



November 2007  
Number 501

***Merry Christmas***

and a

***Happy New Year***

to all our members

from the West Middlesex Committee

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**Your Editor Speaking...**

Nearly Christmas already. Bah Humbug.

Progress anywhere this month is predictably nil. Oh wait - I now have a shopping list. A slightly scary one. Gulp!

I did fix the central heating I suppose. More than three years of vainly trying to get

various plumbers to fix the pump overrun thermostat. So I decided to do it meself. Hah!

I also wired a solid state three phase inverter into my small lathe. It went bang.

B\*gg\*r.

Have fun!

*Jeز Boakes (Editor)*

**A Note from your Chairman**

Hello everyone!

The Department for Transport some time ago published figures which stated that excessive speed was the cause in over a third of all road accidents; this is used to justify the proliferation of 'safety' cameras.

However, in September 2006, the DfT revealed that **only 5%** of accidents involved a vehicle exceeding the speed limit! The report further breaks down the figures into age groups. In the over 25 year olds group, excessive speed is a factor in only **2%** of 'injury causing' accidents. The 17-25 age group rises to 6%, whilst the youngest group, 17-19 is 8%.

Now, the Government has relaxed the ruling that 'safety' cameras (or revenue generators) should be painted yellow in order to give the motorist at least half a chance.

Common sense, and particularly the truth, don't seem to be criteria in Government

policies.

Working from memory (never a reliable, or sensible, thing to do) I recall a report that said between the hours of 11pm and 1am, 11% of accidents were caused, or involved, drink drivers. This led to a groundswell of opinion that the remaining 89% of sober drivers should keep off the roads as they were causing most of the accidents!!!! You can prove anything with figures – that's why I like looking at them!

I also recall that it was one night between the hours of 11pm and 1am that my friend Tony and I got my mini stuck in a toilet cubicle! I won't go in to print with that one but catch me over a pint and it may pass an amusing couple of minutes.

Seriously though, it is that time of year when you will be offered more to drink coinciding with the weather and driving conditions being worse than normal. Enjoy your parties, use nominated drivers, be sensible and be safe.

## **Temp Sec Bit**

**Y**ou're going to have to be quick to get your tickets for the Skittles Evening on December 13<sup>th</sup>, and I urge you to do it because it's a cracking evening! An excellent buffet and some keen skittling competition! Good value too, especially when paid for in conjunction with the annual dinner - where a £5 discount can be had.

No Noggin this month, but we're back in action soon after the new year with the New Year Run. Around 110 miles of gentle motoring - an ideal way to blow away the Christmas and New Year cobwebs! It's non-competitive, no experience is necessary and the event is suitable for any car. Entry form and more information from either me or Derrick Holden.

Next up is the January 12-car, being run this year by Tony Brooks. Regs / entry forms are available from me.

January clubnight is a mixture of John Wright and AG, so some magic and some of AG's inimitable entertainment. Well worth turning out for!

Finally, the committee has again been considering the format of and attendance at clubnights due to the relatively poor turn-outs at some recent ones. To this end we have commissioned a survey into what you would like to do for clubnights, what prevents you from attending etc. It will be sent out by email in the near future to all members for whom we have an email address. Please help us to help you by filling it in and sending it back!

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

# **WMx January 12-Car**

**Friday January 11<sup>th</sup>**

**Starting at the Rising Sun, Witheridge Hill  
(MR 175/696841)**

**Event uses map 175.**

**Entry fee £10**

**More information and entry forms available from  
Tony Brooks (01628 631128 or 07850 850126)**

## Motor Sport Coordinators' Bulletin

December 2007

Dates	Event (Status)	Club	Type of Event	Champ
Dec	Fri 7 * 12-car rally (C)	csma NEL	Navigational rally	Centre
	8/9 * Preston (Nat B)	Chelmsford MC	Tough Road Rally	
Jan	Fri 11 * 12-car rally (C)	csma WMx	Navigational rally	Centre
	19/20 * Carpetbagger (Nat B)	Bournemouth & DMC	Road Rally	
Feb	Fri 8 12-car rally (C)	csma NWL	Navigational rally	Centre
	9/10 Great Bustard Enduro	Sal & Shaftesbury CC	Enduro road event	ERR
Mar	7-9 South West Enduro	South Hams MC	Enduro road event	ERR
	Fri 14 12-car rally (C)	csma NEL	Navigational rally	Centre

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

### Previous Events

**Lombard Revival Rally** Well this year the event went back to Wales and at least the weather was very kind to us this time. Although wet at times, it was quite mild for the time of year and allowed us to have real fun in the forests. I think all the Centre competitors finished this year, even though a third of the entry retired, which is impressive. There was a bit of a problem with the Colway control tyre before the event, the company went bust, and it was difficult for some crews to get any. Even worse were the people who had paid the money but didn't get any tyres. The organisers came up with an alternative tyre, but anyone who saw them immediately went to try and find some old Colways, as the Vredesteins didn't have strengthened sidewalls, a problem those crews that had to use them found to their cost, with multiple punctures. I don't think there will be any coverage of the event on TV this year, so you will just have to be bored with us competitors showing you our pictures!

1st O/A	Car 3	1st in class	Owen Turner / Andy Ballantyne	04:30:54
3rd O/A	Car 22	3rd in class	Mike Biss / Cath Woodman	04:33:41
6th O/A	Car 4	5th in class	Jamie Turner / Mike Turner	04:38:08
12th O/A	Car 80	10th in class	Dave Smith / Pete Johnson	04:45:21
27th O/A	Car 92	19th in class	Jim Smith / Joe Bain	05:03:23
38th O/A	Car 43	22nd in class	Graeme Presswell / Phil Cottam	05:12:58
70th O/A	Car 81	16th in class	Richard Atherton / Adrian Gladwin	06:56:11
71st O/A	Car 31	44th in class	Paul Cunningham / Ian Perry	07:04:51

**November 12 Car** This event has still to take place as I write this, so results next month.

### Future Events

**Preston Rally** This white road extravaganza has an over subscribed entry, indeed it has attracted several entries from Ireland this year, as well as from around other parts of the country. Making good use of the deserted tracks in Norfolk and Suffolk, the event has over 100 miles of white roads and the slick organisation makes it easy to follow. You do however need a very strong car!

**December 12 Car** New organisers for this NEL event as I'm taking a back seat this year. Graham Robinson and Philip Brent will be running it this year and are venturing into some new territory over on maps 167 and 154. The event starts and finishes at the Yew Tree PH, Manuden, just north of Bishops Stortford. As usual, an entry form can be found in this edition of the newsletter. Graham would like to hear from anyone who would offer to marshal and he can be contacted on either 01702 219298 (home) or 07803 184393 (mobile).

**January 12 Car** The first event of 2008 will be the West Middlesex 12 car running under the guidance of Tony Brooks. The event starts at the Rising Sun, Witheridge Hill 175/696841 and uses map 175 for the route. The usual £10 entry fee will get you an entry and offers to marshal to Tony please, on either 01628 631128 or 07850 850126.

**Carpetbagger Rally** This is the best road rally in the country, with the narrow, twisty Devon lanes giving the crews a real challenge. Such is the reputation this event has built up, that crews are coming from all over the country to compete and the organisers dissuade any novices from competing as it is such a tough, not stop challenge.

### Other News

**Formula 1** Well McLaren failed with their appeal, so the results stand. However, F1 just can't seem to drag itself out of the mire and there's another case going on about Renault having McLaren technical data in its possession.

**Rally Ireland** New for 2007 was the introduction of Ireland to the World Rally Championship. Watching the coverage, it was easy to see the drivers were having a hard time with the weather conditions as the roads were either wet, covered in mud, wet and covered in mud or just plain slippery. Plenty of the regular crews got caught out, especially Marcus Gronholm. That's going to make his job on Rally GB a whole lot harder. Nice to see Ford winning the manufacturers title again this year.

**Mike Biss:** NLC Motor Sports Coordinator Tel: 01525 720299

**E-mail:** mike.biss@btinternet.com

## Motoring Costs Four Decades On

I read last month's Sump articles with interest - both the cost of motoring in 1961 and Jez's 2005 to 2007 comparisons. Now, it may be the "bean counter" in me but I wondered how the 1961 costs compared to Jez's running costs if inflation were applied to convert the costs into today's money. I got to work with the Retail Price Index - did you know that it's been re-based three times since 1961? (Did you care?) After plugging the numbers into my trusty spreadsheet it seems that £1 in 1961 is the equivalent to about £16 today.

Petrol prices were the biggest surprise to me. The price per litre in the 1961 was 5p which, after inflation, is the equivalent to 75p in today's money. In 1961, 56% of the price of petrol was fuel duty (according to the AA Motoring Trust) leaving 33p per litre for the petrol. In Jez's article, he was paying on average 90p per litre but, because 67% of that was fuel duty, the price of the petrol was only 30p per litre. Therefore, forty five years on, the price of petrol that Jez paid was actually lower than Stan was paying to fuel his Renault in the sixties.

However, the recent fuel price increases have redressed the balance so that, three months after Jez parted with the Omega, the price of the unleaded petrol is around 34p per litre when the fuel duty is excluded.

Sadly, not everything is cheaper now than it was four decades ago.

Over the same mileage, tyres cost £322 for the 1961 Renault compared with £1,160 for Jez's Omega [*But the Omega ate tyres like no other car I've ever known - in my time with the big 'O' I had eight tyres compared with four for the Renault - still a big increase in costs though, but possibly because the Omega tyres (235/45-17s) would \*dwarf\* the Renault ones! - Jez*]. The Omega also cost a third more to insure at £691 compared with £515 for the Renault.

Finally, I suspect that it will come as little surprise to anybody that the amount spent on Road tax has gone up. It was £322 for the Renault compared with £525 paid by Jez for the Omega. That is an increase of 63% (after adjusting for inflation).

I hope that has been of interest to those of you who don't spend your days playing around with numbers.

*Nikki Wild*

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## A Grumbling Appendix!

[ n. appendix : (a-pen' diks) something appended or added, but not essential to its completeness... ]

*I thought I'd express some personal 'motoring' grumbles and share with you, my fellow West Middlesexers, a short list of pet hates and things that regularly 'wind-me-up' on my many & varied journeys around the UK & beyond..... maybe you'll agree, maybe you won't. But I'll bet that each & every reader can add to my list – which is certainly not complete!!! So, in no particular order :*

Why do people who park facing oncoming traffic, at night, keep their headlights on.....and usually with two wheels up on the kerb.

At a road junction, the motorcyclists favourite, don't you just love those that look right at you, but still pull out, and then proceed to dawdle along for the next mile or so, completely oblivious...

Why can't speed cameras, Nationwide, have a limit sign on them? They would serve to prevent some rapid braking & near rear-enders for those less-observant than others on a 'strange' road perhaps...

Following on from the above, is it me or are there are far too many (useless?) signs generally – I counted 68 different signs on a 600 metre stretch between two roundabouts approaching Basingstoke on the A33, whilst enjoying the delights of a traffic queue recently .....

Lane markings are fine but what's the point of painting signs (Slow, or 'arrows' etc...) on the road in our congested cities? They are all but invisible, hidden under the vehicle in front, except in the middle of the night when the traffic can (sometimes?) be lighter, moving a little faster and therefore with a larger gap between vehicles to aid visibility.....

And road markings in general. 'Cor some of 'em are a nightmare if you can see 'em (see above) ! I'm sure that the people actually responsible for the implication and positioning of most of them just do not drive on the public highway! I single out Bournemouth, Harrogate, Abingdon & Dunstable as the worst places in the UK I've encountered for poorly marked roads. Spain has a little more idea. Their, now excellent thanks to EU money, roads are generally marked in built up areas reasonably well, but they don't bother much at all with road markings outside of town centres! But, strangely, it seems to work .....

Does anyone else hate those inconsiderate types that keep their foot on the brake pedal whilst at traffic lights thus blinding the driver behind with their high-level rear brake light? Bad enough in the daytime but really painful after dark..... Don't modern cars have parking brakes any more? All those Rally Driver types out there don't need to tell me – I know you think that 'central steering lever' is just for getting the back out and make the car turn tighter!!!

I also don't like those that 'nick' the safety gap you leave behind the guy in front; ...or those that tail-gate in the hope of intimidating you into getting out of their way, whatever

speed, legal or otherwise, you may be traveling at; ... people who drive at 40mph or less in the nearside lane of the motorway; ... all road users who don't indicate, we're all supposed to know that they always turn down that way to get to their home / work / golf club; ...and those that play their in-car entertainment systems so loudly that it interferes with normal conversation inside other cars for a hundred metres radius; .....and the way that those blue 'traffic information poles' are located in such a position that your in-car Traffic-Master device only picks up the bad-news signal as you go past the motorway turn-off you could've taken had you known 200 yards earlier...!

As a motorcyclist I really hate those who throw cigarette butts out of their window (well, throw anything really...). Flying fag ends have twice hit me of late, the second occasion was during the July Ride Out when one thoughtless soul's discarded ciggie hit me full in the helmet visor and ended up in the back of my glove!

And don't get me started on cyclists! Rarely seen with any lights, and (of course) dress entirely in dark coloured clothing usually – when they almost get knocked off it's the innocent motorist that gets the Harvey Smith or whatever it's called nowadays; The majority of cyclists think traffic lights are for everybody else - well just about all signs & laws of the road really; .....but pavements are for them when it suits and whoa betide the pedestrian that dares to dally! Of course, pedestrianised town centres are fair game for the no-tax-and-insurance paying cyclist, as those of us who've been 'attacked' by one of these lycra-clad types can testify. And why do they have to ride two-a-breast down narrow country roads ? Oh, and before you ask, yes, I do ride a bicycle – but not as described above!!!

All this makes the 'rear-foglight-on-in-the-rain' and 'front-fogs-on-all-the-time' brigade seem quite acceptable really – BUT IT'S NOT!!!!!!

Happy Motoring !

***Kam Ra'shy***

<b>West Middlesex Group Committee Member Contact Details</b>		
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# csma West Middlesex Group

*motorcycling enthusiasts*

# Motorcycle Events & Rides-Out

### ***Spring, Summer & Autumn 2008.***

- |  |   |  |
|--|---|--|
| <b>25<sup>th</sup> March – Ride Out / Cotswolds</b>  | * | <b>29<sup>th</sup> April – Ride Out / Warwickshire</b> |
| <b>9 -11<sup>th</sup> May -Welsh National Rally</b>  | * | <b>27<sup>th</sup> May – Ride Out / Wiltshire</b>      |
| <b>** 23 – 24<sup>th</sup> June – 50<sup>th</sup> WMx Group Ride Out / France &amp; Belgium **</b> |   |  |
| <b>5 - 6<sup>th</sup> July – National M/C Rally</b>  | * | <b>27<sup>th</sup> July – Mid-Summer Run &amp; BBQ</b> |
| <b>29<sup>th</sup> July – Mid week Ride Out</b>  | * | <b>17 – 22<sup>nd</sup> Aug – IoM Manx G.Prix trip</b> |
| <b>30<sup>th</sup> Sept – Mid week Ride Out</b>  | * | <b>28<sup>th</sup> Oct - Mid week Ride out</b>         |

Plus ...

? June – Motorcycle World weekend at Beaulieu

? Sep – Scottish National Rally \* Nov – National M/C Show, NEC

***The unspecified last-Tuesday-of-the-month Mid - week Ride-Outs will visit (in no particular order...):***

South Devon, the Jurassic coast + Poole 'Bike Night, and East Kent.

***Full details of each event will be in the Sump nearer the time; but if you just can't wait, give me a call ! ..... AG 07785 903 000***

\*\* A Special 50<sup>th</sup> West Middlesex Group Ride-Out ~ June 2008 : Something to think about; the plan is we'll start our June Ride Out on Mon. 23<sup>rd</sup>, ride down to Kent the pretty way and cross over the Channel to Calais. Then it's the open lanes of Northern France & Belgium, visiting various places of interest en-route, with a fabulous overnight stop in Belgium, before returning to the French coast via a different route, and then back to Kent. We shall ultimately finish on the evening of Tuesday 24<sup>th</sup> at our usual Noggin 'n' Natter venue, the Jolly Woodman, for a sumptuous celebratory supper with the other members of West Middlesex and some very special guests. You've just gotta be a part of this! I'll need your commitment NO LATER THAN Saturday 1<sup>st</sup> March, but the sooner the better really so we can sort out some good deals and get the travel arrangements and accommodation booked. I think we have five names already so don't be shy, get in touch with me and book YOUR place! [agoddard@csma-netlink](mailto:agoddard@csma-netlink) or 07785 903 000 will find me ..... AG

## **Forthcoming Clubnights!**

# **January**

The  
***John Wright***  
&  
***Allan Goddard***  
Roadshow!

A bit of magic and a bit of, well, AG...

Thursday January 10<sup>th</sup>, 8:00pm

# **February**

***Slotcars!***

A slightly different format this year, but still the same great fun!

Thursday February 13<sup>th</sup>, 8:00pm

***Both at the Liberal Club, Windsor***

**csma West Middlesex Group**

# New Year Run 2008!



**Sunday  
January 6<sup>th</sup>  
2008**



*For the 4<sup>th</sup> WMx New Year Run!*

Starting at "The Bridge" Hotel near Frensham  
(MR 186/849421) at 9:00 - first car 10:00

*Around 110 miles of gentle motoring suitable for all cars  
and abilities - no experience needed!*

Entry fee £12 - contact Jez (07748 766409) or Derrick (07905  
05963) for an entry form or more information!

# Skittles!



## The Annual West Middlesex Skittles Evening!

December 13<sup>th</sup> 2007

7:30 pm for 8:00

At the Greyhound Pub, Eton Wick

*A Truly Sumptuous Buffet  
and Great Entertainment!*

Tickets only £13.50!

Buy your 2008 Annual Dinner ticket  
at the same time for a grand total of £33  
***BARGAIN! (That's over a fiver off!)***

Get your tickets from **Derrick and Ann,**

Call Derrick on 07905 005963, Ann on 07910 963698

or email [derrickholden@yahoo.co.uk](mailto:derrickholden@yahoo.co.uk) or

[annmholden@yahoo.co.uk](mailto:annmholden@yahoo.co.uk)

## Crumball Rally Part III - The Journey Home!

We left Nice on the Monday morning about 8.30am to travel to meet up with Andy Merchant and family at their home in a small village just out side of Limoges. We wanted to go via the Millau Viaduct so it was going to be a long day. The day started bright and warm but the more north we headed the weather got cooler and dull. The



viaduct is impressive, heading along the motorway you round a bend (going northbound) and it just appears. Just over the other side there is a parking area and visitor centre, which explains about the building of the bridge as well as showing the other 4 designs that were submitted.

About 10 hours after leaving Nice we were in Folles, lost and on the phone to Andy.

Andy arrived after about 5 mins and escorted us to his place.

Suitably fed and watered we turned in for the night. Tuesday was spent doing the tourist bit before heading in to Limoges. The weather was dismal all day but we found the natives very friendly particularly a café owner who corrected our pronunciation of "café au lait". And a petrol attendant who explained that to ask for a full tank was "plen".

A near by village had the "le Loch Ness" pub and was surprised to see a newsagent with papers in near enough all languages and famous titles as "New York times" "Bild" etc. perhaps this is an indication of the visitors the area attracts or of the residents?

The evening was spent again in the company of Andy, Jane and family. We were surprised that Andy is a cook (and a very good one at that) and the food again was great, the beer wasn't bad either.

During our short stay Chris F. and myself had a look at an A4 v6 Audi that Andy had not used for a while because of strange noises!!!!



The fault was quickly diagnosed as a failed water pump, which had been leaking for some time and had resulted in the bearings collapsing and the timing belt becoming loose with the possibility of slipping.

(I am currently sorting out with Andy about returning to France to replace the belt and pump in exchange for lodgings and fishing)



We left Andy and Jane's on the Wednesday (many thanks for putting up with us and supplying the beer) to head up to Normandy and the "D day" beaches.

I must say that the roads around Jane and Andy's place are superb and would be great for a road rally week end, and Andy and Chris Foxley agree, what about it you organisers?

## csma West Middlesex Group

The trip up towards the Normandy coast took just over half a day before reaching our campsite at La Haye du Puits.

We spent the last few days visiting museums, American war graves cemetery and the British war graves at Bayeux

Chris (the wife) and myself managed to get ½ days fishing in at the campsite; did I mention the campsite had its own lake? most relaxing whilst Chris F. and Sarah went off to visit another beech and museum.

The Friday evening was spent enjoying a pleasant meal in town, a few beers at the campsite before bed.

Saturday morning and the final leg, we headed down to the clubhouse for breakfast



before putting away the tents and hitting the road. Today we would run using sat nav, which meant motorway all the way. The Normandy bridge is another impressive bridge which was the predecessor to the Millau Viaduct We stopped shortly after crossing the bridge to refuel, eat and check the Peugeot as there was a rather concerning noise coming from the transmission area!



The front end was checked over with nothing found, so we pushed on with the plan of waiting for something to happen, which happily nothing did as the noise vanished.

We passed by Boulogne-sur-mer and as we were running early headed to "tobacco alley" in Belgium for..... ahem shopping; we stopped in Adenkirque for coffee before catching the ferry back to the UK.

This is just a glossing over of the ten days we spent in Europe

The rally was..... 3 countries, 3 days in a crap car....would I go again..... where do I sign up?

Looking forward to going again next year.

## The Sump December 2007



*Colin Hiscock*

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The deadline for articles for the

**January**

(mini) Sump is December 19<sup>th</sup>!

**Opinions expressed in this newsletter are those of the contributors, and not necessarily those of the csma, csma West Middlesex Group Committee or the editor.**

csma West Middlesex Group

# Annual Dinner & Awards Evening 2008



**Pines Hotel, Burnham**

March 1<sup>st</sup> 2008

Tickets £25  
(£33 including Skittles)  
contact Allan Goddard  
on 07785 903000

*Accommodation available*

***Black tie & posh frocks please***



**csma Marshalling (supporting rallying for your benefit)**



***Rushmoor start/merge  
by Andrew Blagbrough***

The South of England Tempest Rally was held on Saturday 10<sup>th</sup> November. The event used forest stages in Warren Heath and Yateley, plus loose surface ones at MOD venues at Ash Ranges and Longmoor, together with our spectator stage at Rushmoor Arena in Aldershot. It was a round of the BRC Rallymasters, Stars of the Future and MSA English Championships plus 3 Regional Championships.

It was at Rushmoor Arena that a number of the csma marshalling teams joined forces to help Ged Cooper from Wickford Auto Club and Middlesex County Auto Club run the stage. Timekeepers from the North London Marshalling Team ran the start, the Sarum Team looked after the finish, with the Central and South Eastern Team and others being kept busy on the merge early in the event replacing barriers which kept being knocked over. Radio crews were provided by the North London Team and Wickford Auto Club.

There were two events with the same mileage, stage layout and duration – Tempest 2 for 2-wheel drive cars and Tempest 4 for 4-wheel drive cars. The events started in 2 different locations and passed over at least 2 stages prior to the arrival of the other rally. This meant that each rally was first on at least 2 stage venues.

The Tempest 2 Rally was won by car 111 consisting of Stephen Richards and Ian Withecombe from North Devon Motor Club in a Ford Escort while the Tempest 4 was won by car 1 consisting of Will Nicholls and Nick Broom from Sutton and Cheam Motor Club in a Subaru Impreza completing their hat-trick on this event.

**North London Winter 12 Car Rally Navigational Series:-**

.....**your support makes all the difference**  
.....**do something exciting on a Friday evening**



The North London Centre have released some dates for their Winter 12 Car Rally Navigational Series. These take place on Friday evenings from 8.30 to 10.30 finishing up at a pub, and need plenty of marshals to clock people in at check points on the route, which is worked out from a series of navigational clues on an Ordnance Survey map of the area. You may be asked to do a secret undisclosed check. There is usually a marshals draw. Your details will be passed to the respective group organiser.

Friday 7 Dec **csma** North East London 12-car Navigational Rally.

Friday 11 Jan **csma** West Middlesex 12-car Navigational Rally.

Friday 8 Feb **csma** North West London 12-car Navigational Rally.

Friday 14 Mar **csma** North East London 12-car Navigational Rally.

Further information on any event may be available on [www.csma-nlc.org.uk](http://www.csma-nlc.org.uk) otherwise to volunteer your services please contact Graham McLean on 020-8553-4700 (evenings 1900-2130) or e-mail him on [graham.mclean@bt.com](mailto:graham.mclean@bt.com) Do it today and get involved.

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