



**Southern Sporting
Motor Cycle Club**

CONTACT

MARCH

2014

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Editor's piece

Although the rain hasn't stopped, the daffodils are out and the flood waters are receding, so perhaps spring is finally here and we can start to look forward to some club runs. As you read on, you'll see that there have been a few changes, including a new Club Captain, so let's hope we don't have the multiple cancelled trips like we did last year.

In this issue, Snowy has given a quick run-down of the AGM (although, of course, official minutes will be available) together with pictures of the award-giving (who needs the Oscars when you've got the SSMCC?) Our new Club Captain has proposed a nifty way of beating the bad weather, and as he includes a list of potential dates, I have saved space by not repeating them in the usual 'Dates for your diary' section. Snowy is clearly on a bit of a literary roll, so has added another excellent piece to this edition.

Looking forward to seeing many of our members at the upcoming fixtures, and please keep sending in your articles, pictures and biking news!

Amoret Whitaker – Editor

President's piece

It seemed very difficult at the AGM to keep order when the talk of the training scheme took place.

It is very pleasing, energizing and good to see passionate people wanting to keep something going.

Just one thought if you were losing a thousand pounds a year and could not resolve this what would you do?

I am sure the committee will keep the scheme going as long as possible. There is a problem now Robert Wood, in October of 2014, will not be using his name for the cover of the insurance at the training scheme and will not be our DSA representative. You have to be Cardington trained to hold this post. We have two others – one is Russell Sommer who is moving to east London and will not be available as he said at the AGM. The other is Ian Slater who I believe has too much on his plate. So if we have a volunteer out there to look after the schemes motor cycles and also a volunteer to stand as club captain then maybe he will do the job? Or is there someone old or young who would like to go to Cardington and be trained and become the schemes DSA representative!

This needs to be resolved in the next two months so we can arrange a person to go and PASS!

Competitions.

We had no one stand at the AGM for this post so as per the motion there will not be a trial run by the Southern Sporting M.C.C.

This will be confirmed by the committee on the 17th of March just to make sure nothing has changed in the interim. I will have to cancel the land and also go to Star Group to tell them we are not running a trial this year.

Web site.

Again the club has the personnel with the knowledge to run and sort this problem, but do they have the time with their own work load. Is there someone who could, would like to take this on? If so, see Doug Chaney or Chris Booker.

So lastly I would like to thank ALL! For coming to the AGM and putting your points forward.

But remember if you put none of that enthusiasm in to the club in a physical way you will get nothing out.

John Mason – President and Chairperson

AGM Round-Up 2014

On Wednesday 19th of February there was a gathering of the clans at the infamous Adelaide public house watering hole in rural Teddington at the witching hour of 8.10pm. For those who did not make it, here is a brief summary of the evening.

Things are changing within the committee, Mick Wallace has stepped down as Club Captain and Ian Slater has taken over the role for this year. John Mason is stepping down as Chairman by next year but will still carry on as Club President - any takers?

Russell Sommer is still Club Secretary for now but might be moving away later this year, so then he would step down - another post up for grabs.

Finally, at the next AGM I will be stepping down as PRO. This is a nice post if you like getting out and talking to people but I feel it needs a different approach with more use of multimedia tools, which lose me slightly.

Other matters that were discussed were the future of the Training Scheme, particularly the funding. The use and control of a Facebook account to promote the Club and the Scheme and various questions from the floor. Lots to discuss at the next committee meeting, the minutes of which will be available to all current club members.

Now on to the fun bit, the awards ...



The Enthusiast's cup was deservedly given to Lorna Barnes whose enthusiasm is almost contagious! Although still 'in training', she has turned up every week to help out.

The Road Safety Award went to Heather (The Boss) Wallace.

A one woman safety machine who puts us all in our place often without us knowing it? Curious??



I thought this year I was going to escape an award, but alas, I ended up with the Bateman cup for the limerick wot I rote. Bugger!



Another worthy winner was Richard Davidson who got the Training Scheme Supporter Shield. Soon Richard will become a CBT instructor which is long overdue!

At last John Mason gets the Gibber of the Year award, which was awarded by Robert Wood, last year's worthy winner, well done Rob, it needed to be done!



This was a hard one to call this year. The Twisted Spanner Award eventually went to Douglas Chaney for crashing his Moto Guzzi and recently tossing his R1 down the road.



Ian Slater received the Lynmouth Tankard for the best bowling score; the pins really didn't stand a chance!

Mick Wallace received the Trevor Smith cup for club runs, which were excellent yet again, well done!



Whether you like it or not, the winds of change are upon us, some new blood is needed to drag us into the future or I think the Club will falter. So think about what you can do to help, committee posts are up for grabs to make a change and to have your say on how things are run. The previous tenants will always help the new ones settle in, so don't be put off. If you have a good idea grab a committee member and tell him or her - it's your club and we don't bite!

Snowy.

Oh no, not again!!

Well, I've been voted in as Club Captain for the 2014 season. It's been a few years since I did it last, so thanks again to Mick (Silverback) Wallace for his sterling work over the past few years. So, a tough act to follow, but I'll do my best to organise regular runs over the coming year.

I am proposing to introduce some extra dates, that I'll class as NWT runs (Nice Weather Today!), which can effectively be runs in their own right, generally just shorter runs, or we can use that date to re-run a longer run that was postponed due to bad weather or other activities. The decision of where to go and where to meet will be taken on the Saturday before the run. So, if you're not around at the Scheme on Saturday, I'll E-mail the run details out that evening, or get my beautiful assistant (no not Mick!!) to put a message on Face Blog!

So, here are the **dates for runs** over the next few months:

13th April – Pioneer Run, Brighton – Meet at Box Hill, Dorking – 10am for 10.30 start.

27th to 29th April – Ypres Trip – Follow the old Club Captain, as he knows where he's going!

11th May – The Ship, Havant (Near Hayling Island) – Meet at Fleet Services, M3, 9.30am for 10am start.

18th May – NWT Run – Either run postponed from 11th, or Start Time and Start Point TBA.

8th June – The George, Bathampton – Meet at Reading Services, M4, 9.30am for 10am start.

22nd June – NWT Run – Either run postponed from 8th, or Start Time and Start Point TBA.

6th July – Seaford BBQ

If you have some ideas of where to go, please let me know and I'll see what can be organised. See you around on one wheel or another! The NEW Club Captain!



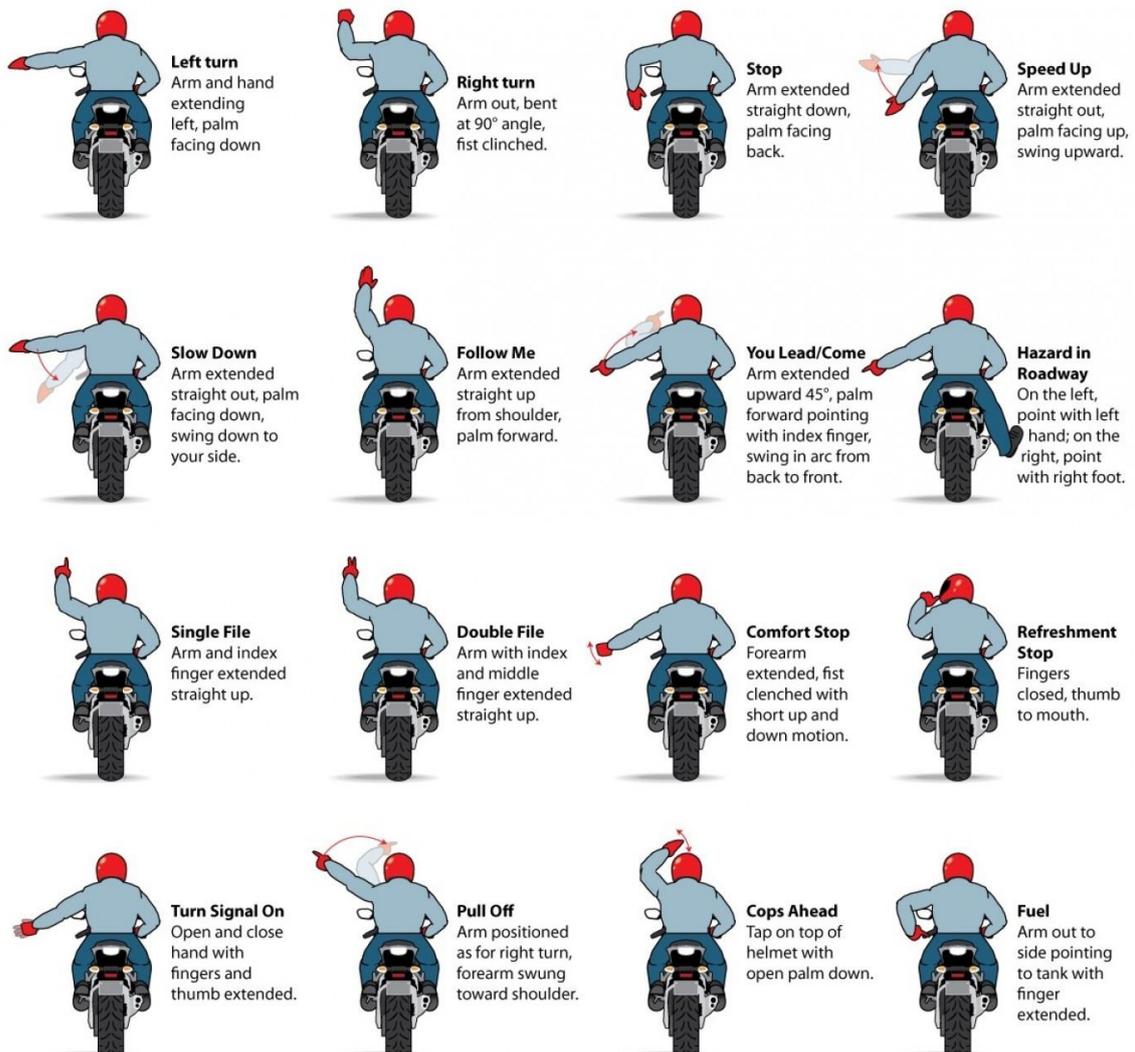
Spannerus Grossus (aka Ian Slater), MFI (Kitchen), B&Q (Bathroom), Socket Set & Side Parting.

Motorcycle hand signals

As we have a new Club Captain, and are about to start a new club run season, I thought it would be worth reminding our regular riders of some useful hand signals. I'm sure Spanner will let us know if he prefers variations on these, and I've no doubt he has a few unpublishable ones that he may choose to use as well!



MOTORCYCLE HAND SIGNALS



Bits and bobs

GOVERNMENT LAUNCHES CONSULTATION ON CLOSED ROAD MOTOR SPORT

The ACU (Auto Cycle Union) has welcomed the launch of a government consultation regarding a proposed change in the law that would allow motor sport events to take place on closed public roads in Great Britain.

The Road Traffic Act states that it is illegal to organise or participate in a race or Trial of speed on the public highway, but the ACU have assisted the MSA in pushing successive governments to devolve power to local authorities to enable them to suspend the Road Traffic Act without having to resort to an Act of Parliament.

Such an amendment would enable competitive motor sport events such as Road Racing, Sprints and Hill Climbs to take place on Closed Public Roads, as already happens in Europe, in Northern Ireland, the Channel Islands and the Isle of Man.

The ACU is now calling on the two wheeled community to respond to the consultation and demonstrate the huge groundswell of support there is for these proposals. The ACU has produced a guide to the process and provided some template answers. [Click here](#) to see the newsletter regarding this.

<http://www.acu.org.uk/News/2014/02/Government-launches-consultation-on-Closed-Road-Motor-Sport/>



Moving home! Moving house recently got me thinking again about what one can get on a motorcycle ... set of six dining chairs? Fridge freezer?



Biker Thought for the Month ... *Motorcycling is not, of itself, inherently dangerous. It is, however, extremely unforgiving of inattention, ignorance, incompetence, or stupidity.*

Old names, new clothes

I am a child of the past and I would be the first to admit it. So the re-emergence of some of the old motorcycle names comes as a pleasant surprise mixed with trepidation as to what is going to be branded with an historic name?

The benchmark has already been set by Triumph, sold and built all over the world and a credit to the name as well as British engineering. So let's look at the other



classic names that will appear on the side of fuel tanks soon.

Let's start with an iconic name, Brough Superior. Always linked with Lawrence of Arabia as he owned a number of their bikes and famously died riding one.

The old Brough was a bespoke bike built to the customer's specification and the new one seems to follow the same trend. The engine is a 997cc 88 degree V twin with four valves per cylinder producing 140hp @ 10,000 rpm

(Depending on bespoke settings!)

The model, (old and new) is the SS100 which was the top of the range for the old Brough so it's not a surprise that the new one is the same. Nice to see the key notes from the old bike such as the pear shaped tank, stacked



silencers and a modern twist on the girder forks. The feature that sticks out for me is the four disc front brakes, very compact and probably quite powerful, totally in keeping with the size of the original but with real world performance.

As for the price, well, a good condition second hand Ferrari is a close guess!

For more info and lots of pictures go to [Brough Superior Motorcycles.com](http://Brough-Superior-Motorcycles.com)

Back in the forties and fifties everyone knew somebody who had a Norton! One of the big four names of the era which after dabbling in Wankel rotary engines fell by the wayside. The name re emerged about five years ago, based at Donnington park race track producing modern bikes with a retro look. I saw some of the first



machines they made at the NEC and fell in love with the cafe racer version,

The new bike takes all its styling cues from the old Norton Commando and the silver paintwork with black lining from its racing heritage and the old models of the 30s.

The new engine is a 961cc parallel twin producing 80ps @ 7700rpm and the price, depending on model, is from £14,000 to £16,000.

The crankcase is machined out of a solid billet of alloy on a computerised CNC milling machine, one of which was at the NEC that year in operation, quite hypnotic to watch or maybe that's just me!

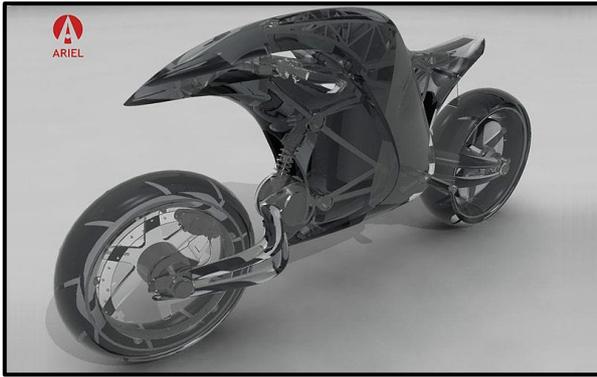


Again a bespoke bike that you have to pre order and collect from the factory when ready. Keep a look out at this year's TT races as they are entering a racing version probably in the production bike class.

More info on their website, nortonmotorcycles.com

If you're a fan of Top Gear then you will know the name Ariel. Associated now with the Ariel Atom which is basically a very fast road legal go kart which holds the record of the fastest car around the Top Gear test track.

Back in the days of old they made motorcycles and did so right into the 60s, so it's not surprising that they had thought of cashing in on that heritage.



Alas, it seems the furthest they got was some concept bikes in 2012 and nothing since, one of which was electric. The pictures came from an MCN article as there is no bike related news on the Ariel website so don't hold your breath.

Another name from the past is HRD Vincent, a compact 1000cc V twin which could top 100mph but had poor brakes, which would have made stopping interesting.



An Australian bought the name and now makes racing bikes under the moniker of Irving Vincent.

This bad boy is a 1300cc V twin producing 165bhp @ 6500rpm. That's some very impressive stats for an engine that was designed in the forties; obviously the engine

internals have been dragged into the 20th century. It's a shame they don't do a road bike, now that would be awesome!

Again check out their website which has loads of pictures.

irvingvincent.com



Now it's time to scrape the barrel.

I typed in Matchless and it coughed up this, (see picture) apparently the name and logo are now associated with ladies clothing and the only thing bike related is what Kate Moss is sitting on! Sad end for a classic name. For more pictures of Kate Moss type in matchless.com if that's your thing.



A quick mention on BSA, now called BSA Regal which manufacture factory production line machinery. Well at least it's still engineering.



Scraping beyond the bottom of the barrel we arrive at AJS. This is still a British company but all of their bike range is made in China. Now I'm sure the quality of bikes from China will eventually improve, but from what I've come across over recent years they have a way to go before their machines get close to what Japan produces. A recent pupil of mine turned up on one of

these after passing her CBT, she was chuffed to be on the road but I did wonder how long that would be as when it was running it sounded like a bag of spanners in a liquidiser!

All research for this article was done on the internet, so now my eyes are square I bid you all happy trails.

Snowy.



Caption competition

Winning caption:

“Ok ladies, remember, lean into the corners.”

Best of the rest:

“Hands, knees and boumps a daisy!”

The girls are practising their rowing technique ... two weeks later Shepperton is under water!

“My Bonnie Lies Over The Ocean KEEP ROWING!!”

After a couple of bottles of wine, the carpet seemed slightly harder to get a leg-over than an RXS.

Lesson 1 ... How to do the Hawaiian boat song gracefully (almost).

The SSMCC Club lady members were told to “get your knee down”, but misheard and went for a “knees up” instead.



March's picture

Send your suggested captions to me at:

a.whitaker@nhm.ac.uk