



Southern Sporting Motor
Cycle Club

CONTACT

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Contents

President's piece.....	2
Editor's introduction.....	3
In the news	3
Training scheme	4
Club run	5
Southern Sporting trial (Star Group)	7
Bits and bobs	8
Road test	9
Caption competition	13
Dates for your diary	13

President's piece

This month we had a good ride to Lower Horsebridge for the BSA bash, which went very well. The weather was ok but at one stage the rain was so fine my visor was wet but the roads stayed dry. Very bizarre.

While there Mick found a colleague. A friend he could relate to. From one silver back to another. The gorilla has pride of place in the house. The toy is happy too.

There was a small commotion at the end of the meeting as poor Nicole Pearce started her bike IN GEAR! It promptly lurched forward into the back of her dad's bike [Steve Pearce]. Steve received a broken mudguard. He was not very happy.



I am sure there are some people out there who can remember the antics Steve got up to when he was young, so please put these in print to help Nicole in her time of need.

I would like to thank all those people who came and helped at the club trial, and Sasu for taking over the organisation. It seemed to go very well and I believe we have made a surplus. The weather was

very kind, dry and sunny. We had ten sections – the club could have covered all of them but there were other people to help.

Don't forget there are two more club runs this year – Arundel and Brighton – it would be nice to see a good turnout for these.

All new articles should be sent to our new editor Amoret Whitaker (pictured below with the lovely Spanner who has obviously just realised the implications of her setting the caption competition each month).

The new editor will be after all of you at some stage for an article so watch out – she is not backwards in coming forwards!

You have been warned.

John Mason – President.



Editor's introduction

I'm delighted to take over the role of Editor of Contact, and will endeavour to fill it with interesting articles, pictures, news and views. However, being a relative newcomer to the SSMCC, and indeed to biking, there's a limit as to what I myself can contribute personally. So it would be great if you could tap into the depths of your grey matter, memories and photo albums and produce some stuff to include. Snowy has kicked it off this month with a great review of an old bike and Heather has kindly agreed to give us a regular update on the Training Scheme. For this issue, Sasu has given a review of the club trials competition, and I've written up a brief description of the latest Club Run. Unfortunately the proposed run to Winchester was a washout (literally!), and as I don't usually go on the "big bike" runs I'll be badgering other people for their input in the future. So please help me to keep this monthly publication fun and informative by sending any contributions to me at:

a.whitaker@nhm.ac.uk

Amoret Whitaker / Bug Lady / Mrs Spanner

In the news

Training wheels

Dear MCM

Richard Foster's letter in the June issue MCM recalling the RAC/ACU training scheme was of interest, partly because I too had learnt with my local RAC/ACU scheme and partly because for those living in the south west London area, it has never really gone away.

I am a member of the Southern Sporting Motorcycle Club, a small club formed in 1938, which, apart from doing all the usual bike club stuff, also provides training from CBT through to test standard for A1 class licences on the club's scooters and 125cc machines. Just as with the RAC/ACU scheme all the instructors are DSA trained volunteers, who freely give their time at the weekend.

In fact, the SSMCC training scheme pre-dates the RAC/ACU scheme as the club has run a training scheme since 1948 and was one of the first to participate in the RAC/ACU scheme.

One might ask why we do it? Simply we are all passionate about biking, but also that new riders are trained comprehensively at their own pace.

So if you know of anyone in the south west London area wanting to learn why not get in touch at training@ssmcc.co.uk or call the training organiser on 08432 896204.

Graeme Byard, via email

Following the appearance of this piece sent by Graeme Byard to Motorcycle Monthly, Heather was contacted by a Johnny (Dennis) Egan who was extremely keen to get in touch as he had been a Southern Sporting MCC club member back in 1947 when he demobbed from the army.

He is in his 80's now, but still takes an interest in biking. John also spoke with Johnny and a complementary copy of Contact is being sent to him.

Welcome back, Johnny! – Ed.

Training scheme

Hello from the Training Scheme Organiser. At the request of our new Editor, here is a quick update on what is happening at the Training Scheme.

Pupils have picked up a little over the last couple of months. I'm not really sure if this is a reaction to the changes that are due to take place with the licencing laws from January 2013, or because the weather has picked up a little. Changing the bike test to two practical modules certainly did make a difference to the number of pupils we had going to test, and of those that have taken it, only a couple have passed the Module 1 on the first attempt.

However, just recently we have had three pupils take the Module 1, and all passed on the first go. Yipppeeee. Two have also passed Module 2 on their first go and one is due to take Module 2 in the first week of October. A fourth pupil is due to take their Module 1 test mid-October and we are hopeful that it will be another pass.

CBT pupils are also ticking along. We've done a few FULL DAY sessions, with both geared bikes and scooters, but only one scooter rider has managed to reach the standard we expect within the day. Taking an extra afternoon session to complete for the others hasn't been a problem, as the Full Day course is not offered with a guarantee of completion in the day.

We are also going to start to offer 'Taster Sessions'. Flyers have been placed in some local bike shops offering, for a small fee, the chance to come and have a go on a bike. This is to give people the opportunity of getting on a bike/scooter before they commit to starting a CBT course. So we'll see how that goes ... Please put the word out!

We still don't really know how the new licence laws will affect us. Being optimistic, as the Direct Access age limit is changing from 21 to 24+, this could mean we get more interest for CBT courses and the 125 test, because younger riders are not going to be able to get on to anything bigger for at least two years. On the down side, it does mean that this will be the only test we will be able to train for, as the middle licence that will be in place will still need to be treated in a similar fashion to Direct Access, in so far as the 2nd on-road test will have to be taken on a bike of the correct size and will therefore need to have an instructor with them. We, of course, won't have the bikes available to train to the 400cc range. Full information is available at:

www.direct.gov.uk/en/Motoring/LearnerAndNewDrivers/RidingMotorcyclesAndMopeds/DG_4022568

If you know of anyone who would be interested in coming for one of our taster sessions, get them to email me on: training@ssmcc.co.uk

Heather Wallace (The Boss)

Club run

BSA Owners Club Run – Sunday 2nd September 2012

With the promise of clear weather, Ian (Spanner) and I headed down to Box Hill for a 9:30 liaison with other club members. By the time we got there, however, we were more than a bit moist due to the steady drizzle – Spanner had left the air vents open in his jacket, and my Gortex trousers are only waterproof when I remember to insert the linings. I was also suffering from a constant need to wipe the rain off my visor so I could see out. We arrived at Box Hill to find El Presidente (John Mason) already tucking into an Eccles Cake. A discussion about rain-on-visors revealed that Spanner had used Mr. Sheen



on his and therefore didn't need to wipe (okay, enough of the sordid jokes!). I was a bit peeved that he hadn't thought to give my visor the same treatment, only to be told that he didn't realise I had any Mr. Sheen, so I had to give him short shrift for suggesting that I don't polish my furniture.

But I digress....

We were shortly joined by Mick, his pillion Spannerette (Sam), Heather, Dave and Stella. And soon after by Tony, pillion son James, and Darren. The proposed 9:30 meet-up for a 10:00 start from Box Hill clearly wasn't working – Sasu showed up at around 10:20, saying she had been “courting” outside for about half an hour (we think she meant “flirting”!). We finally set off, Mick and his group taking up the lead, and the rest of us following at a leisurely pace (meaning, I was on my YBR125 so Spanner had to behave!). Probably a good thing – we smiled for the camera when a car coming in the other direction was clocked by a camera.





We arrived at The White Hart in Horsebridge, near Hailsham, East Sussex to find a couple of men in reflective jackets waving us into a field – I'd completely forgotten what our destination was, so was nicely surprised to find lots of shiny old motorbikes all parked up outside a small marquee. The off-road riding on a grassy field was a bit of a challenge, but no more so than the loose gravel we'd had to endure on a couple of

stretches on the way down. Sheila greeted us all with blocks of wood for our sidestands and big hugs (Dave taking advantage of the latter) before bumping into the Pearce family – Steve, Karen, Nicole and Carl.



We partook of the barbeque and cake stand and were cajoled into forking out money for the tombola – my £1 won me a bag of bacon crisps (which I can't eat!) but others were luckier – Heather got a set of Jamie Oliver DVD's (I suggested they'd make a good Christmas present for Spanner!) and a tiger pencil case, Nicole's appropriate ticket no. 125 won her a clown (see pic below), but Stella struck gold with a pair of pliers. Dave chose to spend his

pension on buying Mick a cuddly toy (don't ask!), who spent most of the time hovering over his bike, trying to attract attention to it (though personally I think it was Sam's flowery helmet that was the main attraction – see top pic).

After a couple of hours we jumped back on the bikes and, led by Mick/Sam at a sedate 50mph, headed up to MacDonald's near Cowfold for a quick cuppa. Nicole, being a fan of the ZX6 Ninja, took the opportunity to go for a quick whizz on the back of Spanner's bike (the hooligan in him needed an outlet) and Tony went home with a glove full of sugar (c/o Steve). All in all a good day was had by all, and thanks to Club Captain Mick for organising it.

Amoret (Ed.)



Southern Sporting trial (Star Group)

As many of you will know, we embarked again this year on running a competitive Trial as part of our role as a sporting club. For the first time I was not only involved but also the committee representative with responsibility for the success. Clearly this was really daunting for me and I want to take this opportunity of publically thanking everyone who put so much time and effort into not only supporting the trial but also into supporting me in learning how it all works.



Special thanks to; John Mason, Chris Frazer and Rob Wood for all their hard work in advance of the day to help make it happen and further thanks to all of the above, plus, Chris Booker (in the green hi-viz jacket, left), Angus, Heather, Mick, Doug, Estelle, Caroline, Sophie and Yana for their support in marshalling on the day.

As you might expect with my involvement we did things a little differently this year; firstly we had the luxury of toilet tents. Secondly, I decided to share with everyone the experience of enjoying my home baking ... I refer you to Mick Wallace if you wish for any details about the success or otherwise of my rock cakes, I am contemplating using them next year as obstacles for the riders to tackle as it seems that even Doug's dog Lupus considered them less than palatable.



Hopefully by next year, not only will I be more experienced at the set-up process for the trial but I also aspire to having improved on my bakery skills. For those who were unable to attend this year, I encourage you to please come along next year. We already have a date tentatively in the calendar of 8th September and I'm hoping it will be an equally sunny day.

One very critical learning for me this year was to make sure that next year (particularly on the set up day) that I'm wearing insect repellent. Chris Frazer and I were made a meal of by the local mosquito population on the Saturday. It seems we were juicier than the rock cakes! ☺

Sincere thanks again to all those who gave up their day for the benefit of the club; apart from the benefit to the club in terms of reputation, we also raised cash which (if we follow the usual approach) may subsidise the Christmas dinner for members so hopefully we will all benefit from the day financially as well.



Sasu Duviau / Competitions Secretary / Trainee Baker / Dame Diesel

Pictures taken by Alf Hill, taken from <http://stargrouptrials.co.uk/2012/09/13/southern-sporting-trial-pictures/>

Bits and bobs

The school playground doesn't look like this on a Saturday afternoon!

1950's Italian Police Motorcycle Drill Team:

http://www.youtube.com/watch?v=UrLvYrKYVD8&feature=player_detailpage



Sharon's (Rix Roberts) new bike!

Honda CBF1000



Bike for sale



Suzuki GS500 K2 11373 miles

Restricted, lowered, new back tyre, year's MOT & tax

£1300 ono



Biker Thought for the Month ...

Four wheels move the body. Two wheels move the soul.

Road test

Scott Flying Squirrel 600cc 1928

I can hear some of you saying, 'What the hell is that?' No, it's not a new form of British tree rodent called Scott who has learned to ride a CBR600, it's one of the most innovative motorcycles ever built in the twenties and I got to ride it!



A brief history as follows: Alfred Scott designed the engine and formed the company in 1908, as with most motorcycle manufactures they relied on sporting events to promote their machines and Scott were no different, competing in the TT races and trials. The First World War halted production and in 1919 Alfred Scott left the company. Scott motorcycles carried on with the same engine design in various

capacities all through the 1920s and struggled through the Second World War, but by 1950 they went in to liquidation. This was almost the end of the story, but various enthusiasts still produced Scott's right up to 1975 which was the last gasp for the marque in the form of the Silk Scott, a 700cc bike with disc brakes and all mod cons, still sought after today.

The advanced engine design is what makes this bike stand out from the rest. Being a two stroke is in itself not unusual but water cooling it was, as seen in the pictures there is a substantial size radiator to keep it cool, like early cars it works on convection; Hot water rises pushing the colder water around the cylinders as the hot water cools in the radiator and so on. The other quirky feature is the conrods are on the outside of the crankcase with just a alloy cover over an access hole, so in theory a big end bearing could be changed at the side of the road. Later models also sported



a pilgrim pump to inject the lubricating oil directly into the engine, a feature not common on two stroke engines until the Japanese era forty odd years later.



So what's it like to ride? First I have to thank Neil Levings, my mate in the Midlands for letting me loose on one of his children. As with most pre 30s machines there is a lot of personal involvement in riding one, choke has to be set, ignition has to be retarded, taps for fuel and oil to turn on then hopefully a swift kick and your away. Once running it was time to savour the soft burbling exhaust note

from the two into one pipe. As with all long stroke two strokes they pop and burble as opposed to the modern Zing Zing of the later day stroker. The first thing I noticed once aboard was it was surprisingly heavy, my BSA 500 which is only a year later is no were near as cumbersome.

Once on the move the quality shines through, the engine pulls smoothly and purred like a contented kitten at about 40mph. The exhaust note at speed takes on the drone of a Lancaster bomber and gave me the urge to whistle the Dam buster Theme! As with all hand gear change bikes it can be a bit hit or miss, the Scott was no different but it didn't help I was wearing my wet weather gloves which had little feel in them. The handling was interesting, I got the feeling it liked to carry on at corners and I was bullying it to do what I wanted, whether it was just me or it was the lazy steering head angle or the weight of the machine but counter steering into corners seemed to do the trick.



Neil was leading on his new Street Triple as we motored out into the countryside outside Stratford upon Avon, mostly back roads which are bread and butter for the Scott, as we wafted up and down some fairly steep hills which with a slight adjustment to the ignition it took them on without slowing down or changing gear. Stopping on the other hand was, again, interesting. At one point coming down a particularly steep hill with a junction at the end I had to change down a bit lively just to check my speed, if I had an anchor I would have chucked over the side!

Not long after the hill incident we stopped for a cuppa at a small airfield with a cafe attached - as soon as we had parked a guy came over to ask about the Scott - if you own an old bike you meet lots of interesting people (mostly pensioners!) Over a mug of tea I commented on the lack of brakes and after a brief discussion it was decided they might want looking at, the rear brakes on most old bikes are usually quite good because when they were built the roads were in a word, crap. The last thing you wanted was a



stonking good front brake or you would be falling off all over the place with the front end folding under you, as the roads were mostly cobbles or dirt, consequently rear brakes were the main stopper.

As we left the cafe (fending off more chatty pensioners) it started to rain - well it was a Bank Holiday - I donned my quality council over trousers and went off to find a good photo spot under a tree. We set off again and had a gentle ride back as the roads and me were nicely watered and occasionally muddy, as we neared Neil's house I did push the Scott over 40mph

then remembered the brakes were rubbish as a roundabout came up, luckily there was no traffic on it and I coasted through. If I had dropped it or crashed I don't think I would have a friend in the Midlands anymore!

All too soon the ride was over and we were wiping the Scott down to park it back in the garage, looking it over closely the engine is a lovely piece of engineering, lots of intricate alloy castings which is why in 1928 this was an expensive machine, not quite a Rolls Royce but not far off.

In conclusion; the engine is a peach, pulls like a train and purrs like a kitty. This bike had no lighting kit, (yes, an optional extra in 1928) so it was on a daytime MOT but it would have looked better with lights fitted. As mentioned it's a heavy bike, putting it on the stand was a struggle it also had a fiddly latch to clip the stand up on the back mudguard which was fun. The



unusual feature was the advance and retard for the ignition was operated by means of a twist grip on the left hand bar, having two twist grips on the same handle bars is odd as the norm is a lever control that can be set then left alone, I found myself constantly checking the ignition setting whilst riding.

Many thanks to Neil for letting me loose on the Scott, I've wanted to ride one for a long time and now I can tick it off my bucket list. Below is a time line in pictures.

Snowy the road test monkey



1913 Scott 550cc



1928 Scott Flying Squirrel



1970s Silk Scott 700cc

Caption competition

I have unlimited access to silly pictures of Spanner doing even stupider things, but as it would be unfair of us to take the mickey out of him every month, please do send me your pictures of other club



members making idiots of themselves (or perhaps just minding their own business whilst not realising how ridiculous they look).

Here's one taken at Goodwood Festival of Speed

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

The picture taken by JM of Mick and his Furry Friend (page 2) is also pretty special, so feel free to send captions for that one as well!

Dates for your diary

- 14th October** Club ride to Arundel
- 20th October** Social event (to be arranged by Doug)
- 4th November** Club ride (last in 2012!) to Brighton for the Veteran's car run
- 30th November** Club trip to Motorcycle Live at NEC Birmingham
- 15th December** Club Christmas Party at Harrisons Hotel, Shepperton (details will be in November's Contact)