



Southern Sporting Motor Cycle
Club

CONTACT

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Editor's piece

Well, it's certainly been an action-packed month! Unfortunately I missed the Stratford Upon Avon club run, but thank you to Mick for supplying a lively account of it, and to Spanner for acting as official photographer in my absence. Richard Goldschmidt also did an excellent job of recording John Mason's 40th Anniversary bash – I suspect the photography trophy I won at the AGM will be on someone else's mantelpiece next year! Further to Bill Casling's excellent article last month, it was only when he saw it in print that he thought to ask the Missus what she thought of it, and realised that he'd got a few facts wrong – no worries, though, we've corrected them in this issue and added a couple of pictures. Facebook is a wonderful thing, hence me nicking this month's Biker Thought from Estelle and the picture of Doug's new bike. Don't forget to get yourselves invited onto the page for additional pictures, discussion and general banter. Thanks also to Spanner for putting together an article on the Isle of Man TT – I suggested doing this myself but I think he envisaged a 6-page spread of pictures of Guy Martin, so offered to do it himself in order to cater for serious bikers (i.e. those who are more interested in the bikes than in the riders).

Please keep your contributions rolling in!

Amoret Whitaker – Editor

President's piece

Didn't we have a lovely day the day we went to Stratford? Well I did, it was nice to see Sharon and Mike who had come from Wales on the Saturday stayed overnight then came on the run on the Sunday. Also Steve and Karen who came up from Bognor Regis that morning. So we also had Mick with French woman Sasu on the back. Heather, Dave with Kathy Frost as a passenger Katy, Colin, Aslan, Snowy, Steve and me. On the way there we stopped at the Fox café and meet up with Tony Coe and his boys. Then when we arrived at the Tramway Inn a friend of Snowy's was there in his Morgan three wheeler. On the way home no one had stopped on the ring road roundabout at Oxford so when Snowy got there he went a short way in the wrong direction. Then I past the group only to miss my exit of the next roundabout. Doh! We managed to get back to the Fox Café on the way back by the use of Steve sat nav hurray. Thank you to those of you who stood at the side of the road and cheered me off when I left the group at the café to go home!

The next run is on the 7th of July going to a BBQ at Seaford, please see Mick for time and place of meeting point. The 6th and the 7th of July the club has a BMF check point at Jack Lillys, there is also the scheme on the 6th so a very busy weekend.

I will be away from the 6th of July till 21st so have a great BBQ.

John Mason – President

Dates for your diary

6th-7th July	BMF National Road Rally
7th July	BBQ @ Sheila & Dave's
28th July	Club ride to Lechlade Trout Inn
18th August	Club ride to Bathampton
15th September	Club ride to Ogri Café, Sussex
6th October	Club ride to Arundel
3rd November	London to Brighton Veteran Car Run
14th December	Christmas Dinner

John Mason's 40th anniversary bash!

What an incredible achievement, to be a motorbike instructor for 40 years! I can vouch for John's professionalism and excellent results myself, having been placed in his capable hands just before my Module 2 test. The turnout to John's bash was fabulous – a large number of instructors and students, both past and present, and a few new bods trying out the bikes as well.

John had arranged three bike trials, and Snowy was the first to take up the challenge. He did so brilliantly, although it was difficult at times to see him through all the fumes he was generating. He did so well that it took a bit of cajoling to get others to have a go, but by the end of



the afternoon, there was a backlog of people willing to try out their rusty skills.

Spanner was in charge of the countdown cones test – i.e. the cones through which one had to ride got closer together and with tighter turns, and a fair few people came a cropper, with only one personal getting to the finish! I challenged Spanner to have a go himself and, of course, he did it perfectly, although he wasn't being timed so we'll never know if he was the fastest!



Next up was Rob, in charge of the slow figure-of-8. I saw a few feet touch the ground and a great deal of engine-revving. Rob gave it a go himself towards the end, and the audience who were gathered under the pagoda (out of the intermittent showers) were convinced of his victory, until he stumbled at the last and ended up outside the box and with one foot down.



The fast slalom trial was manned by the girls (so to speak), first by Sammie and her friend Liz, and then by me. I was nice enough to allow everyone a trial run before timing them, and I think they needed it! Lots of effing and blinding was heard, but everyone completed with very few cones knocked over or feet put down.

So who won??? I hear you ask! Results are given at the end of this article!



Meantime, Heather was rushing to and fro organising trial rides for wannabe students, and as many of them were on bikes/scooters for the first time, the instructors got quite a work-out! Great to see Mrs Mason back on a bike after many years out of the saddle, and young Master Pearce showed that he carries his Dad's biker genes.

It was great to see so many faces there, including Alan Totten from Cyprus and John Mason's Mum (who very kindly accommodates the

scheme's machines in her garage). A touch of the classic was also bought to the occasion with Snowy bringing his BSA and John on his old Honda. A big thank you should go to John for organising the day, Heather for re-organising the scheme around it, and Richard Goldschmidt for his excellent photos.



Well done to all our riders, especially to Richard "Snowy" Barnett, our overall winner! We look forward to your 50th celebrations, John!

Amoret Whitaker – Editor

RESULTS	1 st place	2 nd place	3 rd place
Countdown cones	Richard Barnett 17.2 secs – finished	Jon Draper 13.8 secs – last gate	Roger Still 23.5 secs – 2 nd last gate
Slow figure-of-8	Richard Barnett 1.21.2 secs	Chris Osbourne 1.02.5 secs	Andy Mills 0.56.7 secs
Fast slalom	Jon Draper 13.58 secs	Andy Mills 13.84 secs	Richard Barnett 15.4 secs
OVERALL RESULTS	Richard Barnett (46pts)	Andy Mills (37pts)	Jon Draper (31pts)



Stratford Upon Avon club run

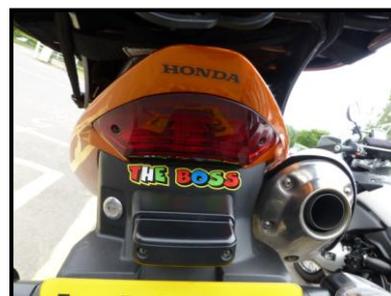
Having had a good turnout for the Club Run to Ypres last month, I was pleasantly surprised to see such a good turnout for this run. The weather was forecast to be brilliant sunshine, with not a cloud in the sky and soaring temperatures. Unfortunately, although we'd made the effort



to attend, the weather it seems had decided to have a lie in, so we arrived at Runnymede under a cloudy and overcast sky.

But that wasn't going to stop us, and everyone seemed to be enjoying the chat and coffee whilst we waited for the stragglers to join us. Even Estelle

was there early!! The last to arrive was Steve and Karen Pearce, who'd already ridden all the way up from Bognor Regis just to meet us – there's dedication for you. So with all 13 bikes and 3 pillion (Yes 16 in total!!) we set off from Runnymede through Windsor to Henley Upon Thames to stop at the bikers café north of Benson and south of Oxford.



The café is called H's and seems to be very popular, as it's always busy, and today was no exception. So much so that instead of parking the bikes up on the hard-standing outside the café, we pulled up on the service road outside. And as we did so I noticed that the car in front of me was none other than Tony Coe's. He'd decided to stop on route to Oxford with his boys, and see if there was any chance of

catching us. Well timed, Tony!

So suitably refreshed with tea and coffee we set off on the next stage of the run. I had Sasu as my pillion, and told her that the rules for going on the back of my bike are 1. No Cardigans. 2. No Handbags. 3. No Talking. So far it was working, but the day was still young.

The route round Oxford and up to Stratford was nice and simple, and I had told everyone that we'd be going A34, the



A44 and finally A3400, so I shouldn't have any worries about what was going on behind me.



The roads up past Blenheim going through Woodstock are lovely when the sun comes out, and it was trying, but hadn't quite succeeded yet. But upon our arrival at Stratford it did finally make an appearance. Good job as

lunch was in the garden. Although some nearly didn't stop at the pub, I'd said that at the entrance to the pub that I would stop and make sure that everyone could see the way in, only problem was that half of them just drove past me even though Sasu was stood there waving her arms as well. Lift your vision chaps.

At the pub we met one of Snowy's friends who had turned up in a three wheel Morgan, fantastic, but when he kindly said that I could try it out if I wanted, I took one look and thought if I did manage to get into it, there was no way that I'd be able to get out, well not without a lot of grease and a whole team of firemen with cutting gear!!



After lunch, and a refuel of the bikes (no diesel this time which was Sasu's trick last year) the return trip was the exact opposite of the route up, however some were obviously not paying attention because when we arrived at Oxford it was a star burst with everyone except Heather, Steve Pearce (& Karen) Dave (& Cathy) Ian and myself going off into

Oxford. We however carried on around to the H's.

So after me trying a few phone numbers whilst drinking my tea, I then spotted the bright orange helmet of Steve Gill (now known as Swan Vesta Racing by some of us) as luckily he had rounded up the lost sheep and already had the café's location in his Sat Nav. Well done, Steve.





And so we were all back together. Next time I'll just take a big bag of breadcrumbs! After suitable mickey-taking, John was the first to leave as he had to be elsewhere for some reason, so Heather decided it would be nice to see him off by getting all of the others to stand in the middle of the carriageway waving and cheering him off. I decide to have a little more dignity and stood by and watched, and also watched all the other people outside the café looking on in puzzled bewilderment as to

what these nutters were doing in the middle of the road. I do wonder sometimes about my wife.

A quick blast back to Runnymede, and an ice cream and then onto home. Overall not a bad day, and at least the weather did stay dry even if it wasn't as sunny as hoped for.

The next run is to Seaford for a BBQ at Shelia and Dave's, on the 7th July. I'm hoping for a good turn out as we have done before, BUT remember that I need to know the number before we go (for food) and take a donation off you in advance. At this time it will be £5 per head. Please see either me or Heather (pub or scheme).



Mick Wallace – Club Captain

Bits and bobs

4-paw pillion!

Strangely, I was having this very conversation with Mike Roberts at John's bash – whether he could take his dog on the back of his bike!



DOUG'S NEW BIKE!

It's a 2006 Yamaha YZF-R1

1000cc, 175BHP, 180MPH

It's in the 50th Anniversary Kenny Roberts colour scheme, but for those who think it's all show and no go, Nick Sanders has set the world record for circumnavigating the world 4 times, and on each occasion he used an R1.

<http://nicksanders.com/cms/>



Biker Thought for the Month ...

I don't ride a bike to add days to my life. I ride a bike to add life to my days.

Isle of Man TT – 2013 and its history

2013 saw the 102nd year of the Isle of Man TT races and what a year it was! Michael Dunlop (pictured, right) dominated in most of the solo classes, winning the Supersport races 1 & 2 (600cc), Superstock and the Superbike races. James Hiller won the Lightweight race (650cc twins) with a best lap of 119.13mph (Blimey!!) and Michael Rutter won the Zero TT (Electric Bikes) at 109.675mph (that is a fast Milk Float!!).

The sidecar races were won by Tim Reeves and Dan Sayle (Race 1) and Ben and Tom Birchall (Race 2), with the final race of the week being the Senior race, won by John McGuinness (his 20th TT win). Bruce Ansty put in the fastest lap at 131.531mph (Gulp!!).

I went to the Isle of Man TT in the late 1980's and early 1990's, when the Norton Rotary engined racers were at their peak (Trevor Nation (pictured, below) and Steve Hislop riding them) and to see these things fly past your viewing point at speeds approaching 180mph, lapping in the 120mph bracket, was something to behold!!

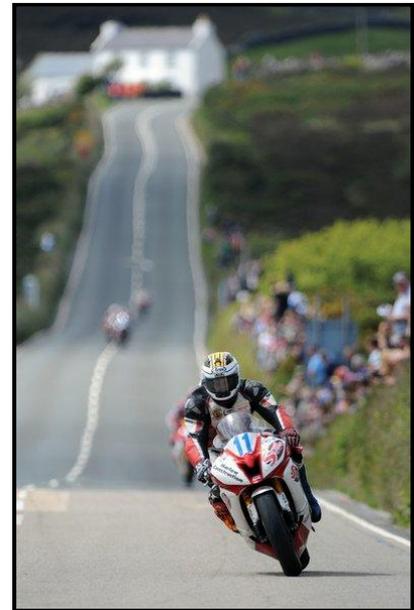


Now read on to get a bit of TT history!

Ireland, Sir Julian Orde, set off in February 1904 for the Isle of Man because he had a fairly shrewd idea that the Manx authorities would adopt a more conciliatory attitude to automobile racing on public roads.

He was right. The Highways (Light Locomotive) Act 1904 gave permission in the Isle of Man for the 52.15 mile "Highlands" course for the 1904 Gordon Bennett Car Trial, the British trial for the fledging European car racing championships.

It was not until the following year that a trial race for motorbikes was to be introduced the day after the Gordon Bennett Car Trial. The inability of the bikes to complete the



© Stephen Davison/Pacemaker Press International

steep climbs of the mountain section led to the race being redirected and it didn't return to the Mountains until 1911.

The new route ran from Douglas south to Castletown and then north to Ballacrine along the A3 primary road, returning to the start at Douglas via Colby and Glen Vine along the current TT Course in the reverse direction. The event was won by J.S. Campbell in a respectable 4 hours, 9 minutes and 36 seconds.

The new race was proposed by the Editor of "The Motor-Cycle" Magazine at the annual dinner of the Auto-Cycle Club held in London on the 17th January 1907. The races were run in two classes with single-cylinder machines to average 90 mpg and twin-cylinder machines to average 75 mpg. This was done to emphasise the road touring nature of the motor-cycles. The organisers also insisted there were regulations for saddles, pedals, mudguards and exhaust silencers.

The 1911 Isle of Man Tourist Trophy races took place for the first time over the "Snaefell Mountain Course". The Auto Cycle Union (ACU), organisers of the race, announced an extension to the course with the reintroduction of the Mountain Course setting a four lap (150mile) Junior course and a five lap (189 mile) race for the Senior race. By now crowds were accommodated in grandstands to watch the American bike manufacturer Indian take the first three places.



The following year British pride was restored by the Yorkshire based two-stroke bike, Scott and in the Junior 350cc race by the Douglas' taking first and second. The race meeting was close to being cancelled due to several manufacturers threatening to boycott the race, having struggled the year before on the mountain course with the single gear bikes.

It was during the early years that the Mountain Circuit was little more than a cart and horse track which included the odd gate between fields. It was the duty of the first rider round in the morning to open all the gates along the way, with the last rider responsible in shutting them.

The 1914 TT was the last race before the outbreak of World War I; the meeting was not to be held again until after the War in 1920. Cyril Williams, competing in the Junior race, valiantly pushed his AJS over the finish line in first place having broken down five miles previously.

It was in 1921 that a young Stanley Woods (pictured, above) first made the ferry trip over from Ireland to the Isle of Man as a one of the thousands of spectators now attending. The following year a seventeen year old Stanley Woods would enter his first ever TT.

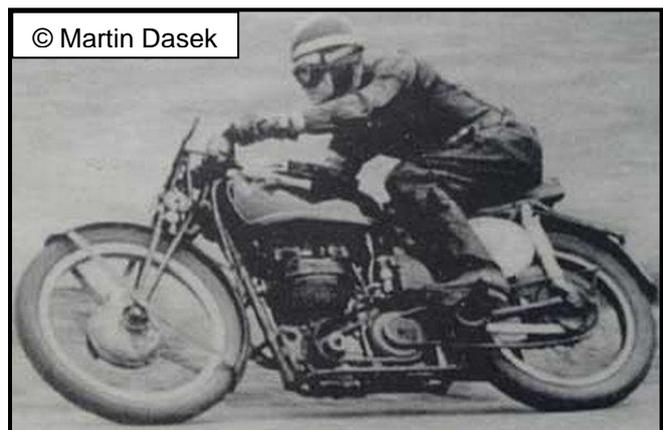
During the 1920s the road conditions began to improve and with this so did lap speeds. In 1920 the lap record was 55.62 mph and by the outbreak of World War 2 this rose to over 90 mph.

The 1922 TT will be remembered for two things; Tom Sheard winning the 350cc race on the dominant AJS, the first ever Manxman to win at the TT; and the seventeen year old Stanley Woods attaining fifth position on a Cotton with a time of 3hrs 50min 33secs despite having to contend with a broken exhaust pipe and a pit fire that set both man and machine ablaze.

The 1923 competition saw the introduction of the first Sidecar race won by Freddie Dixon and passenger Walter Perry. In the Junior 350cc Stanley Woods was to record his first of ten TT victories, the last one being in 1939. By 1938 the lap speed record had reached 91mph, a record held by Harold Daniell for a further 12 years.

Following a break of eight years the Isle of Man TT returned after the War in 1947, with Harold Daniell winning at a much slower speed than his previous record due to the poorer quality of petrol, setting speeds of 82mph.

It was in 1949 that the TT first became a venue for the Motorcycle World Championships. It was also the last time the two great pre-war riders, Harold Daniell on a Norton and Freddie Frith (pictured, right) on a Velocette were to be seen riding at the TT, both winning the Senior and Junior races respectively.



The 1950's and the World Championship status brought along the world's top riders to the TT. The decade was notable for the emergence of Italian manufacturers Mondial, MV Augusta and Gilera and their riders Carlo Ubbiali and Tarquinio Provini, Geoff Duke and Bob McIntyre. Bill Lomas and Ken Kavanagh on the Moto Guzzi's were also prominent.



Three years after Harold Daniell's lap record was set, Geoff Duke set his own on the way to winning his first International TT on a Norton, reaching 93.33mph in the Senior class. In the same year, the 125cc category was introduced.

In 1957, the Scotsman Bob McIntyre (pictured, left) became the first rider ever to lap the Mountain circuit at 100mph, much to the annoyance of Geoff Duke

who came agonisingly close the previous year, achieving 99.97mph.

The late fifties and early sixties are known as the golden era of the TT, with riders like John Surtees, Mike Hailwood, Giacomo Agostini, Phil Read and Jim Redman competing in entertaining battles with machine and each other. This era is also notable for the first appearance of the Japanese bike company, Honda.



In 1961, Mike Hailwood (pictured, left) won his first of 14 TT's whilst becoming the first rider to finish with three wins in a week - 125, 250 on a Honda and the Senior race on a Norton. Hailwood would later go on to win five consecutive Senior titles.

The battle between Giacomo Agostini on the MV and Hailwood on a Honda in the 1967 Senior TT is considered by many as the greatest ever race on the Island.

Between 1965 and 1972 Agostini managed

11 race wins of his own, while in 1967 Hailwood set another lap record at 108.77mph, which would stand for a further 11 years.

The record was to stand until 1975 when Hailwood's absolute lap record was broken by Mike Grant on a two-stroke triple Kawasaki, raising it to 109.80mph. The following year saw the end of the Isle of Man's association with the British Grand Prix but the TT's introduction to the skills and talents of the now legendary Joey Dunlop (pictured, below).

It was not long before Joey's talents came to the fore. In 1977 he won the Jubilee Classic race, the first of an astounding 26. This same year saw the first Sidecar duo to exceed the 100mph mark, George O'Dell and Kenny Arthur taking their Yamaha round at 102.80mph. Also the American GP star, Pat Hennen, managed the first sub-twenty minute lap on board a 500 Suzuki in the Senior TT.



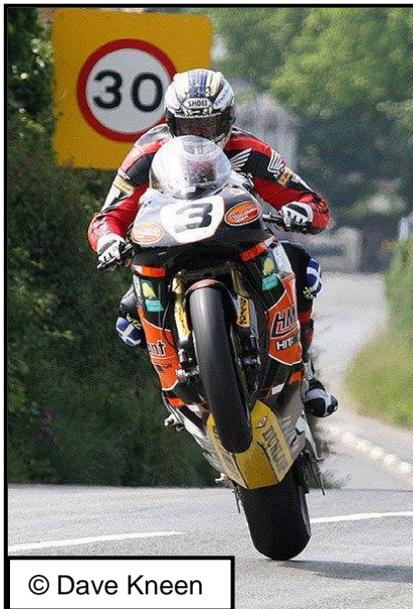
Mike Hailwood, after an 11 year absence, returned to the TT in winning form in 1978 which he matched in his final race in 1979, with his 14th and final TT.

The eighties were dominated by one man - Joey Dunlop. He recorded the first 115mph plus lap in 1980, and in 1983 won the first of six consecutive Formula One TT's on the dominant Honda machines. Injuries sustained in a race at Brands Hatch prevented

Dunlop from defending his title for the seventh consecutive time in 1989, a race won by Steve Hislop who broke Joey's lap speed record, pushing it to 121.34mph.

The arrival of World Superbike Champion Carl Fogarty to the 1992 TT saw the beginning of many epic races between Carl and Steve Hislop. 1992 was also the year Joey Dunlop equaled Mike Hailwood's record of 14 TT wins by winning on his 125 Honda. A Norton, ridden by Hislop, was their first TT win since Hailwood's 1961 victory.

At the tender age of 48 Joey Dunlop recorded his 26th and final TT win at the start of the new millennium. For only the third time the TT races was cancelled in 2001, due to concerns over the Foot and Mouth epidemic that was destroying the UK's mainland. 2004 was marked by a hat trick of wins for John McGuinness (pictured, below), who last year reached average speeds of 129.4mph on the way to his 11th TT victory and new lap record and race records.



The Centenary year saw huge numbers visit the island from all over the world and they were treated to a new TT lap record of 130.354mph by John McGuinness who won the Superbike and Senior races to leave him with 13 titles. Dave Molyneux also won the two sidecar races giving him 13 outright titles. McGuinness again recorded victory in the Senior TT in 2008, equaling Mike Hailwood's record of 14 titles but he was outshone by Australian Cameron Donald who won the Superbike and Superstock races and finished runner up to McGuinness in the Senior in one of the closest races in TT history.

McGuinness moved ahead of Hailwood's record when he recorded his 15th TT win in the 2009 Superbike. A 16th win had seemed on the cards as he dominated the Senior that year, but his hopes were dashed when his chain came loose – there was some consolation, though, when McGuinness smashed another barrier, raising the outright lap record to a staggering 131.578mph.

If you get the chance to go, do it! You'll have far more respect for these racers when you've traveled on the same roads as they do, but at much lower velocities!

Spannerus Grossus (Socket Set and Side Parting)

[The history bit was nicked from the www.iomtt.com website]



Reminiscences from 1955 (revisited)

I see you reproduced my article exactly as I wrote it, complete with some pictures.

BUT... I showed the article to Dorothy who pointed out we didn't take the Sunbeam to the Island that year, we took my BSA A7 and sidecar. And she's right! The Sunbeam came along a little later. My brain must be getting fuddled - something to do with my age. However, if you substitute BSA A7 for Sunbeam S8 the essence and the facts of the story remains exactly the same.

In the meantime, I've found a couple of photos that would have been ideal to accompany the original article.



An advert for the 1939 KSS Velocette.

Quite why a learner would choose a fast, expensive middleweight as his bike to learn on is known only to Velocette.

Note his riding gear!!

Fooling about with the BSA A7 (on another occasion).

From left to right:
Can't remember (is that another Velo?), Cyril Abley, Dorothy (in sidecar), Frank Lines, Joan Whittaker, Nonny Abley.



Bill Casling

Caption competition

Winning caption:

Chris demonstrates how he rode home once when he had a puncture.

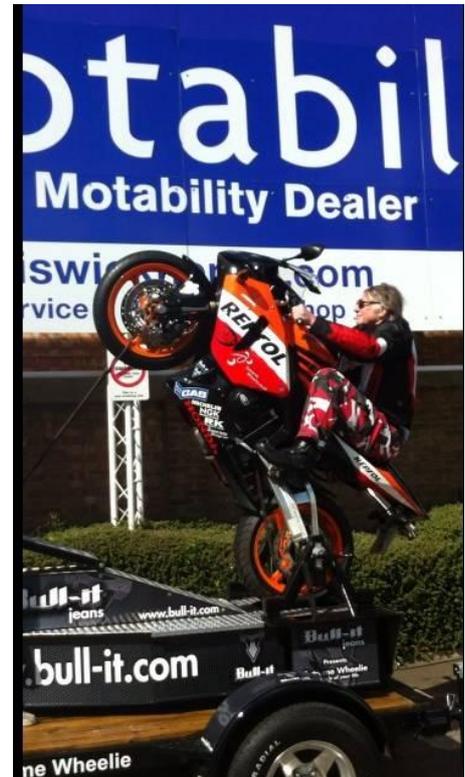
Best of the rest:

The new Motability Fireblade proves to be a bit of a handful but is so cool leaving Tesco's car park.

At this angle the speed camera can't get a clear shot.

Chris' ignorance of French results in him ignoring the "ne Wheelie pas" sign on the trailer.

With my new trailer I can get six bikes on at once!



July's picture ...

Send your suggested captions to me at: a.whitaker@nhm.ac.uk