



Southern Sporting Motor Cycle
Club

CONTACT

SEPTEMBER

2013

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Editor's piece

Unfortunately I missed the club run to Lechlade, so it's back to Mick to provide a lively account of the day – he also took some cracking photos, featuring a fluffy puppy, a couple of grumpy men, and an excellent pic for a future caption competition ... watch this space! We must have been busy this month, as we've got a second club ride in this issue – to Bathampton. No other contributions from our membership, so I've taken the opportunity to add a little girl power, with a short article on an amazing lady rider. Sheila and Dave received a lovely letter and certificate from the Air Ambulance, thanking the SSMCC members for raising £338 at the BBQ – I've attached these at the end of this issue.

Amoret Whitaker – Editor

Dates for your diary

1st September	BSA Owners Club East Sussex Branch Open Day
8th September	South Sporting run trial
15th September	Club ride to Oгри Café, Sussex
20th October	Club ride to Arundel
3rd November	London to Brighton Veteran Car Run
14th December	Christmas Dinner

President's piece

What do you wish to do about the training scheme? It seems we are in a spiral of decline and we need more pupils to cover the cost of running the scheme as it is losing about £10 a week. But to do that we need more instructors, assistants and helpers, which are also in decline.

So we need to save more money. We have nine bikes but these days only ever have, at the most, five pupils so I think it is time to sell off three of the bikes; even if we only get £500 for all three this would last us another year!

As for instructors, well sorry chaps but we are not getting any younger – how long we will last without a new wave of instructors? This means we need a rigorous regime of training but Rob Wood has a bad foot. Russell Sommer has had lots of distractions, and Ian Slater is looking after the bikes as well as house hunting. The scheme is voluntary so thanks to those people who have kept it going this long, but it needs a great effort by everyone who wishes to keep the scheme going to put time aside and put into action whatever they can do to help.

On Saturday the 10th of August at the scheme we had four pupils and on paper we had just enough people to cover. But things beyond our control left us short of instructors! So Heather stepped in and helped on that front, even if you have no job! There are always other things to do. We also started early again – this left only one or two people to get bikes put out in the playground. So please, if you can help, see Heather Wallace about the time and place as these do vary on the day.

We had our run to Bathampton with eight bikes and nine people. It was really good and the weather held off most of the time, just a little bit damp twice.

Next time the club is running a trial is on the 8th of September. Frensham Vale, Gardeners Hill Road, Frensham, start time for helpers is 9.00am, please help if you can.

There will be at least 10 sections to be marshalled, so it would be nice to have 20 people to help (not realistic) or even a split shift with someone doing the morning and another doing the afternoon. Remember, this event should help with the club coffers.

The club run in September is on the 15th to Horsham – see Mick Wallace for the time and place to meet. I expect it will be at Box Hill for a 10.30am start!

Hope to see you out and about.

John Mason – President

Lechlade 2013

As most of you will know we had a club run to Lechlade planned, and during the week before we had some of the hottest days on record, with our summer heat wave.

Initially my concerns were that it would be so hot that those who did come would be melting in their leathers, we'd all suffer from dehydration and finally that the roads would melt and my bike would be covered in tar spots.



Well I needn't have worried because the English summer was over, and the Met Office were now issuing warnings about flash floods after heavy rain, and the path of this awful weather was right along our route to Lechlade.

So with that all taken on board it was decided that I'd send out an email warning of a cancellation that would have to be last minute, as Heather and I would make a final decision on the Sunday morning. Not the greatest

way for a club run to start, but it seemed best. This, of course, put a few people off as they thought it would chuck it down (that's an official Met Office term).

But Sunday came and when I looked out it seemed fine. We were going, and I even rode out in Draggin jeans instead of waterproofs, I was that confident.

The group was going to be small. Meeting at Runnymede was John Mason, Steve Gill and Dave Regan, making five in all with Heather and I. So a quick coffee and we were off, and the sun stayed out for the start.

The ride through to Wantage was fairly straight forward, although there was some standing water in places and a couple of fallen trees, and shortly before Henley a water pipe had burst, turning the road into a shallow steam. But we still had the sun.





At Wantage we pulled over to await the arrival of Graham Dunbar. Being a Newbury boy he wasn't going to travel all the way out to us only to have to return. When he did rendezvous with us, he was in waterproofs. He was the only one. It transpired that when he left the heavens opened (another Met Office term) and he got drenched. He put on his waterproofs and since then the rain had stopped. So before he took them off and encouraged the rain we headed off to Lechlade.

Well, we had got there dry and warm, and I was looking forward to a nice lunch in the

garden. But it wasn't the weather that would spoil lunch, it was the folk music festival, which sounded like strangled cats. Never mind, at least it was sunny.

So after a pleasant lunch, and some conversation in between the cats' chorus, we headed back. The ride did get a couple of minutes of light rain before Henley, but it was so warm that after a mile or so I was completely dry, so the only reason to stop was for Mr. Mason to stuff his face with an ice-cream.



So although it was a small run in terms of numbers, it actually turned into a very pleasant one, no thanks to the Met Office.

Mick Wallace – Club Captain



The Motorcycle Queen of Miami



Bessie B. Stringfield – known as “BB” to her friends – was a motorcycling pioneer who broke down barriers for African-American women. Born in Kingston, Jamaica in 1911, her family moved to Boston, USA, but she was orphaned at the age of 5 and brought up by an Irish lady. At the age of

16, she asked for a motorcycle, and climbed onto her first bike, a 1928 Indian Scout. Despite having no prior knowledge of how to ride, she was instantly hooked.

From the age of 19 she started to go on what she called “penny rides”. She would literally toss a coin onto a map of America, and ride to wherever the penny landed, eventually covering 48 lower states. In the 1930’s and 1940’s, racism was rife, and during her rides down South, she encountered much racial abuse, and was once mown down by a white man in a pickup truck. When she couldn’t find somewhere to stay, she would bed down on her bike at a gas station, using the handle bars as a pillow.



During World War II, she worked for the army as a civilian motorcycle dispatch rider, being the only woman in her unit. With a military crest on the front of her own blue Harley, a “61”, she carried documents between domestic bases, crossing the United States eight times during the four years that she worked for the army. She was fervently religious, saying that when she rides, she puts “the Man Upstairs on the front”.

In the 1950’s, she settled in Miami, Florida, became a licensed nurse, and founded the Iron Horse Motorcycle Club. She would earn money performing motorcycle stunts in carnival shows, but as a woman, she was banned from entering competitions; however, she won a flat track race regardless, although she was



denied the prize money when she took her helmet off, revealing that she was of the fairer sex! During her life she owned 27 Harleys, “the only motorcycle ever made”, was married six times, and having lost three children, she focused on her motorcycling and her dogs, which sometimes rode with her. She died in 1993 at the age of 82, and was inducted into the Motorcycle Hall of Fame in 2002.

Amoret Whitaker – Editor

Info taken from <http://www.motorcyclemuseum.org/halloffame/>

Bits and bobs

World's Longest Motorbike – 72 feet long and seats 25!



Already famous for building the scooter flamethrower and the world's fastest mobility scooter, Colin Furze has now converted two and a half 125cc mopeds and three aluminium parts into a bike which has reached 35mph over a mile. See it in action at: http://www.youtube.com/watch?feature=player_embedded&v=6qRzC95YpSE#t=0



**SCOTT
PEARCE'S
NEW BIKE!**

**It's a Suzuki
DR125SEY**

Year 2000



I think his Dad's already been teaching him how to take corners!



Biker Thought for the Month ... *Life may begin at 40, but it doesn't get really interesting until about 110mph!*

Bathampton club run



This month's article on the club run will be short and sweet, as they say, due to the fact that besides the actual mileage, just over 200 miles, that's what it was.

We all met up in the services at Reading on the M4. Dave and Katie were already there having breakfast when Heather and I arrived, and it wasn't long before we were joined by the Steve Gill, John Mason, Ian & Amoret, and finally Steve Pearce with his wife Karen. They

had already ridden up from Bognor, so were already worthy of praise!

Anyway I managed to persuade Ian to lead the group as he knew the route, so we set off along the A4 to Bathampton. I was able to ride at the rear and enjoy the views as we made our way through Newbury, Hungerford and then Marlborough. And once past Marlborough the A4 becomes quite a nice route as you pass some lovely countryside. And as the weather was nice and bright I was making the most of it.



As we approached Box we did get a slight don fall of rain, but not enough to bother

stopping, or so I thought. But John had other ideas. He pulled over to put on his leggings, but waved me on. So I kept going, but decided that if it was going to rain it would be easier if I went ahead of the group and paid the toll that was required just before the pub. That way we wouldn't all be queuing in the rain. But as it happened the rain was very brief. In any case I got to the toll-man and was given a discount for the seven bikes. I think he was just glad to pass us through and couldn't be bothered to do the correct maths.



After lunch we went back through the toll (same price for 8 bikes this time as for the 7 before lunch) and went back to Box for fuel, and then it was across country to Melksham and Devizes to Upavon. There we have to ride through the army base and whilst I have often seen tanks driving across the road there, what we saw this time was gliders. Not on the road obviously, but flying quite low over us as they came into land. A lovely sight.

Again we carried on through some glorious country side, and the rain had held off, so I was thoroughly enjoying the views again. After Andover we stopped at Popham services for a coffee and a leg stretch, before the group split. Steve & Karen peeled off back to Bognor, whilst Mr. Mason was obviously on a mission and disappeared before I knew it!!



The rest of us had a meander along the A30 back home, although at one point my wife did take a slight detour, but I'll let her explain that when you see her.



So back home safe and well, and like I said before a bit over 200 miles on the clock. A big thanks to Ian for leading the run, maybe he should take back the role of Club Captain??

**Mick Wallace
Club Captain**

Caption competition

Winning caption:

Dave is sporting the hi-viz vest AFTER it has been properly pressed ... Heather puts a lot of sweat and tears into getting the centre crease just right.

Best of the rest:

"These safety boots are rubbish!"

"It's not a fetish. I just like to see a girl's feet naked on a hi-viz background. Who doesn't?"

Dave uses Heather as his guinea pig to illustrate to new pupils the danger of not wearing the correct footwear.

The SSMCC punishment Mafia, Don Reganoni, revels in his latest torture of the Stinging Nettle Shuffle!

Heather bitterly regrets her "I'd walk across hot coals for my husband" comment.



September's picture

Send your suggested captions to me at:

a.whitaker@nhm.ac.uk



Mr & Mrs D Thomas
14 Lullington Close
SEAFORD
East Sussex
BN25 4JH

Dear Mr & Mrs Thomas

Bikers BBQ

Thank you very much for your kind donation of £338.00, which we received recently from the 5th annual Southern Sporting Motor Cycle Club.

As you may know, our two state of the art Helicopter Emergency Medical Service (HEMS) Aircraft currently operate during daylight hours, 365 days a year, out of our bases at Marden in Kent and Redhill in Surrey. These aircraft are capable of transporting our crews and equipment anywhere across the 3,500 square miles of the South-East in under 20 minutes flying time. (Occasionally weather prevents the aircraft flying, so our crews also have rapid response vehicles to maximise their availability).

Our experienced Pilots deliver an Enhanced Care Team (ECT) consisting of a senior doctor and a Critical Care Paramedic, to treat the most seriously injured or ill patients who will benefit from advance pre-hospital care. KSSAAT crews are capable of providing a range of advanced treatments; anaesthesia and airway management, surgical interventions up to and including open chest surgery, and, from the early part of this year, blood transfusion. In effect, we bring the Emergency Department to the patient by delivering advanced interventions at the scene of an incident and taking patients directly to the most appropriate hospital.

We are also presently moving to a 24 hour operation so that we can care for those patients who need this life-saving service by night as well.

The efforts of people such as yourself are vital, and we are extremely grateful for your support. Please contact our Community Team on the number below if you would like any further information about the charity, or if you would like to support us again at some time in the future.

I am pleased to enclose a certificate to mark your achievements.

Yours sincerely

Adrian Bell
Chief Executive

Kent Surrey Sussex



Air Ambulance
A Charity That Saves Lives

CERTIFICATE
OF
APPRECIATION
PRESENTED TO



Southern Sporting Motor Cycle Club

£338.00

Bikers BBQ 2013

Thank you for your support

Kent, Surrey & Sussex Air Ambulance Trust, Wheelbarrow Park Estate, Pattenden Lane, Marden, Kent TN12 9QJ

Tel: 01622 833833 • Fax: 01622 833448 • Email: info@kssairambulance.org.uk • Web: www.kssairambulance.org.uk

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