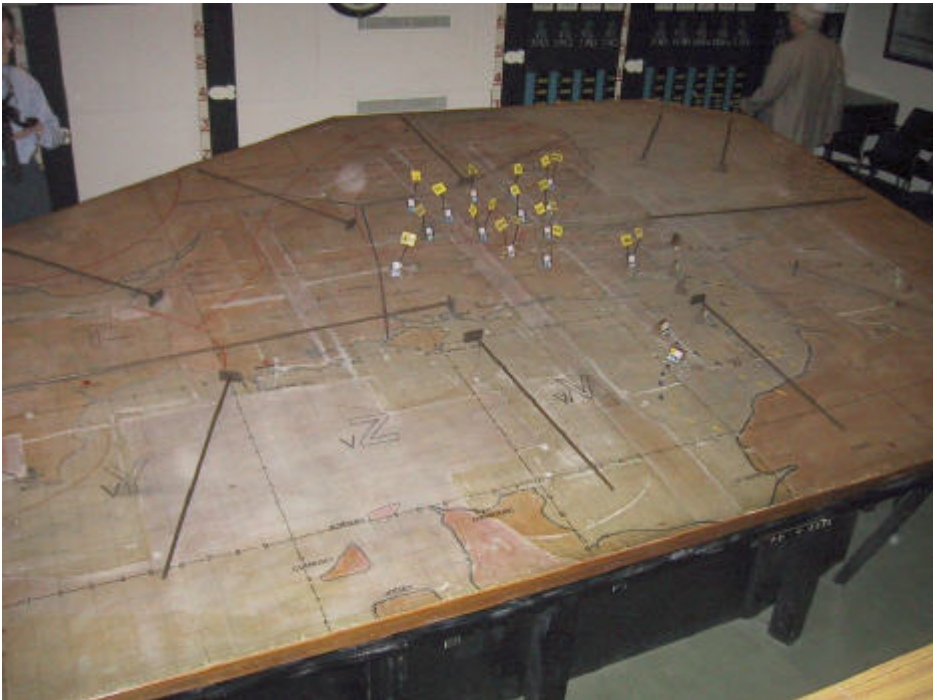




June 2004
Number 460



The plotting table in the Battle of Britain control room, RAF Uxbridge
See article on page 4

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Your Editor Speaking...

Fantastic weather sees the return to the road of the Westfield! And bl- rather good it is too...

At last! An interesting Grand Prix... A winner other than Michael, plenty of action on track, and tons of controversy to keep armchair pundits like me occupied until (no doubt) normal service resumes next week at the Nurburgring.

Another fairly light issue this month - come on folks - get your name in print with an article on something you've done, something you're thinking of doing or something you've seen someone else do! It doesn't

have to be long, perfect prose or even about motors and motoring... (Proof of all this can be seen in the drivel I knock out every month...!) You can email your submissions, send them by post, or even dictate them down the phone (slowly of course - my shorthand isn't up to much!) What are you waiting for?!

To give you some inspiration you'll find an article first published in 1983 on page 10! Thanks to Bob Head for the loan of the historic copy of The Sump - issue number 235!

Have fun!

Jez Boakes (Editor)

Ladies and Gentlemen This is your Captain Speaking...

This month just seems to have flown by. The Clubnight trip to RAF Uxbridge was well supported and enjoyed by all who came. We had 39 people, which is the best clubnight attendance for some time.

Shortly after clubnight I went on a study trip with the Scout association to Serbia and Montenegro. We travelled the length and breadth of the Country and I have to say I was pleasantly surprised at what we found. It really is a beautiful Country even if the infrastructure is lacking in parts.

I'm sure I will be going back there at some time in the near future to renew friendships and share their wonderful hospitality again.

Last weekend I was one of several WMxers who took a trip down to the **csma** Classic Festival at Brands Hatch.

AG and Alan Smith were manning the stand and organised all the exhibitors outside the **csma** tent. The rain held off even if it was a bit chilly at times.

It was good to see some of the old cars and bikes being thrashed round the circuit.

Generally a good time was had by all
Gotta dash.....see you at clubnight

Give it beans.....

...and don't forget the rhubarb

Big J (Chairman)

Mack's Mutterings

Is it that time of the month again? I think I must be getting old as it only feels like yesterday when I wrote my last piece for the sump! Anyway, last month was relatively quiet for me socially. The highlight was an excellent trip to the Battle of Britain Command Centre at Uxbridge, organised by BigJ.

The trip was a sell out with around 40 people turning up and was thoroughly enjoyed by all I spoke to. A fascinating place made even better by a very informative talk by our guide. I also made it to the Noggin and Natter which was a very pleasant evening. Good beer, very good steak and of course good company! What more do you want?!

Apart from that I think I have spent most of the last month either sticking myself to my Westfield nosecone with resin or sanding off the mess I had made. Suffice to say I

will not be taking up car bodywork as an alternative career!

This months clubnight is on the 10th I believe. I'd like to tell you all about it but I haven't a clue what is going on! (what's new I hear someone muttering....) Hopefully by the time this gets published there will have been a committee meeting and there will be something more useful elsewhere in this Sump. (In which case Mr Editor, you can delete this rambling!)

Noggin and Natter is at the usual venue on the 29th.

So June is a bit of a quite month but that will be more than made up for by July: Frog run, Windsor walk and talk, Rally stage trackday, group golf day and the Natter a noggin. There must to be something to suit everyone - see you there?

Bye for now!

Toby Mack (Secretary)

Congratulations!

Chalkie and Denise

on your
Wedding!

*From all your friends at
West Middlesex Group*

An eye-opening evening

The May Clubnight was a week early so that on the 6th, WMx could visit RAF Uxbridge for a trip to the Battle of Britain Command Centre: RAF 11 Group Headquarters, Fighter Command. I persuaded Toby and Jez to pick me up straight from the office and we arrived in good time to go through the security check and be issued our passes.

We followed John Wright and his party (who had the map) round the RAF site and eventually (after a u-turn and revised navigation) arrived outside the bunker. Thirty nine Group members gathered and our guide took us down the two long flights of steps to the Plotting Room where he gave us the history of the building and its role in the Battle of Britain.

Built between 1936 and 1939, the room is under 60 ft of soil. It is gas tight, with its own air conditioning system, and there are generators for the power supply.

No. 11 Group Fighter Command, based at RAF Uxbridge, was responsible for the air defence of London and the southeast of England during WWII. The operations room is set up exactly as it was at 11:30 on 15 September 1940, the day that Sir Winston Churchill visited.

From this room, seven sectors, including Biggin Hill, North Weald and Debden, were controlled. The illuminated Tote Board on the back wall indicated the readiness or deployment status of each squadron, including those engaged in battle with the enemy. The large plotting table (featured in so many films and documentaries) showed the location on a map of each flight with wooden blocks pushed into position for each of the friendly and hostile plots.

From the Plotting Room, we were taken into the Briefing Room which is now set up for film shows. We saw a video of archive footage from the time and interviews with veteran pilots. The stories they related were both inspiring and thought provoking. Including a



The plotting room

csma West Middlesex Group tale of a squadron or seven or eight RAF pilots who had been deployed against the Luftwaffe outnumbering them 10-1 when their leader, over the radio, said "right, let's surround them!".

After the film, we were taken to the Control Rooms which overlook the Plotting Room. The glass front is curved to minimise reflections which is very effective. From here you have a birds eye view of all that is going on.

The Control Rooms house all manner of memorabilia from the time including photographs, uniforms, weapons, documents and models. I was fascinated by a diary written by one of the lady support auxiliaries and illustrated with cartoons. It added a very personal touch.

There is no charge for the visit so, as we left the museum, John Wright handed over a cheque to donate the amount that WMX would have spent on its Clubnight room hire to the RAF Uxbridge Service Fund on behalf of the Group.

During the visit, some of the presentation had sounded vaguely familiar from my O-level history days but sitting in the room where it all took place brought it to life. I had never really appreciated before, how few RAF planes were available to be sent up against the Luftwaffe and how vulnerable Britain really was at the time of the Battle of Britain. I have a renewed respect for all those involved at the time.



Looking back up the stairs to the outside world

Nikki Wild

The 'Perfect Tourer' – Part one

Now I know a number of readers of The Sump have a interest in motorcycles and motorcycling – but we rarely, if ever, see them out on our Group motorcycling events.

There are many reasons I'm sure; can't get off work; have to be at home weekends; can't spare the time; runs are too short / too long / too fast / too slow / etc...etc...; all of which have a degree of validity to them I suppose, you simply can't please all the people all the time. But I was talking to a non-West Middlesex **csma** member recently (sorry about that but someone has to...) who declared the only reason he didn't come along was that he owned the "...wrong sort of 'bike to go touring..."!

I hadn't appreciated that the Rides-Out we organise could be considered 'Tours' as we rarely do more than a couple of hundred miles or so on our day-trips and about the same per day on our longer sortie's. But it set me thinking (a rare-ish event nowadays if I'm honest) and I thought I'd seek your views whilst freely giving you mine!

In my humble opinion, the perfect touring motorcycle is like the perfect touring destination – there is really no such thing. And besides, most of us don't have much choice about what to use for the job – it'll be whatever we happen to own. But actually there are very few bikes that can't knock off respectable mileages, whatever it is.

The fact is no-one has yet come up with the perfect Tourer and it's unlikely they ever will. Sure, Yamaha's FJR1300, several of the big BMW's, and Honda's Pan European all do an excellent job, and each, along with a few other notables, will carry two people and their luggage across several countries every day for a month (if that's possible) in comfort and with ease. But all bikes are compromises and no two people tour for the same reasons. For some it's heaven to scratch around the Alps. For others a bumble through the valleys of Wales (watch out for the boys in blue!) is absolutely ideal. But each and every type of bike is suitable for our Ride-outs, without exception. (Letters to the Editor please telling of your Gas-Gas trials bike or your 1955 James Captain scrambler's unsuitability!but you know what I mean!)

But why am I telling you all this? You've either got a bike or you haven't. And if you have, it'll do. You can 'Tour' on anything, providing it's got a wheel at each end and a little spirit of adventure in between. So do it – come and join us on a Group Ride-out, it's only a day but we've all got to start somewhere, you'll be among friends, and we know some great cafes!

Oh, and it's an excellent way to chill out too!

AG

***Comments & opinions to our Editor please.
Part two – the 'Perfect' Tour -follows next month.***

For Sale

One ladies racing - type Raleigh bicycle.

Pale metallic blue with alloy mudguards.

One owner (my daughter).

12 years old (the bike, not my daughter).

Not used for 9 years but in **surprisingly good condition** (it's been in my garage).

Everything appears to be in safe working order but it does need a good clean.

Six Shimano gears, double lever brakes, rear carrier, alloy 'bars, pump, bell and mileometer (fitted from new)!

I've no idea what it's worth – come and have a look, make me an offer and take it away!

(No test pilots or tyre kickers please - well it is a racing bike!)

Contact:

**Allan Goddard
(07785) 903000**

I've Asked You Twice Already...

HAVE YOU STILL NOT GOT ONE??

You ***could*** have one

.... and you ***should*** have one!

... in any colour you like (as long as its Dark Blue)

...and any size you need!

For *little kids* or ***big blokes***...

*You'll want one for the Curtis Bennett Weekend
won't you?*

All prices ***include*** post and packing...

...so talk to AG.....what for?

***A New
West Middlesex Group
Polo, Rugby or
Sweat shirt of course!***



***Prices : £15 , £22 and £16 respectively!
(kid's polo's are just £10)***

Phone or e-mail: agoddard@csma-netlink.co or see me at
any Clubnight, Noggin' or csma event.

***GO ON - SUPPORT WEST MIDDLESEX GROUP!
AND CONSIDER YOURSELF NAGGED!***

MOTORSPORT CO-ORDINATORS' BULLETIN**JUNE 2004**

Dates Event	Champ	Event (Status)	Club	Type of
Jun Sun 6	* Juniper Autotest (Nat B)	NEL	Tarmac Autotest	BTRDA
Jun 20	* Greenacres Autotest (C)	NWL	Grass Autotest	Centre
Jul 11	Stage Track Day (C)	WMx	Stage Rally practice	
Jul 25	Grasshopper Autotest (Nat B/C)	NEL	Grass Autotest	Centre
Aug 29	Holly Autotest (C)	NEL	Grass Autotest	Centre

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

Nothing much to write about this month, event wise, but can everyone try and make a concerted effort to support the local group events being held this summer. First off is the Juniper autotest, which is strictly for participation by marshalling, followed by the first grass autotest. These are very good fun and non damaging and nearly everyone uses their standard car to compete with.

Oh well, back to the Revival Rally car build, now where does this bit go.....

Future Events

Juniper Autotest Please can you make every effort to support this event as it is a round of the National tarmac autotest championship. The event will again be held in the grounds of the New Barnfield Library in Hatfield and a lot of work will go into the preparations. We need a lot of people to marshal to make the event run successfully, so if you can help, please let me know. The best autotest drivers in the country will be competing and putting on a show of driving skill for your benefit.



Greenacres Autotest This will be the first of the series of grass autotests organised during the year and will be held at the usual site near Leighton Buzzard. Drive around a set route on smooth grass against the clock. Standard cars most suitable and non damaging as it is all forwards. Why not come along and learn what it is all about. More details available next month.

Other Items

Revival Rally The uptake on this event has been amazing, with over 100 entries so far, considering the event takes place in November. The organisers extended the limit to 110, but say they won't be increasing it again. There are a lot of **csma** people entered, at least eight crews I know about, and **csma** are doing a lot of the work organising the roadshows, being held around the country promoting the event. It is going to be an experience competing and any chance you can help out marshalling on any of the days will be useful with the distance the route travels.

Revamped csma Website Have you seen the revamped **csma** website? You can now actually find the local group information and the motor sport information from the front page. It is all nice and clear and easy to use.

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299 Work: 01977 593482
mike.biss@bt.com

csma

West Middlesex Group
Motorcycling Enthusiasts

Details of all the events listed below
are available from AG the Group's
Motorcycling co-ordinator

Summer & Autumn programme for 2004

21st June – Mid-Summer Ride Out

The plaster's off! Come & join AG on his first Ride Out since last August – and it's a Monday! Meet at the Square Deal Café on the A4 at Knowl Hill, between Maidenhead & Reading – 12.30 for lunch, moving off at 13.30, a nice coffee stop and you'll be home for your tea!

3/4th July – National Rally

Rhys Edwards is running 'our' Control at Aylesbury – Marshals required; and a few of the usual suspects will be riding around middle-England trying to earn a Bronze Award and get a bit of sleep prior to the

4th July – "FROG" 'Run

See separate advert for this event – it's a celebration of the Central Southern Centre's 50th Anniversary & I've been invited to lead a ride to & from Wellington Country Park (just off the A33 south of Reading). A Centre caravan rally and a Classic car 'run' will also be happening and we'll all share in a huge BBQ at the end!

27th July – Mid Week Ride Out

This will be a Ride out to the seaside Starting at 11am from. M's Diner one mile south of M4/J11 on the A33 towards Basingstoke, we'll finish at our Noggin an' Natter in Burnham Beeches at 7pm where we will be joined by our non-motorcycling Group members.

1st August – Harman Fun Challenge

We usually get a good turnout for the Fun Challenge and this year it starts on our doorstep- well, from the café almost opposite Boulters Lock in Maidenhead ! Call me if you're interested, we'll make up a WMx Team.....

Dates for your diary – more detail next time....

29th August – Group Ride Out

19th September -Tail-End 'bike Show, Peterborough

19th October – Autumn Ride Out,

Curtis Bennett Rally '83

Having failed to complete the course in the most "spectacular" manner on the 1982 Curtis Bennett, when we wrote off our Mini, we were resolved that this year we would finish the course, come what may. No one seemed to have impressed this intention on our aged Mini however, because two days before the rally, whilst carrying out our "pre-flight checks", the clutch burnt out! A clutch change on a Mini is not really a difficult job, but, as luck would have it, the phosphor bronze bush inside the primary gear had cracked, (into several "bite-sized" pieces).

A trip to our local Leyland dealer later, we arrived back home with the promise that a replacement would be flown in immediately from Oxford. Sure enough a few hours later the new part was in our hands and eagerly we rushed home to fit it.

After several hours of varying degrees of "judicial pressure" we began to doubt the validity of the Leyland dealer's final remark "Yes, I'm sure it's the right one, they only make one bearing for all Minis!" Finally in the failing light of the evening the decision was taken that it would never fit. Disheartened we retired to contemplate our "luck"!

The following morning dawned bright and early, when at last a trip down to the local scrap-yard, the source of many spare parts for our car, resulted in eventual success, and the car was hastily re-assembled. After a cursory once over, we set off for Wales.

As usual, after any more than 10 minutes in the car, I developed a headache - I'm sure the level of noise inside the car is excessive, but after a few headache pills, and something to eat and drink (non-alcoholic of course) at the Vulcan Arms, we went to the noise check. Unlike most other occasions, we passed the noise check easily, and it was back to the Vulcan Arms to have the rest of the car looked at. Having passed scrutineering, without incident, we were ready for the "off", and Paul got set to plotting the route.

Since we didn't get very far last year, (TC.10 in Fact), our local knowledge was rather limited, and most of the other competitors seemed to have much more experience than us, but, as I said, we just wanted to finish.....

After the first couple of stages, I wished we hadn't started!! To say the roads were lumpy was the understatement of the year - certainly the lumpiest we had travelled on, and we began to drop time immediately. We were going reasonably though, until the dreaded fog closed in. This made both driving and navigating difficult!! After about half-an-hour my eyes felt as if they were on fire. At TC.19 the fog was very bad - so bad that at the T-junction where we should have seen a TC some 20 yds from the junction, it was invisible. Upon my asking my navigator "which way", to get the reply "I don't know" can be rather irritating, (Paul :- Yes, I did say it, I know I shouldn't and I promise faithfully not to break the navigators first Commandment again.) but we sorted it out and managed to keep our tempers as well - just!

Car 57 was behind. us for the next few stages, but he unfortunately carried straight on at a 90° left!! We told some spectators about one hundred yards on, and when we met him at the halfway halt, they were none the wiser from their experience. This was rather unfortunate, as he was later to roll his car, blocking the road for some of the other W. Middx crews, and causing much gnashing of teeth!

At the halfway halt, we were lying third in class, so we were very happy indeed, but after the start of the second half the fog was as bad as ever, and it was impossible to drive fast enough to avoid time penalties.

It was on the last quarter of the rally that starting near the end of the field proved an advantage, for once. Usually it's the other way round, but it began to get light, and the fog began to lift. Down went the right foot, and not only did we clean some sections, we

actually made up time on a couple!! It was the last hour or so which made all the difference, and when we eventually finished, tired, and hungry, life we made our way back to the Metropole, to see how the results were coming along. David and Allan had, it seemed won Class D in their corrugated Triumph 2.5TC - Jerry and Jim in the Chevette were 2nd overall, and, after a nail biting, we were 13th 0/A, and first in Class C.

Overall, it wasn't a good C.B. for W. Middx group - Bob Head's navigator made an unfortunate error, to give him 1F, and put him out of the running (despite being the quickest car). Bill Thompson's Escort soon developed terminal (!) lighting problems, which forced him to retire. Kevin and Marilyn had an argument with a grass bank in the fog, while Darryl and Dave Here held up by the luckless car 57, which was upside down, blocking the route.

Well - we did what we wanted to do - we finished. A good night for us, but not for the Club - as Dave said "the Gods were against us that night", but watch for us next year!!!

Jeff Hills and Paul Bolden

West Middlesex Group Committee Member Contact Addresses		
<p>Chairman John Wright</p> <p>01923 468205 (Home) 07831 687113 (Mobile) BigJ@UKRM.net</p>	<p>Secretary Toby Mack</p> <p>07770 365797 wmx@ghatzo.co.uk</p>	<p>Treasurer Nikki Wild</p> <p>07778 161572 (Mobile) 01256 762865 (Home) nikki@jez-nikki.net</p>
<p>Committee: Rob Gibbs</p> <p>01908 631652</p>	<p>Allan Goddard</p> <p>agoddard@csma-netlink.co.uk 07785 903000</p>	<p>Bob Head</p> <p>020 7834 1367</p>
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The deadline for articles for the *July Sump* is June 23rd!

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 Golf Day : 2004

Thursday the 15th July
at the

Blue Mountain Golf Complex
Bracknell, Berkshire...

The 'deal' includes coffee or tea with bacon sandwiches on arrival, 18 holes of golf, and a cheese & ham Ploughmans lunch in the restaurant afterwards.

The inclusive TOTAL for all of that is **£29.50** payable to me before 1st June please.

I've had to pay a hefty deposit and we've only had four players register so far. Please book YOUR place for the day, as soon as possible as I now have to give firm numbers to the Course by the 1st of June.

If you need more information or to reserve your place, please contact me on:

Home) 0118 934 5726 Mobile) 07785 903 000

e-mail : agoddard@csma-netlink.co.uk

I hope to see you there.....? **AG**

NB: CLOSING DATE FOR BOOKING - 1st June
but, as always, earlier would be preferred!