

# THE SUMP

WMx csma

November 2007  
Number 500



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**Your Editor Speaking...**

**H**ello and welcome to the 500<sup>th</sup> edition! Apologies for the lateness of this issue, but work has been getting a bit silly recently...

Some excellent articles in this month's edition, including a return to print of your former editor, Dave Wiles! Welcome back Dave! Also a reprint of a reprint (!) of an article detailing the cost of motoring circa 1961. While yours truly is too young to remember such things, I was able to pro-

vide a (scarey!) comparison to 2007 - 36 years on...

The workshop has actually seen some action recently - boring out a motorbike headstock from 26mm to 28mm. The owner of said headstock took the rise something shocking out of the sad little red car stood on axle stands and my total lack of progress. Will this be the thing to spur me into action and get it back on the road?

Watch this space...

Have fun!

*Jeز Boakes (Editor)*

**A Note from your Chairman**

**L**ast club night was our nominated 'new members' evening, a treasure hunt was organised with the idea that new and existing members would mix and thus lots of people would be encouraged to join-up and swell our ranks. Sadly, no new people attended. Apart from 3 exceptions, the usual committee members formed the reception party! It is quite dispiriting to think up, organise and implement events only for them to be, largely, ignored. My thanks go to the folk who came along to support us, but come on everyone, let us know what YOU want from YOUR club nights and let's get buzzing.

Well? Is your glass half full or half empty? I prefer to think that the last couple of weeks have been GOOD for British (or

should that be English?) sport, rather than bad.

James Toseland has won the Superbike title and is headed for MotoGP next year, Lewis Hamilton turned F1 on its head and missed the title by one point which was a phenomenal achievement in his first year, and the England rugby team made the World Cup Final much to the surprise of almost everyone. By the way, I have heard that the New Zealand team reduced their carbon footprint by dropping-off the Australian team on their way back home, although there was enough hot air coming out of the cabin to have floated a Zeppelin!

I never did like football so the less said about that the better...

So let's take this modicum of success to our hearts and let it carry us through the

## csma West Middlesex Group

coming winter months and inspire us as we approach the 12 car season – good luck everyone.

The sump seems to be getting ever better – I've had my fingers in quite a few sumps

## The Sump November 2007

but this is the only one which hasn't made them oily!

As ever keep your foot in it.....

**Derrick Holden (Chairman)**

## Temp Sec Bit

**A** few things to mention for your diaries this month.

Firstly is the November Clubnight - a curry in Windsor. We will be meeting at the Liberal Club at 7:30, from there a short walk to the curry house as recommended by a Windsor local! Please contact Derrick (details below) so that he can book a table for the right number of people.

The 27<sup>th</sup> of November sees a motorcycle ride-out with a difference - it's a trip to the Motorcycle Show at the NEC - contact AG for more details.

Next is the annual Skittles evening on December 13<sup>th</sup> at the usual venue of the Grey-

hound at Eton Wick. This is **always** a super evening, good fun bowling (I don't know why, but no-one seems to take it very seriously!) and an excellent buffet - always more than we can eat and extremely tasty to boot!

First thing in the new year it's time for the New Year Run on January 6<sup>th</sup>. Still not quite decided where this will be based around, but favourite is somewhere near Guildford. Come along for a gentle drive in the country and blow away the cobwebs from a heavy Christmas!

Please try to get along to some of these events and support **your** club!

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

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**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.**

**The deadline for articles for the December Sump is November 24<sup>th</sup>!**

## Creation – 500 and counting

In the beginning it was dark, prior to 1949, there was nothing.....then, 'sumpthing' began to stir.....

...1949 started on a Saturday and is the year of the Ox in Chinese/Vietnamese horoscopes.

What the Hell is he talking about **1949** for I hear you ask? Well, acting on very reliable information, from someone who was around at the time, that was when our group, the **West Middlesex Group**, was first mooted. The very first **Newsheet**, a single page publication containing news and information about the group's activities marked this auspicious occasion. In **1953** it went on to become the much larger '**Sump**' which was the brain child of the late Jack Wennell – a man who was big in size AND character! The '**Sump**' became the main method of communication for the very active group that was mainly into motorcycle trials riding (the **csma** itself, of course, was first founded as a motorcycle club).

Our informant is none other than our own Charlie Turner. He was 'Shanghai'd' into the group by the aforementioned Jack when he attended the 1954 Chiltern Road Rally. It's still the way most people end up in this group! I was enjoying a weekend away in North Lancashire, relaxed, slumped over my umpteenth pint of Guinness when I was press-ganged – the mantle has been handed on to Goddard, and he strikes when you least expect it!

So let's celebrate the **500<sup>th</sup> edition** of the '**Sump**' and have a look at what was going on during those two years of it's formation – what was happening on the world stage in those post war times, from the disintegration of the British Empire and what was left of Germany, to what you were likely to be driving, how much things cost and let the memories carry you back there (if you were around then, of course)!

### 1949

In their first year of exporting to America, only two VW Beetles were sold, prompting the VW chairman to say that it had no future there.



Of course, it went on to be an enormous success, which just goes to show that chairmen should keep their mouths shut!

**Australian** citizenship comes into being. By the way, do you know the difference between an Australian and a 747? A 747 stops whining when it lands.

**Rationing** of clothes ends in Britain.

**The first** non-stop round the world plane flight was completed by a B50 Superfortress – it was refuelled in flight 4 times.

**The former** British colony of Newfoundland and Labrador joins Canada as its 10<sup>th</sup> state.

**Joe Louis** retires.

**Eire leaves** the British Commonwealth and becomes the Republic of Ireland.

**HMS Amethyst** sails up the Yangtze River to rescue British Commonwealth refugees escaping Mao's communist forces. Under heavy fire, it runs aground off Rose Island but is later re-floated and escapes.

**The London Declaration** allows India to remain in the Commonwealth despite becoming a republic – so started the Commonwealth of Nations.

**Israel** joins UN.

**Soviet Union** lifts its blockade of Berlin.

**EDSEC**, the first stored programme computer, starts operating at Cambridge University. Where would we be without our PC's and laptops today?

The '**red scare**' of McCarthyism in America named Helen Keller, Danny Kaye and Edward G Robinson in an FBI report as communist party members. In this outpouring of paranoia many more would be blighted during these terrible times.

**Orwell's** 1984 is published.

**Vinyl LPs** are introduced, threatening the future of 78rpm records. Does anyone else remember Vinyl LP's or is it just me?

**UK** is paralysed by a dock strike.

**Apartheid** begins in South Africa.

**Initial flight** of the de Havilland Comet. The world's first (and it was British) jetliner brought new levels of speed and comfort to flying and paved the way for the forthcoming travel boom.

**Soviet Union** test its first atomic (plutonium) bomb, Joe 1.



**The Allies** relinquish control of former Nazi Germany assets to German control.

**The Federal Republic of Germany** is officially formed with Konrad Adenauer as chancellor.

**UK devalues** the £ from \$4.03 to \$2.80, leading to many other currencies also being devalued.

**The Peoples Republic of China** is formed and gets its own flag.

**The Democratic Republic of Germany (DDR)** is established.

**Discovery** of Dead Sea scrolls, in a cave.

**HMS Implacable** is scrapped. Laid down in 1797 and fought at Trafalgar – the navy refused to save her because of the cost.

It was a good year for sport and entertainment as the following people were born:

Robert Palmer (musician).

Dennis Taylor (snooker).

Niki Lauda (I said LOUDER!!).

Patrick Duffy (Dallasty).

Alex Higgins (snooker and plant pot irrigation specialist).

Zoe Wanamaker (actress).

Rick Wakeman (The Strawbs and Yes).

Francis Rossi (Status Quo).

Roger Taylor (Queen).

Phil Lynott (Thin Lizzie – God I enjoyed their concerts!).

Mark Knopfler (Dire Straits).

Mo Mowlem (Politician).

Peter Shilton (goalkeeper – old sticky fingers himself).

Sigourney Weaver (actress).

Larry Holmes (boxer).

Robert Lindsay (actor).

Maurice and Robin Gibb (the brothers Gibb!).

Bond 'Mark A' was introduced with a 122cc Villiers engine and 'cable and bobbin steering'!



One intrepid soul wrote to the Yorkshire Times and told of a trip in one of these contraptions taking his wife, dog and weekend luggage from London to Preston, some 220 miles, at an average of 31mph (no Motorways then of course)! He said it cost him "2 Gallons of petrol and 7 pen'orth of oil (two-stroke) total cost 4 shillings and 9d". Sooooooo, if my sums are right, petrol must have been 2s 1d per gallon (a sniff over **10p!!!**)

Other, more sensible, cars available at the time were:

Austin A40 Devon Sal £365, they also made an A90 with 3 headlights!

Anglia £242

Morris Minor £299

Invicta 3 litre Wentworth Saloon £2300

Rolls Royce Limousine £3750

Others that are sadly no longer with us...

AC, Allard, Alvis, Armstrong Siddely, Frazer Nash, HRG, Humber, Jowett, Lagonda, Lanchester, Lea Francis, Riley, Singer, Sunbeam and Wolseley.

MOT tests were not needed (the test was only introduced in 1960).

Having mentioned prices of cars, you could also get:

First **Biro** 9d (3.75p). 75w **light bulb** 1/- (5p). **Mars Bar** 4d (1.75p). **Petrol** 2s 1d (10p)

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**1953** is the year of the Snake.

**John Christie** confesses to the Rillington Place murders. (Unfortunately, Timothy Evans had already been hanged for the crimes).

**Stalin** dies.

**Francis** Crick and James Watson propose the double helix construction of DNA.

**Blackpool** beat Bolton 4-3 in FA Cup Final.

**My** dear wife Ann was born.

**Hilary** and **Tensing** conquer Everest (presumably because it was there..... it still is).

**Coronation of Queen Elizabeth II.**

For the first time ever, the coronation of the Monarch was televised –

June 2<sup>nd</sup> 11 o'clock.

Apparently the red carpet was laid with the pile running the 'wrong' way so that the queen's robes didn't glide effortlessly as they should and the metal fringe of her gold mantel caught in the pile when she tried to move forward. The



queen had to tell the Archbishop of Canterbury to “get me started”.

Other events that year (in no particular order):

**Russia** sent T34 tanks and 10,000 ‘people’s police’ into Berlin to quell riots. I bet they didn’t have problems with ‘Hoodies’ either!

**Korean war** ended (but they are STILL bickering!).

**England** won the Ashes after 20 year gap, so it’s not a new problem for our cricketers!

**The third** series of the Goon Show was broadcast, bringing us such classic lines as “what would you say to a five pound note”? Answer “nothing – I don’t talk to strangers” and, of course “he’s fallen in the waater”! You had to be there I guess.

**The film Genevieve** was on at the cinema. Some of the scenes were filmed at our very own Noggin & Natter venue, the Jolly Woodman.

**Hungary** became the first overseas national team to beat England at Wembley.

**A detached** house would cost £4750

**A Humber** saloon would set you back £120, a Hillman Minx £285 and a Land Rover £299.

Of course, cars weren’t fitted with seatbelts and MOT tests for your bolide were still seven years away.

**Petrol prices** had been climbing due to the situation concerning the Suez Canal (that came to a head in 1956) to around 4 shillings or 4/- (**20p** - *I still can’t believe the prices!!!!*).

**It cost** between 1/- and 3/- (5p & 15p) to go to the cinema.

**The pubs** charged 1/- (5p) for a pint, however, ‘chucking out time’ was 10 pm. On the plus side though, television was becoming popular, but was also likely to have finished broadcasting by the time you landed home! (And there was only one channel to begin with).

**Those at school** wore short pants (I’m talking about the boys now, of course) and braces (which doubled as fantastic catapults!).

**Central heating** was unheard of – instead we had coal fires, smog and were happy if the running water wasn’t running down the wall! We also woke up in winter with ice on the INSIDE of the bedroom window. (Happy days).

There was virtually no vandalism (probably because there was nothing good enough to deface!) and swearing in public was an offence, whilst men would still give up their seats to ladies on a bus!

Washing machines came equipped with a mangle, it squeezed excess water from the washed clothes to help them to dry more easily, what luxury.

Almost everyone smoked!

Ladies wore ‘pancake make-up’, applied with a damp sponge, and scarlet lipstick was the norm. The feminine look was the new thing after all the years of war and rationing.

Men wore suits with waistcoats, shirts and ties – often with the then popular trilby hat mounted at a rakish angle, approximately ten degrees, I’m told.

Another good year for entertainment as plenty of musicians and comedians were born this year whilst, in my very humble opinion, the gutsiest driver ever was born.

Born in 1953

Victoria Wood (comedienne)



Hilary Benn (Politician)

Pamela Stephenson (comedienne and phwoarrrrr)

Kim Basinger (actress, ditto)

John Malkovich (actor)

Jim Davidson (comedian. I remember elderly Aunt going to see him because 'she liked a bit of sauce' – she was SO shocked!)

Nigel Mansell ('Ill Leone' himself)

Michael Bolton (singer and 'one for the ladies')

Chaka Khan (singer)

Ruby Wax (? – well, how would you describe her?)

Tony Blair (no comment!)

Mike Oldfield (the bells, the bells...)

Bonny Tyler (Gutsy and gritty songstress)

Cyndi Lauper (singer)

Leon Spinks (pugilist)

James Taylor (singer)

Sam Torrance (golfer)

Midge Ure (musician)

Griff Rhys Jones (a strange man)

So, that's what was happening all those years ago. The sump has gone from strength to strength with various editors carrying the torch and safeguarding it through the years, taking it from a single page newsheet to an electronic publication of several pages (not to mention links to other sites etc). Well done guys, these things don't just happen – a lot of time and hard work goes into creating an organ of this quality, which reflects in its readership, from Windsor to Wellington!

*Derrick Holden*

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## Memories of a Previous Editor

**U**NDER NEW (?) MANAGEMENT .....

Oh dear, Oh dear, Oh dear What have I done? Well, here's a brief (?) resume

**1975** I am transferred to a "new" group within the then "Post Office Telecommunications", and am introduced to the CSMA. The manager of this group (Ken Dobbs, an ex WM secretary) distributes The Sump, and another colleague (Merv Manning) is the current West Middlesex Group Secretary and printer of said newsletter.

**1976** I have my arm twisted to join the CSMA and to attend several West Middlesex Group Events (mainly Treasure Hunts). I also have my first experience of Rallying .... Marshalling on the 1976 Starlight .... made all the more memorable by being driven around Oxfordshire for the night in a Ford Anglia with the then fashionable modification of "Carlos Fandango Wheels". The return journey to London, on the M40, being unforgettable, as, I suddenly wake up (just before junction 4), to find us gently coasting (if you call 70M.P.H. gently coasting) towards the central reservation, and have to wake up the now sleeping driver (Paul Cowley) ooops!!!

**1977** - I volunteer as a member of the West Middlesex Group committee.

**1978** - I win my first award on a road rally, with Paul Cowley, (now safely in the passenger seat) in my mini, (Best beginner. 13th o/a) on the now defunct Break The Ice Rally. What happened to super novice events like this???

**1980** - If I recall correctly, I take over the job of printing the Sump from Merv, who has decided that the time is right to leave employment with "The Post Office" and find a real job in the "outside world". Ken Dobbs also cedes the job of distribution to me (thanks Ken!!!)

There now follows a period of some twelve years during which I print and distribute The Sump, which is edited in turn by Merv Manning, Kevin Tricker (a one month emergency stint when Merv moved "Oop North" in December 1980), and eventually our beloved Linda Thompson (January 1981 to the present day)

**1992** - The Roneo Duplicator cries "enough", and a new method of producing The Sump becomes necessary. I volunteer my services to "typeset" the new style Sump, Linda Thompson editing and pre-typing the articles for me. The final touches are now added to the Sump using commercially available Desktop Publishing computer software (No more messy Ink , Stencils or correction fluid... Hooray!!!).

Anyway back to the present As you may have noticed, The Sump has been dragged kicking and screaming into the 1990s, the old-fashioned method of typing wax stencils, having been consigned to the scrap-heap. (If only I had been given a pound for every blob of orange correction fluid Linda has used, whilst typing the stencils, during the past TWELVE years, I think that I would be well on the way to being a millionaire!!!)

Thanks again Linda .... A sterling effort and wonderful act of bravery in the face of adversity. The Sump probably wouldn't have survived this long without you.

As Linda mentioned last month, to save time and effort, and if you are able, please send your article already typed, as I have access to "Optical Character Recognition" equipment, which can scan and recognise text, BUT ONLY IF IT IS TYPED. Don't panic if you can't type just send me the hand written article(s) anyway, and I will attempt to do the typing for you.

**Dave Wiles**

*(First published in Issue 338 - May 1993)*

P.S. I well remember my involvement in the 200th, 300th and 400th issues, my tasks increasing from purely printing, collating and stapling, to the role of Editor and the task of complete production. All I can say is that had it not been for a dramatic fall in the price of the humble Personal Computer and the software used thereon in the mid 1990's, the Sump would have almost certainly ceased to exist, especially as my typing skills on anything but a computer keyboard were utterly woeful back then. Thank goodness for the delete key!!!

North London Centre

**Motor Sport Coordinators' Bulletin** **November 2007**

Dates	Event (Status)	Club	Type of Event	Champ
Nov 8-11	* Lombard Enduro (Nat B)	ERA	Enduro road event	
Fri 16	* 12-car rally (C)	csma NWL	Navigational rally	Centre
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)	Boumemouth & 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

**Greenhorn Novice 12 Car Rally** Well it didn't happen, due to a lack of entries. There were some expert crews going to enter but there just weren't any real novices or beginners, which is a real shame. At least the organisers can use the route on another 12 car later in the season.

**Hollstar Intergroup Table Top Rally** The Hollstar attracted 11 crews this year and there was a very wide spread of experience, with the usual experts through to a couple doing their very first attempt. Some of the new ideas went down very well, with the provision of all maps by the organisers, plus the food before the start was appreciated, but it will be interesting to get the feedback from the beginners as to how they saw the event. Results were the usual suspects with NWL winning the individual (chased hard) and team awards (not so hard).

Pos.	Group	N/E	Team Members	Fails	Min:Sec
1	NWL 1	E	Dave Smith / Cath Woodman	0	23:31
2	NEL 1	E	Mike Biss / Bernard Ward	0	25:50
3	NWL 2	E	Ian Buxton / Lee Craker	2	33:29
4	NEL 6	N	Vera Barnett / Keith Christian	4	64:00
5	NEL 3	E	Derek Newbould / James Newbould	5	38:10
6	NWL 3	E	Dave Robins / Alan Robins	5	60:35
7	NEL 2	E	John Cotton / Gill Cotton	6	49:25
8	NEL 5	E	Graham Robinson / Philip Brent	7	80:00
9	WMx 2	N	Mike Scott / Joanna Paliter	12	45:10
10	NEL 4	N	Terry Hall / Daphne Hall	16	76:00
11	WMx 1	E	Allan Goddard / Simon Mummary	20	55:10

**Autumn Autotest** Yet another event that failed to run but this time as well as low entries, there was a problem with the field as it looked like something heavy had gone diagonally across the site and put two massive trenches in the surface. This meant that it would have been very difficult to have fitted any tests in and so it was decided to cancel the event for this year. Hopefully the site will recover for when we return next year.

Future Events

**November 12 Car** This event will start and finish from the Chequers PH, north of Amptill on the B530 and will be run by Pete Gregory. Food and drink will be available at the start and maps 153 and 166 will be required. The usual fee of £10 will get you an entry and an entry form should be found elsewhere in the newsletter. Offers to marshal can be given to Pete on 01525 861673 (work) or 01525 403405 (home).

**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 from the Rising Sun at Witheridge Hill 175 / 696841. More details next month.

Other News

**Formula 1** Well Lewis didn't make it this year but it seems certain he will be at the front next time. I'm wondering if McLaren are appealing the William's and BMW's places in

Brazil as a little payback to the FIA for all the aggro they have given the team this year! Lewis doesn't want to win the championship this way, as would most people, so hopefully any action taken will not affect the results.

**Enduro Road Rally Championship (ERR)** New for 2008 is a revamp of the Enduro road rally championship, formerly known as the Torqbar, with Owen and Jamie Turner taking over the running and sponsorship. Next year will see an eight round championship with the events all running to similar formats of tests on Saturday afternoon, short night rally and then more tests on Sunday morning before an awards presentation at lunchtime. Further details about the championship should be available soon.

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## Motorcycling and Marmite

Q : What's the connection between Motorcycling & Marmite ?

A : My experience is, in both cases, you either love it or hate it ! \*

### ***/n the beginning ....***

A learned someone once said "sometimes it's better to travel than to arrive" and I imagine that's often in the thoughts of every motorcyclist, whatever and wherever they ride. But let's face it, when it's pouring with rain, the temperature is really low, or, worst of all, road conditions are prone to being icy, then on two wheels is not the place to be! However, on most other occasions, a journey on a motorcycle is, in equal parts, stimulating, memorable, involving, and so downright enjoyable it really takes some beating.

So, have YOU ever fancied mastering two wheels?

I ask because, from October 2008, apparently it's going to be a great deal more difficult obtaining a Motorcycle Licence. A new practical motorcycle test is being introduced to comply with EU legislation (*Oh, don't start me off!!*) with the aim of improving standards of road safety for motorcycle & moped riders. This follows the new standards introduced by the European Commission in October 2000 and will be designed to ensure test candidates are entirely competent in the control of their machines 'at a more demanding level' than is currently the case.

If you do harbour secret desires to learn to ride, my advice is to think about making a start sooner rather than later. This new legislation may well increase safety standards on two wheels but you can bet it won't make things any easier or, indeed, cheaper!

### **West Middlesex Group Ride-Outs**

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 & it's unlikely they ever will. Sure, Yamaha's FJR1300, several of the big BMW's, & 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 NSU Quickley or your '55 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 – make an early New Years Resolution. Our 2008 'Rides Out' season begins on Tuesday 25<sup>th</sup> March – resolve to come and join us on at least one ride to see what it's like. Sure, it's only a day, but we've all got to start somewhere, you'll be among friends, and we



know some great roads, some great cafés, and Cream Tea shops by the score!

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

**Allan Goddard**

\* Me? I love 'em both!

**27,000 Miles - One Careful Owner**

(From "The Sump" - 1961, reprinted in August 1984)

I do not normally care to frighten myself or bore others over much with the cost of running my car but having just changed it I worked out exactly how much the last one cost me. The result was both horrifying and pleasing. No doubt you will see many lower costings but never a more honest one. Servicing was done by the book and to a very high standard (I did it myself) and when sold, the car was mechanically in exceptionally good condition (except for one duff shocker and a buckled spare wheel) whilst the bodywork was fairly good (there's one born every minute).

DEPRECIATION	New Dauphine 5/6/59	£716
	New 4 speed Dauphin 28/1/61	£700
	Cash adjustment with Messrs X Motors, including number plates and delivery	£200
PETROL	585 Gallons @ 4s. 3d. Including UCL (Cheap petrol, ie Jet used where possible)	£124
CSMA OIL	4½ pints every 1500 miles, 10 gallons (Never topped up and no filter fitted)	£6
GEARBOX & BACK AXLE	2½ pints every 6000 miles	15s
	2 bottles Molyslip G	£1.10s
CSMA GREASE	7lb tin and lots left	5s
ANTI FREEZE	CSMA again	£1.10s
INSURANCE	£20 per annum and no discounts	£32
TAX	£12 10s per annum	£20
TYRES	Four new X's at discount	£20
SUNDRIES	2 sets of plugs            2 rocker box gaskets	£25
	1 set of points            2 stop / tail bulbs	
	CSMA & RAC subs	

So the overall figures for 27,000 miles are:

Total cost rounded off	<b>£435</b>
Overall cost per mile	<b>3.82 pence</b> (that's old pence)
Overall fuel consumption	46.7mpg

If you want to be really cruel and consider the concealed costs, add

19 months interest on capital of £700 @ 3% tax paid	£35
Garage @ £25 p.a. (I've got my own but allowing for rates etc)	£40
First cost of car reduced	£25

So the new overall costs are:

Total cost	<b>£535</b>
Overall cost per mile	<b>4.71 pence</b> (again that's old pence)

Happy Motoring!

**Stan**

*The reprinted article finished with a note from the then editor (Linda Thompson) asking if anyone was interested in doing a costing for 1984. I don't know if anyone obliged then, but read on for one from 2007...*

## 27533 miles - One Poor Owner

I don't know what made me keep such detailed records for this particular car - I never have before... Having done so however, it's extremely illuminating to see how things mount up. I don't recommend doing this yourself if you're of a nervous disposition though...

DEPRECIATION	Purchase price 2/6/05	£6,995
	Trade-in value 27/7/07	£2,300
PETROL	1138 gallons at an average cost of £4.101 per gallon	£4,678
SERVICING	All main Vauxhall <del>Stealer</del> Dealer (hence the poor owner)	£5,111
INSURANCE	Average of ~£319 per annum <i>including</i> NCD	£691
TAX	(What precisely do we actually <i>get</i> for this?)	£525
TYRES	I've never known a car to eat 'em like this... And they're BIG.	£1,160
SUNDRIES	Accessories + swapping wing mirrors with a p*ll*ck in a Saab	£164

So the overall figures for 27,533 miles in 26 months are:

Total cost	£17,024.48
Overall cost per mile	62 pence (that's new pence)
Overall fuel consumption	24.2 mpg

The real shocker came when I worked out that at my average of 246 miles per week, that cost per mile results in a monetary haemorrhage of £153.77 *per week*.

Not quite so happy motoring perhaps...

**Jez Boakes**

## Happy Birthday "The Sump"

**N**o ! Before you ask, I was not a recipient of the first ever Sump !

I would, however, like to Congratulate the Sump on making this half-century milestone. I can't be certain but I'm not aware of any other Group Newsletter that has been around for some 55 years. And in no small part that must be due to the series of enthusiastic and diligent Editors we've enjoyed since Jack Wennell produced the number one edition back when even Charlie Turner was no' but a lad!

And our Sump has traveled the World. I remember some years ago, when I was entrusted with the Chairmanship of our Group, I ran a competition to see who could provide a photograph of our Sump being read, as far away from Westel House in Ealing (where we held our Clubnights at the time), as possible. We had several entries from around the coast of the UK and various parts of Europe, then Sarah Hanley sent photos in from the States (both New York & the West Coast I think...). But they were all trumped by Darryl Armstrong who sent a super photo of him sitting on a rock on the very tip of New Zealand's south island! Now I don't know of any Group member who's been to the South Pole, Antarctica, or into Space, so I guess Darryl's got that record to this day.....unless you can prove different!

I have personally enjoyed reading every Sump since I joined WMx Group in April 1963 and, as our current Editor will confirm, still look forward to receiving my copy from him at our Noggin 'n' Natter on the last Tuesday of every month. So a sincere 'Thank-You' to everyone who's contributed to my reading pleasure over the years and 'A Very Happy Birthday' Sump – long may you continue to be the mortar that keeps us in touch with what's going on in that truly vast West Middlesex Group catchment area!

**Allan Goddard**

## Three Shires Run 2007

On these runs something always seems to go haywire!

Well, this year we were pulling out all the stops to make sure this didn't happen (mind you, we were having to use Mum's car as my Vectra had electrical gremlins and was sidelined). If you remember the last run, I managed to melt the rear lights and bumper on Mum's Vitara before we even started the run!

We arrived at the New Inn at Heckfield and went to sort AG out, who was hidden near the bar (good man!) After getting our regs and road book we awaited AG's pep talk (!) - that done I made my way out to the car park closely followed by Mum.

We started second car out and made good time to the lunch halt in Benson and only stayed about a quarter of an hour as we needed to get to our control point in a lay-by in the middle of nowhere, but before we got there we were passed by two participants going way quicker than us!

We met AG at our control point (someone went cross-country!) and put the control board out.

A quick quiz with five questions was held with some people finding it harder than others! Once the answers were marked we sent people on their way, finally leaving our control after the last car (Mike Scott!) had been through and made our way to the finish.

The scenery and villages we passed through were beautiful and very peaceful.

Thanks to AG for a great day! Well done!

Also thanks to Mum whose great navigation (even without using the trip meter!) saved me from getting hopelessly lost in the lanes!

See you all soon!

*Simon Mummery*

P.S. My Vectra was fixed on the Monday after the run only to suffer an oil leak from the diff cover on the trip home after working away near Brighton. Arrrrgh! (Gearbox oil on a hot exhaust stinks...)

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## ***Congratulations***

***David & Charity Mummery!***

**Fynley James Mummery was born on November 3<sup>rd</sup>  
at ~10:50am, weighing in at 9lb 7oz!**

**Welcome to West Middlesex Group, Fynley!**

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