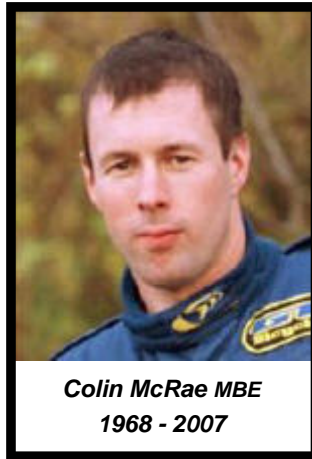


October 2007
Number 499



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Your Editor Speaking...

Tornados lashed the world at large outside my bedroom window this morning. Apparently.

I on the other hand was dead to the world, being cream cracked from a very excellent Retro Run, this year (mostly) in the fair county of Suffolk. Fine weather, some fabulous driving roads and excellent company made for a very enjoyable weekend, despite suffering a puncture in the last 1½ miles of the event.

Another less than frantic month as far as Bernard and the Westfield are concerned. In the case of the latter I am steeling myself for an expensive conversation with SBD Motorsport and in the case of the former I think I've decided to cheat and use bolts with heads which look like rivets instead of ruining the thing by my feeble attempts at cold riveting.

I bet if I hadn't told you, you'd never have guessed!

Have fun!

Jez Boakes (Editor)

A Note from your Chairman

In this issue one of the articles is about William Morris (he of car manufacturing fame, not the arty & crafty movement) and although Oxford, where he started, is more renowned for its scholarly pastimes it does have some other claims to a 'motorised' history

In 1505 the first clock affixed to the outside of a building in England was unveiled on *Magdalen Tower*.

1898 – the first commercial traveler to use a car, *Ralph Foort*, came from Oxford, although I don't know if he used a Morris or not (it was certainly too early for that half timbered bastion of motoring, the Morris Traveler!).

In 1929 sports car manufacturer, MG (Morris Garages) was founded by Cecil

Kimber and was based in Abingdon just outside Oxford. 'Old Speckled Hen' beer was brewed and named in honour of MG's 50th anniversary.

And in 1933 Oxford unwrapped the world's *first lollipop lady*.

The Haymaker Autotest was a great success – after problems with venues and a slow start to the entries, Malcolm pulled out all the stops to keep things on course, damned well done sir, thank you (and to Jez for the number crunching – just watching him made my brain hurt!) and also the helpers. It looked like all the entrants had great fun blatting their cars around the field, and all the driving was done in the best possible manner!

An amazing talk and film was given, yet again, by Philip Young about the Peking to

csma West Middlesex Group

Paris Rally. Driving cars that are not in their first flush of youth (ditto some of the crews) through some almost impassable, should that be impossible, terrain over several weeks was just an astounding feat. Some of the stories of breakdowns and subsequent repair (and human endeavour) really are mind boggling (how does one boggle by the way?).

Temp Sec Bit

The October Clubnight is our nominated new members night, and is a car treasure hunt. So please bring along any **csma** members you know who don't take part in our club activities! However, please note that although we are very keen to see non-**csma** people who are eligible to join, only bona-fide **csma** members will be able to take part in the treasure hunt... You need to let Derrick and Ann know in advance if you're going to attend this due to the printing of the "roadbooks".

Looking slightly further into the future, the November Clubnight is a curry night in Windsor. Again, we need to know numbers for this so we can book a table.

December brings the traditional Skittles Evening at the Greyhound at Eaton Wick.

The Sump October 2007

Hopefully I'll see you at the next Noggin', or possibly at the Clubnight Treasure Hunt in October (for which an entry has already flooded in!) – it's our nominated 'New Members Event' but that shouldn't stop US having a good time as well.

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

Derrick Holden (Chairman)

This is **always** a cracking evening - good fun skittles action with an excellent buffet - see page 10 for more details, and note the combined ticket deal for the skittles and the annual dinner!

Another event you should seriously consider is the New Year Run on January 6th 2008. Add it to your diary now...

Finally, the eagle eyed amongst you will have noticed that this is issue 499 of the Sump and therefore by a skillful process of deduction the November issue will be the 500th! To celebrate this momentous occasion the editor and committee are planning something special - but requests that if you have anything to contribute relating to the history of the group he would be very pleased to hear from you!

Jez Boakes ([Temporary] Secretary)

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The Sump October 2007
Crumball Rally 2007 (Part 2)

csma West Middlesex Group

(Continued from the September Sump)

Saturday 7th July.

We leave the hotel, head out of town to a lay-by to start the 2nd day.

Today's challenge is to have photographic evidence that you have visited certain areas along a prescribed route. We were given 3 sheets of pictures that we would pass enroute, we also had to photograph said items, statues, buildings, signs, etc whilst dressed as Harry Palmer!!

For this part of the run you need a Swiss Vignette to use the motorway!

We left the parking area and headed out on the prescribed route, crossing into Switzerland.



The route was reasonably straightforward usually taking photos on the move.

Switzerland is a lovely country and the views across lake Geneva are superb. We passed through Montreux, which was busy and appeared to be getting ready for the golden rose awards. We had been advised by the organizers to stop at the motorway services for lunch which we have to say was excellent. The services were clean, the food was fresh, and we sat outside on a balcony over a crystal clear lake looking at the fish swimming below. Superb. After a good rest we set off towards the highlight of

the day, the St Bernard Pass. We had a steady climb up to the summit overtaking a few cyclists and overheating cars. Near to the top is signified by snow on the roadside. We reached the top and the village (hamlet) of St Bernard. The car park was busy with Crumballers; some making repairs with others taking in the surroundings whilst enquiring about the grand prix qualifying. The village is about 2300 metres above sea level the sky clear blue, the breeze clean and crisp and guys having snowball fights!!!



After a stroll around the village it was time to continue over the top through the border and descend into Italy. The Italian side is under

repair and subject to traffic lights but never the less stunning scenery. We stopped at the bottom of the pass just to set sat nav up for the trip to Turin and the president hotel.

The president hotel was very nice, but the area was like down town Beirut!

We walked to the control point in central Turin but had been advised by the reception staff not to walk back because "it's like Marrakech".





We had a pleasant meal and evening talking with other crews before catching a taxi back to the hotel and a nightcap before bed.

Sunday 8th July.

All the teams met up in a central piazza in Turin and were given a questionnaire. The quiz resulted in us driving around Turin and parking like Italians.



The quiz had 4 questions and 5 envelopes. The envelopes were marked A, B, C.... etc. Answers from the quiz were A, B... The result was that all answered questions related to envelopes and the one that wasn't was the one to be opened, this resulted in the disclosure of the finish.... Monte Carlo.

We stopped for fuel just out of Turin before heading south towards the coast and Monaco.



The run was motorway all the way only 1 peage, stunning views and lots and lots of tunnels. We stopped after the peage and had a chat with a couple of teams that were running without sat nav and asked to follow us to the finish.

We parked up in an underground car park and walked to the bar on the harbour front via the tunnel on the f1



route.

We had finished! 1000 miles in 3 days and great fun on route!

Last task of the day was to head to Nice our last hotel and the end of rally party / drinks.

Colin Hiscock

To be continued!

**The deadline for articles for the
November
Sump is October 24th!**

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.

WMx September Socials

After a very quiet summer break in August, the WMx calendar has rapidly come back to life. Following the Haymaker autotest at the start of the month, our first social event was Clubnight on the 13th.

Far from being unlucky, the date saw us fill the function room at the Blue Mountain Golf Club near Bracknell. Members of **csma** were joined by those from the Historic Rally Car Register and a few other interested motor clubs for a presentation by Philip Young on the Peking to Paris Rally, which took place earlier this year.

The event repeated a rally which first took place 100 years ago and which saw a winning margin of a week!



This year attracted cars from as early as 1903 to tackle the marathon event. Only a handful of entrants failed to make the Paris finish which was more a testimony to the ingenuity of the running repairs than the strength of the vehicles used!

In the car park when we arrived were one of the land rovers that had followed the event and also one of the competitors' cars. It really is difficult to imagine driving through the conditions that they faced, sometimes

going for hours on end without seeing another soul, let alone doing so in a vintage car!

Philip explained the history of the event before talking us through some of the background to the 2007 run and the preparation work involved. We then watched an excellent film of the event, which brought to life some of the challenges that the participants had faced while traversing deserts and remote corners of the world.

Philip rarely gives talks such as this so it was a rare treat and one that was enjoyed by all.

* * * * *

While watching the Belgian Grand Prix, Jez



and I were shocked and

saddened to hear the announcement of the tragic death of Colin McRae. With that fresh in our minds, we joined the WMx contingent for the trip to Prodrive, Colin's former team, for a tour.

The Heritage Centre has a wonderful collection of cars dating from the start of Prodrive's involvement in motor sport and covering all the disciplines in which they've taken part. Amongst the collection are a pair of WRC Imprezas driven by Colin and Richard Burns along side touring cars, other rally cars and an F1 racing car.



We were taken through a presentation which illustrated all the various aspects of Prodrive's business. An interesting discussion included the conversation about the fact that the greenest car is a Jeep! Since over 60% of the pollution from a car over it's whole life is in caused in the production process so the logic follows that the cars that then last the longest are better because they don't need replacing by other new cars as soon. Ironically the worst polluting cars in the production process are the hybrids which also are the worst to dispose of, partly because of the large batteries they use. It threw a new perspective on the green debate.



Our tour of the factory took us around the preparation workshops where we saw various parts of the rally car programmes being built, including the wiring looms, each wire threaded by hand, engines and gear boxes.

From there we went to the Aston Martin Racing bays where the recent Le Mans winning DBR9 car was residing (with a couple of extras made up in the same livery in readiness for publicity appearances). These cars really are breathtaking.

Passing through the area where the bare chassis are fitted with the intricate roll cages and the machine shop, our tour finished in the workshop where the cars of Petter Solberg, Chris Atkinson and Xavier Pons were being prepared for the WRC round in Spain next month.

Finally, we returned to the collection in the Heritage Centre to receive our souvenir caps and chance for a final photo opportunity before the journey home after a fascinating look behind the scenes of one of the most successful motor sport companies in the country.



Nikki Wild

Motor Sport Coordinators' Bulletin

October 2007

Dates	Event (Status)	Club	Type of Event	Champ	
Oct	Thur 4 * Sun 7 *	Hollstar Intergroup Comp () Autumn Autotest (C)	csma NEL csma NWL	Table Top Rally Grass autotest	Centre
	Fri 12	12-car rally (C) - Cancelled	csma WMX	Navigational rally	Centre
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 8/9	12-car rally (C) Preston (Nat B)	csma NEL Chelmsford MC	Navigational rally Tough Road Rally	Centre Centre

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

Previous Events

Haymaker Autotest A late rush of entries managed to make sure the event ran this year. The new field was quite rough at times, but this was mainly due to the very dry conditions and the surface cutting up. Hopefully more people will attend next year.

Bullnose Enduro This one day event went down very well with competitors and looks likely to expand next year. There will certainly be more people there next time, as word is spreading about how much fun it was.

Yorkshire Enduro The event started off with some kart circuit, airfield and farm track sections before moving into the Yorkshire forests. These were superb fun, as long as you didn't end up behind someone else, as the dust was horrendous. The night leg was not so good with 100 miles of jogularity, some in Stang forest which was rougher than last year, followed by 100 miles of ordinary road rally. The sections were very fast and even the sections timed to the second were easily cleaned. They did however use some incredibly rough whites up on the moors, rougher than the Preston, and there were plenty of cars that showed the damage. It was a shame, as last year's event had been very well received but this year they changed the format and it was nowhere near as good.

Greenhorn Novice 12 Car Rally This will have happened by the time you read this, so results next month.

Future Events

Hollstar Intergroup Table Top Rally The Hollstar moves to its new date in the autumn and will be run by North East London Group on Thursday the 4th October, at their clubnight venue at Cheshunt. This is an intergroup competition for all Groups in the Centre and there will be some variations on previous events, to try and get more non rally people along, but it will at least involve finding a route on a map. You will not be required to bring any maps this time and the only things you do need are a pencil, rubber and some enthusiasm! There will be a light buffet available from 7:45pm, with the start proper at 8:30pm. Crews of two people have to plot the route against the clock and then answer some questions on what they have passed (to check you have gone the correct way). Penalties of a Fail are awarded for getting these questions wrong and time penalties awarded for being late. Obviously you have to balance accuracy against speed. There will be nothing difficult about the route cards to plot, it will be just down to who can plot it the quickest. There will be awards for the best crew (ENELMS trophy) and best team (Hollstar trophy), which is the best two crews from each Group. **Can Groups please can you let Ron Barnett know how many teams are attending, as we need to sort out catering and paperwork.**

Autumn Autotest Running on the first Sunday in October, it will be held at the Studd Farm site near Leighton Buzzard, which is the same one as used by the Greenacres and

Grasshopper events. The event is a passenger carrying one, so more fun in the navigation department, but the tests are usually straightforward. Entry fee will be £17 and the regs are now available. Contact Lee Craker on 020 8959 3399 for more details.

October 12 Car This event has unfortunately had to be cancelled for this year, due to a shortage of organisers in West Middlesex. The January event is still planned to go ahead.

November 12 Car This event will most likely not run on the 16th November, which was one week later than normal to avoid the Lombard enduro, but could well run on the 23rd instead. More news next month.

Other News

Colin McRae It was really sad to hear that Colin McRae had been killed in a helicopter crash, along with his son. That's Britain's last two world champions dead before their 40th birthday and both non motorsport related.

Formula 1 With the McLaren team fined a record \$100m and thrown out of this year's manufacturer's championship, it is hoped that this will bring an end to it all, although most people are perplexed that nothing was actually proved against them. At least they left the viewing public something to be excited over by not throwing out the drivers as well! Other F1 news is that Spyker are selling their team after only one year, to shore up the road car division, which is making a loss at present. With Prodrive entering next year, there will be several new names on the grid.

Mike Biss: NLC Motor Sports Coordinator
E-mail: mike.biss@btinternet.com

Tel: 01525 720299



Fancy a curry?

November Club night is Curry Night in Windsor!

Thursday November 8th 2007!

Put it in your diary and for more details contact:

Allan Goddard **07785 903000**
agoddard@csma-netlink.co.uk

or

Derrick Holden **07905 005963**
derrickholden@yahoo.co.uk

Skittles!



The Annual West Middlesex Skittles Evening!

December 13th 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 or
annmholden@yahoo.co.uk

csma West Middlesex Group

New Year Run 2008!

Keep your diary free for

Sunday January 6th 2008

for the 4th WMx New Year Run!

More details to follow...

Contact Jez (07748 766409) or Derrick (07905 05963) for more information!

October Clubnight

Treasure Hunt!

Incorporating

New Members Night!

Starting at the Jolly Woodman,
Littleworth Common (MR 175/935½865½)
at 8:00pm

Call Derrick (07905 005963) or Ann (07910 963698) for details.

(Please note that only paid up members of the **csma** will be able to take part in the treasure hunt)

Autumn heralds a new dawn of club activities for your enjoyment



new dawn



new dawn

Personal equipment for marshalling. Be prepared – wearing the right gear is essential, you can't always go back to the car, or pop off for a hot dog and a coffee when you like. In the wrong type of clothing there is a very real danger of hypothermia in the winter and sunburn or heat stroke at the height of the summer.

Essential Clothing. Wear natural fibres (cotton and wool) – particularly next to the skin. Man made fibres can melt – even under protective overalls – causing nasty burns.

Thick shirts and trousers, several jumpers and one or more pairs of socks. On cold days wear thermal underwear.

Be prepared for extremes of weather and remember that you can always take off an extra layer of clothing if you are too hot.

Always cover your arms and legs – even when it is hot. Overalls protect your clothes and give additional protection against fire if they are the orange, flame resistant Proban treated variety, which are worn by circuit marshals.

Wear thick gloves which are reasonably loose fitting and consider carrying a spare or waterproof pair as damp gloves can scald if you grab a hot exhaust.

Stout boots – hiking or work boots – are essential. Even if you are wearing gloves it is quicker and safer to kick debris off a track rather than to pick it up. Never wear trainers. They provide no protection and are not waterproof.

Hats are essential as we lose a high proportion of body heat through our heads in cold weather and a light hat will protect us from sunstroke in hot weather.

Be visible but choose colours which don't clash with arrows or flags – yellow is best for rally marshalling, orange for circuit marshalling.

Always take a waterproof jacket and trousers with you (ideally yellow or orange). Rubberised cloth and more expensive fire resistant waterproofs are the best option.

Food and drink. Always take ample food and drink (in particular during the summer when dehydration can be a real threat), and never rely fully on catering arrangements, they may or may not materialise and you may or may not be able to get to their location.

Other Equipment (depending on the event). Ear plugs or defenders, Hammer, Safety glasses, Gesco/Tuff-Kut Scissors, Screwdriver, Staple gun, Sun cream, Tape, Whistle.

Sunday 7 October csma NWL Autumn Autotest, Leighton Buzzard, Beds.

Friday 9 November csma NWL 12 Car Navigational Rally.

Saturday 10 Nov. The South of England Tempest Rally, Rushmoor Arena, Aldershot.

30 November - 2 December Wales Rally Great Britain, Cardiff, South Wales.

Friday 7 December csma NEL 12 Car Navigational Rally.

Friday 11 January csma WMx 12 Car Navigational Rally.

Friday 8 February csma NWL 12 Car Navigational Rally.

Friday 14 March csma NEL 12 Car Navigational Rally.

For further information on any event or to volunteer your services please contact Graham McLean on 020-8553-4700 (evenings 1900-2130) or e-mail him on graham.mclean@bt.com Do it today and get involved.

West Middlesex Group

motorcycling enthusiasts

October Ride-Out : Tues. 30th Oct.

We'll meet up for breakfast at **Jack's Café on the A30 in Bagshot at 10.30am** and will 'move off' at 11. As is usual for our October event, this will be a bit of a Mystery Tour, and I DO know where I'm going! We'll see the sea, some countryside, and we will be stopping a few times en route! There, now you can work it out!

And you'll have noticed, as usual the Ride-Out is designed to coincide with our Noggin' n Natter night at the Jolly Woodman – that's where I will finish the Ride at around 6.30pm, hopefully with a few of you in tow this time as our Chairman Derrick is threatening to buy all WMx 'bikers that come to the finish of this final Ride-out of 2007, their first drink to celebrate the end of our season.

November Ride-Out : Tues. 27th Nov.

Our last Group Motorcycling event of the year will be a Ride with a difference.

We're going to the National Motorcycle Show at the NEC in a Mini-Bus!

I can arrange to transport or pick up interested parties from either my home in **Twyford at 9am**, or the **Jolly Woodman at 9.45** where we will return to in the evening by approx. 7.30pm for our regular Noggin' an' Natter.

I've already got six bookings for this one so please give me a call ASAP if you'd like to join us so I can organise the right size bus! Championship coordinator Jez says this WILL count as a Ride-Out & we will get points in the Motorcycling Championship.

Should be another good day out, and you won't have to ride home from Birmingham carrying all those End-of-Season bargains under a cargo net!

However, **DO NOT JUST TURN UP ON THE DAY PLEASE** - I probably won't have room for you!

For more details on either Event, contact me on :

01189 345726 ; Mobile 07785 903 000 ; or at agoddard@csma-netlink.co.uk

Meanwhile, as always, keep it rubber down & bubble up!

AG

Bicycles, Bullnoses and British Leyland

Keen and avid readers of this magazine will no doubt recall my mentioning William Morris, who founded his enormous manufacturing business at Longwall St., in Oxford from 1902 onwards, in the previous edition.

Since then I've been privileged to visit his home at Nuffield, near Benson and to find out more about this great and fascinating man.



William Morris, seen here on a precarious "Ordinary"

Although 'Bill' was born in Worcester, the family moved back to Oxford. William's father appears to have been in and out of work at various times until a more prosperous relative took pity on the family, offering Morris senior, the post of bailiff on their farm on the outskirts of the city.

Although there is evidence to suggest William would have loved to have gone on to further education, as was common in those days he was sent out to work at 14 to augment the family income and he became an assistant in a bicycle repair shop, having taught himself to ride on one of those new fangled penny farthings.

It is hard for us to appreciate the impact bicycles had on the society of the time. Although the better off had long enjoyed the freedom of their own horses and carriages, the invention of the so called safety cycle at reasonably affordable prices opened up a new world to young people in particular, whose excursions

had been previously been restricted to walking distance. Not many people know William was a keen cyclist, not only winning virtually every race he entered but also courting his future wife, Lizzie Anstey on cycling expeditions to Wales and Banbury. Even when his motor cars were more established, he thought nothing of cycling up to Birmingham or Bristol to visit his factories, rather than take a car, to keep costs down.

The future of the UK motor industry was perhaps decided when William sought a rise of 1 shilling (5p to anyone born after 1971) per week and was refused. He promptly handed in his notice and started his own repair shop in the front room of his parents' house with the front garden made over into the repair collection area. His big break came when a



local vicar, an exceedingly tall man commissioned William to build a bicycle suitable for a man of his stature, which William did so satisfactorily that with more orders coming in, he was able to move to his own premises in Longwall Street in 1902 and return the parlour to his mother.

With his keen engineering brain, Morris was also fascinated by the burgeoning motor car industry, producing his first car appropriately called a Morris Oxford, in 1912. By 1914 1,300 cars had been made, but during the First World War production was switched to munitions. Consequently it was not until after 1918 that car-production really expanded. By arranging a reliable supply of parts from outside contractors Morris prepared for the major expansion which took place in the 1920s, beginning with a bold decision to cut prices in 1921. He was later to say *"The only true story in the press blurbs about me is that in 1921 I slashed the prices of all my cars £100 [\$500] when the industry was facing hard times. By the end of the year my sales had easily topped those of all the rest of the industry."*

It is however true to say that he travelled extensively, including to America to see for himself Henry Ford's revolutionary new production line. Always the innovator himself, he introduced the first production line to Europe at his new Cowley premises and I can recall seeing a production line of the original minis in stately progress passing over the Oxford By Pass until British Leyland's sad demise in the nineties.

Morris had quarrelled with the city authorities when he set up a rival and unlicensed bus service in 1913 and he was twice to refuse the honorary freedom of the city which had given its' name to the car that made his fortune, only finally accepting it in 1951. He had moved to his final home, Nuffield Place in the 1933, having also previously bought the adjacent golf course, Huntercombe Park allegedly because it refused admission to his beloved Lizzie, though again this may be more fable than truth.

By 1938, he had become not only become Viscount Nuffield, motor magnate and cycling champion, but also a great philanthropist, establishing not only the Nuffield Foundation to support medical services including the comfort of the aged poor, but also in 1937, Nuffield College at nearby Oxford. This was intended to be a centre of mechanical excellence, but he again was thwarted by the authorities! The University professors, somewhat shortsightedly, considered the study of engineering inappropriate to Oxford's academic standing. Thus, perhaps in homage to Morris's own humble beginnings, it now boasts of its' excellent reputation in Economics and Social Studies.

When he died in 1963, Morris bequeathed his home, together with its' 4 acres of land, where he had lived for 30 years to the college he had endowed. The house has been left, as it was in his time, and provides a fascinating glimpse into a middle upper class 1930s living. It is open to the public on selected Sundays in summer, and by private arrangement such as to classic motor clubs (Organisers please take note for the future) though I am afraid by the time you read this, it will have closed for the season.



However, sadly, 2008 may be your last chance to visit this splendid microcosm of motoring heritage as Nuffield College have decided to sell the property, but have given a years grace to the Friends of Nuffield Place to raise sufficient money to prevent it being sold on the open market. It would truly be a crime if this lovely home was turned into a conference centre or faceless hotel.

There is now a website for anyone who would like to know more about the house at www.nuffield-place.com whilst to arrange to visit the house, please contact the keeper of the house, Joanna Gallagher on 01491 641 224, who will be delighted to tell you more. You can also contact Joanna for more details of the appeal or visit www.justgiving.com/nuffieldplace

Ann Holden

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