike B, who not only publishes our Big End newsletter each month, but also acts as our motorsport co-ordinator and normally helps organise many events along the way. It was pleasing to note that two new names were added to the Committee with Mark Brumwell and John Dossett joining at last year's AGM. These two added to those re-elected being Anne Graves, Ian O'Connor and Pete Gregory.

On the motorsport front we managed to organise a couple of 12 Car rallies in the autumn of 2025, where the introduction of a revised class structure boosted the number of entrants slightly. This made the events economic to run and more justifiable to organise. Sadly, we were unable to promote any autotests, totally caused by the lack of any suitable land to use. We are continually searching for suitable venues, so if you know of any land that may fit the purpose, please let us know and we will investigate the possibility of making use of it.

Clubnights followed a very similar pattern to previous years and proved to be enjoyed by all who attended. We seem to have a very strong nucleus of regular supporters, who come along to our functions and activities and have fun! That is the intention, so let's hope it continues and if your family and friends wish to join us, please bring them along and hopefully they may like what they see.

On the social side, we were blessed with magnificent weather for a fish and chip supper cruise on the River Ouse, starting and finishing in Bedford. This trip was very well attended and information is being investigated to organise a similar outing during summer 2026.

It was well publicised that North West London Group was 75 years old in the autumn of 2025 and the highlight of the year was the 75th Anniversary Celebration Dinner held at Dunstable Downs Golf Club, who looked after us very well. A table of memorabilia items was laid out, which generated some interesting comments and all who attended enjoyed a wonderful evening.

The 'Open Forum' section of the AGM Agenda is your chance to make some comments on the running and composition of our events and activities, so please come along to the AGM with a few ideas that may help to inject some new active life into North West London Group.

Alan Thurbon  
NWL Group Secretary  
March 2026



# Diary NWL 2026



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

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

## March

- Tue 3rd**    **NWL Clubnight - AGM and Quiz - The Red Lion, HH**
- Fri 6th**    **NWL 12 Car Rally**
- Sun 8th     F1 - Australia
- 13th-15th   WRC - Kenya
- Sun 15th    F1 - China
- Thu 19th**   **NWL Chat and a Drink - The Red Lion, HH**
- Sun 29th    F1 - Japan

## April

- Tue 7th**    **NWL Clubnight - Fun Darts - The Red Lion, HH**
- 10th-12th   WRC - Croatia
- Sun 12th    F1 - Bahrain
- Thu 16th**   **NWL Chat and a Drink - The Red Lion, HH**
- Sun 19th    F1 - Saudi Arabia
- Thu 23rd    CVG & MSG visit to Morgan Motor Company Works
- 24th-26th   WRC - Canary Islands

## May

- Sun 3rd     F1 - US Miami
- Tue 5th**    **NWL Clubnight - Crazy Golf - Edgware**
- 8th-10th    WRC - Portugal
- Thu 21st**   **NWL Chat and a Drink - The Red Lion, HH**
- Sun 24th    F1 - Canada
- 29th-31st   WRC - Japan

Dates to reserve: