

Les Slimes

Oozepaper of Choice of the
SOUTH DOWNS ESCARGOTS
November 2016



DIARY DATES

CLUB NIGHT

Thursday 17th November

Royal Oak, Wineham

CHRISTMAS CLUB NIGHT

Thursday 15th December

The Smithy, Cowfold

More details will follow next in month's Slimes.



I've just returned from my twelfth mission trip to India - a trip which, quite apart from the familiar supernatural content, offered one or two surprises on the motoring front. The picture above is of time spent in the jungle village of Langkarcha, with the Sekarchep tribal

people. Very few kilometers into the return journey, this happened:



The bus became horrendously stuck in deep muddy ruts. Local men tried hard to help, but it took nearly four hours to get free...and when we did, the differential had been damaged. Two hours later, on our slow limp

homewards, at 9:30 pm the old Tata finally succumbed to a steep incline and stranded us. We snuggled under blankets on the bus while Sanga and his son deployed two cars, A Nissan Micra and a Maruti Suzuki Omni, to come and rescue as many of us as possible.

With six of us in the Micra, Sanga turned around and drove a few hundred meters before enquiring, "Would you like to drive, my Eeenglish brrrrrother?" Truthfully, I was gagging to drive, even at midnight! So we duly swapped seats and I began my inaugural experience of driving in India. Once out onto the main, twisty, mountainous road headed to Shillong, I followed a swiftly-driven Sumo taxi through the pitch black night and enjoyed the twisting, turning drive of my life. I would do everything I could to minimise the journey time, for it had been a long day! I employed my fast-motorcycling road-line method through every bend and ensured that the professionally driven Sumo could not escape. Sadly, fifteen minutes outside Shillong, one of the girls in the back requested a stop so she could re-appraise her lunch. It was not, she kindly later soothed, my driving, that had been to blame, but her uncomfortable seating position amid three of her peers, that had been the cause.

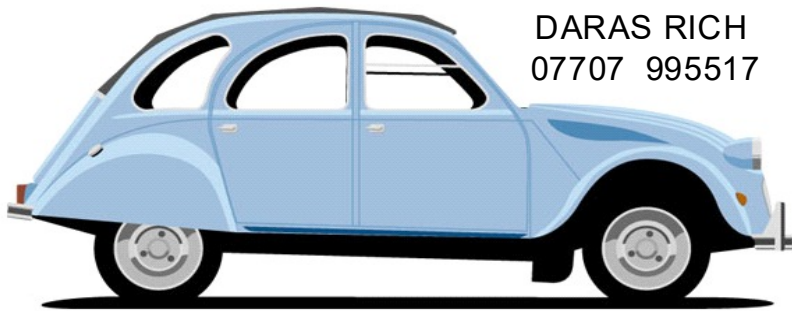
Sanga took over at that point - and just as well he did; for at the entry into the city, there was a police roadblock, with officers checking driving licences! I shall take mine next time, for sure.

The following day I went with Sanga to collect his Nano from the workshops where, for about 500 Rupees (£6.25) it had had a gearbox overhaul with all new bearings. They even washed it for him. While I was waiting with friend, Nelson, I decided to show one of the mechanics a picture or two of my own workshop. Soon a crowd of around eleven technicians had gathered around, all peering at my phone.

"The French 'Nano'", I told them and compared the ethos of our beloved 2CV with the all-too-familiar motivation for the production of the Indian's 'people's car.

A great moment of motor-trade solidarity! Perhaps, I concluded to myself, I should ship a 2CV to Shillong for use while I'm out there. How cool would that be?





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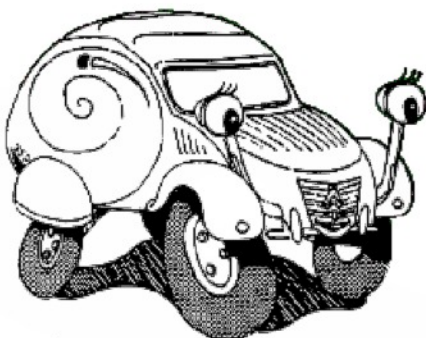
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every month at
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