



Southern Sporting Motor Cycle Club

C N T A C T

APRIL

2015



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Dates for your diary

- 12th April*** Ship Inn, Hayling Island – meet at Fleet Services, Westbound M3 for a 10:30 departure
- 3rd-5th May** Arras, France – meet at Eurotunnel, Folkestone for 9:30am, to board train
- 4th June** Beaulieu Motor Museum [TBA]
- 5th July** Seaford BBQ at Sheila & Dave's - £6 per head, please, + a donation to their chosen charity

*** You may have noticed that this club run keeps bouncing between 12th & 19th April Hopefully the date is now set in stone, but please watch your emails for updates from our Club Captain.**

Further club runs will be arranged to:



Goodwood Aero Café



Mary Rose Museum, Portsmouth

2014
BMF Discount Code

The discount code for members of

**Southern Sporting
Motorcycle Club**
is
SSM14H529

This number may be used by your members

To receive discounts on advanced tickets to all BMF shows.

To receive discounts on insurance, travel and breakdown cover and other BMF member benefits.

To ensure that your members get the most out of your affiliation to the BMF please circulate this number to all your members as soon as possible.

Editor's piece

It's great to finally be able to include an article on a Club Run! Hopefully there will be many more of these to come in the next few months. In addition, we've got a great article from a past instructor (thank you, Alan!) who now resides in sunnier climes (Cyprus). Plus I've included a recent online article regarding proposed changes to CBT, and republished an old poem from time's past!

Amoret Whitaker – Editor

President's piece

First run of our calendar, Sunday 22nd March, the ride was to Brighton to catch the Pioneer Run. There was a good turn-out, although I the main group at Devils Dyke to go off to relations in Boarhunt. I had a great ride at my destination, the sun came out and was fine, as was the ride home.

Hope to see you at the next run to Haling Island on the 12th of April. Let's see if we can make it an even bigger group (as long as the weather is nice). See Club Capitanus for details.

The Scheme seems to be busy at the moment so if you can lend a hand please do so. Not only at the beginning of the session but also at the end! The problem seems to be we have great help at the beginning but come the end of the day quite a few have gone off to do things then we are short at the end of the afternoon to take bikes back and clear the playground. So please go off and enjoy the spare time but remember to come back and help clear up.

Easter is this coming weekend – nothing has been planned but if one of the days looks nice be ready for a short notice e mail for a ride out. To where? That's the question! It may be just a round robin run to end at Newlands or we could take a trip to Dorset. An old haunt The Lancton Arms at Tarrent Monkton springs to mind but that is a round trip of 200 miles at least – weather and mind will decide.

Hope to see you out and about.

John Mason – El President

Pioneer Run 2015

Box Hill was the meeting place, 10.30 was the departure time. At 10.25, we had John, Heather, Mick, Snowy, Grand Dad, Flossy, Andy, Estelle, Matt (on a Scheme's 125), Dave, Sharon, Mike, Steve, Carl, Nicole, Ben, and Steve's friend, Steve! The weather was cold and dry and the forecast was for this to continue all day, so a good start so I thought!



We all trundled off towards Brighton, south via the A24, left onto the A272 to Cowfold, where we turned right onto the A281 to Henfield. At this point we joined the route of the Pioneer Run, so we were able to see some of these pre-1915 machines on the road, which I think is a fascinating sight, even if it

does cause traffic jams!! After Henfield we climbed up to Devils Dyke and down into Brighton, where we met up with Karen and Scott.

Lunch was taken next to the beach just past the Pier and then we wandered on to have a look at the vintage motorcycles. These machines range from basically bicycles with a 3rd wheel "engine" bolted to them, up to huge 4 cylinder, shaft drive, armchair style seated machines, that look like they've come out of a Jules Verne story! Marvellous!!





Back on the bikes, we headed out of Brighton and stopped for tea/coffee at the McDonalds on the A272/A24 junction. From there we headed home.

A lovely day, you would say? However, one of our number got pulled by the Rozzers for

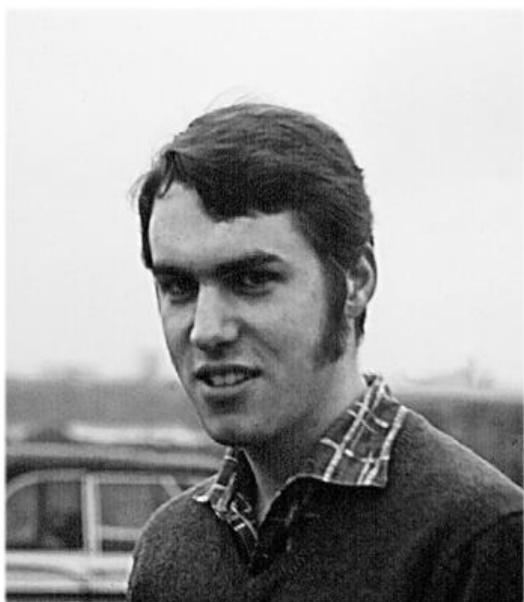
“making too much progress”!! Another one of the group got lost on the walk from the bikes to the cafe, then as we left, followed the “wrong” bikes, never to be seen again!!! Then, another decided to try a short cut, towards Devils Dyke (it was a dead end!), whilst the rest of us continued on to Henfield. Never a dull moment!

Special mention for Mike and Sharon, who travelled all the way from Llandrindod Wells (that’s in Wales!!) to join the run today you’re both bonkers!!

Spannerus Grossus (Club Captain)



Reminiscences of a bygone era



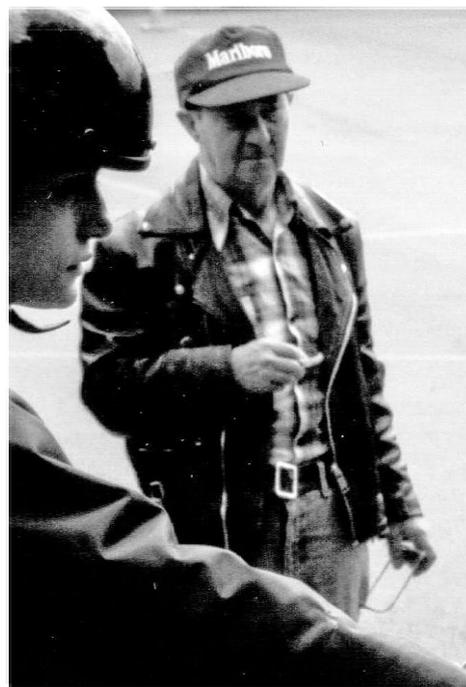
Alan Totten in a bygone era

It's coming close to 50 years since I first became involved with Southern Sporting. Having read March's Contact and seeing my name mentioned by Bill Casling I began to reminisce, which is something old folk tend to do. So I thought I would write my reminiscences down and send them to our illustrious editor.

I wasn't one of those teenagers who hankered after a motorcycle indeed I don't remember even thinking about having one. It all started when I was about to leave school and go on to college, or polytechnic as it was known in those days. My parents said I would need

transport to get from my home in Bedfont to the college in Isleworth and said they would buy me a scooter or motorcycle, my choice. Now this was not the usual approach parents took to two wheel transport as most would do everything in their power to stop their teenage children from owning anything so 'dangerous'.

Having decided a motorcycle would be preferable to a scooter off I went with my Dad to Wymans in Feltham - I think it is a library now near Tesco. The long and short of it was I became the owner of a 90cc Honda and following a couple of hours tuition, in the side road by the shop, was sent on my merry way to negotiate the journey home. Certainly the traffic was not as dense as now but the trip was not my most relaxing ride by a long way. Still I made it and spent the next few days riding around the block getting used to the bike and its controls.



John Palmer years later

My Dad had come across something in the RAC Handbook about motorcycle training and suggested I might find it useful and helpful. Seemed like a good idea to me so Dad phoned the number of our local RAC/A-CU Training Scheme and I was duly enrolled by the then Organiser Ken Stone. I think I was probably the last, or certainly close to the last, 'pupil' Ken enrolled on the Scheme because on my first arrival I was greeted by John Palmer who completed all the paperwork. The Scheme Organiser had transitioned from Ken to Dave Marshall, I guess at the previous AGM, and John was doing the paperwork.

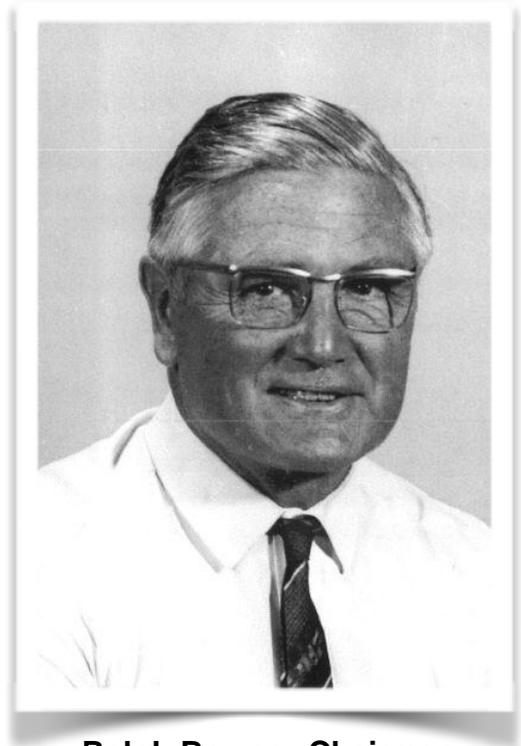
The Scheme was run at Isleworth Town School from where it still operates all these years later. My first impression was that it all seemed quite daunting. There were all these guys, and they were all guys in those days, with very big bikes and all dressed in leather. There were a lot of people around both pupils and instructors. My fellow pupils and I were taken into the classroom and Dave Marshall welcomed us to the Scheme and the rest of the afternoon is a bit of a blur. We went out onto the playground and were put through our paces around poles for the slow riding and the road circuit laid out with fireman's hose pipes. In those days we didn't have cones for the slow riding exercises but metal poles, about four foot tall, were screwed into blocks of concrete with the clear appearance of being homemade.

Anyhow and somehow I arrived some eight weeks later to take the RAC/A-CU Test. Everything was kind of tense both amongst the pupils and the instructor as the various independent outside examiners arrived. From memory there were about six or seven examiners under a chairman and they would conduct the four sections of the test; Highway Code, motorcycle maintenance, slow riding and road work. It seemed to me that all the instructors were on their best behaviour and John Palmer was organising the pupils and instructors ready for the start of the test while Dave Marshall welcomed the examiners. The examiners were all volunteers like our instructor and, indeed, were all instructors themselves at other RAC/A-CU Training Schemes around the area.

At the end of a 'gruelling' afternoon, when all the pupils had completed each section of the test, we were all summoned into the classroom where Dave and the examiner's panel were. As we went in Dave and all the examiners left and then Dave returned and invited one of the pupils outside. I can't remember the number of those who were invited outside but it wasn't that many. Following that short diversion the panel of examiners returned with Dave who introduced the panel chairman who proceeded to address the assembled pupils and instructors and to advise us that, if we haven't been spoken to, we had passed the test! There was a palpable sense of relief from every part of the room and it was especially clear that the instructors were as relieved as us pupils with the

news. We were then 'entertained' by each panel member giving a review of what they saw from the pupils in general terms. Some were positive and praised our performance and a few were less than fulsome which was a shame as it did tend to take a little (very little) of the gloss off our achievements. Then the examiners took their leave and Dave Marshall took over, congratulating us on our success and telling us that we would, in due course, be receiving a certificate to show everyone we cared to show that we were graduates of the RAC/A-CU Training Scheme. We were also told that a formal presentation event would be held at the Club's headquarters just a soon as the certificates were received from the Scheme's office which were located in the RAC's head office in Pall Mall. We were then presented with a graduate badge which we could wear to also show that, with skill and fortitude, we had come through the Scheme's test successfully.

Sure enough, a few weeks later, a letter duly arrived from John Palmer inviting me to The County Arms in Isleworth on a Wednesday evening to receive my certificate. I arrived at The County Arms for the first time to be met by a lot of the instructors I had met at the Scheme and, of course Dave and John. It was quite crowded as most of the pupils had turned up for the honour. We were called to order by Dave Marshall who proceeded to introduce the Chairman of the Club, the very formidable Ralph Bower. Remember I was 16 or 17 and Ralph did seem formidable! Ralph was very warm in his remarks both congratulating us and the instructors for our achievement before he presented each of us pupils with our well-earned certificates.



Ralph Bower - Chairman

That evening changed my future. I was encouraged to come back on a Wednesday evening and shortly after that first night Danny Hoare, the Club Secretary, enrolled me as a member of the Southern Sporting Motor Cycle Club. Also, on that presentation night, John Palmer said the scheme always needed instructor and suggested I come back on a Saturday to help. And the rest, as they say, is history.

Alan Totten

Bits and bobs



CHINA:

These easy riders squash on to an electric moped as they drive through Changde, Hunan province.

Picture: Reuters



New bike!

One of our newest (and youngest?!) members, Ben Todd, has just bought a Bandit 650.

He came on the first club run of the year, the Pioneer Run, where he was able to show it off to the rest of the Club!

Safe riding, Ben!



Biker Thought for the Month ... *Life's journey is not to arrive at the grave safely in a well preserved body, but rather to skid in sideways totally worn out, shouting "holy shit ... what a ride!"*

Government outline proposed CBT changes



The Government has released plans intended to ‘improve’ Compulsory Basic Training (CBT) for motorcyclists and is seeking feedback through a public consultation.

Last December, [a report commissioned by the Department for Transport](#) into the effectiveness of CBT courses recommended a number of changes be implemented in order to make motorcycling safer for new riders.

As the law stands, CBT tests can be taken from 16 years old and once passed, a rider can ride a motorcycle up to 125cc on the road unaccompanied with ‘L’ plates for two years.

The proposals come after statistics showed there were between 7,000 and 8,000 road collisions involving motorcyclists or moped riders aged 16-26 each year from 2009 to 2012. 58% of these incidents involved riders aged between 16 and 19.

The plans proposed by the Government cover five main changes to the existing system without the need to alter legislation. This means some of the initial report’s tougher suggestions, such as introducing a mandatory theory test, have been put on the backburner for now.

The changes proposed are:

1. Align training with the National Standard for Driver and Rider Training framework and develop training materials to reflect those standards

How it'll be done:

- Ensuring instructors incorporate agreed standards into training methods
- Creation of new training materials to reflect that agreed standard
- Establish a network for trainers to share best practice

2. Ensure training is tailored to suit the individual learning needs and skill levels of each trainee. This includes theoretical knowledge and ensuring that during the on the road ride trainees have demonstrated their competence to ride unaccompanied

How it'll be done:

- Move training away from 'one-size-fits-all' fashion – acknowledge that different learners will require different levels of tuition
- Address gaps in theoretical knowledge during test, without introducing a mandatory theory test at this stage
- Encourage trainers and learners to recognise a minimum standard of riding to be achieved during the on the road ride and acknowledge that this may take some learners longer to achieve than the current two hours
- The need to move away from the idea that a rider is competent after just a one-day course

3. Improve public knowledge about CBT and improve awareness of what they can expect from their instructor

How it'll be done:

- Better communications aimed at learners and their parents/guardians to ensure they understand the aims of CBT and the importance of choosing a good trainer
- Learners need to be able to identify where they can get a good quality of training
- Introduce shorter, additional sessions for a set fee on top of one-day courses should a learner need more time

4. Revise the standards check so that it supports a risk based approach to quality assurance and earned recognition for good trainers, which they can use to promote and endorse their skills

How it'll be done:

- Talking to the training industry and identify information they need to better understand
- Refocusing checks on how training is delivered and ensuring training is client-focused
- Introduce standard checks for CBT taken during DAS
- Introduced 'earned recognition' for schools who demonstrate best practice

5. Revise the qualification process for motorcycle instructors

How it'll be done:

- Focus on 'how' training is delivered and the manner in which trainers identify and assess trainees' learning styles and needs rather than an assessment based on topics covered

The plan also references a number of future considerations, including:

- Restricting the riding to automatic motorcycles if CBT was taken on a twist and go scooter/moped
- Flexible approach to CBT – do riders taking their second CBT need to complete the full course again?
- Reducing the validity of repeat CBT certificates to encourage more riders to take their full tests
- Introduce an appeals process

Article taken from:

<http://www.bennetts.co.uk/bikesocial/news-and-views/news/2012/2015/march/government-outline-proposed-cbt-changes/#.VQMMRH5FDct>

GOING – a true story

It's almost time. Must pack
What do I need. This and that.
Find the panniers. Brush off the dust,
Should have been ready earlier. I knew I must.

Sleeping bag, tent, ground sheet,
Wash bag, towel, something to eat.
Jumper, strides, the hat I bought last year,
Loads of clothes, whoops, no room for the beer.

Unpack the bag, repack again,
Make more room, the stitches strain.
Throw it over and bungee it on,
Almost time, only the leathers to don.

Pull on the leathers, gosh these are tight,
They weren't like this last year, must have shrunk in the
night.

Too much eating and drinking, oh what the heck,
Pulling up the zip and pinching my neck.

Having to rush now, I'm going to be late,
The guys I'm going with, I hope they will wait.
Finally ready. Climb on the bike. Oh no!
What a drag, I've just realized my keys are in the bottom
of the bag.

Roy

(First published in June 1989 edition of Contact)

SSMCC Committee Minutes

Meeting held on 23rd March 2015.

In Attendance:

Mick Wallace	Chairman
Dave Regan	PRO
Doug Chaney	Social Secretary
Kathy Frost	Secretary
Ian Slater	Club Captain
Heather Wallace	Training Scheme Organiser
Amoret Whitaker	Contact Editor

Meeting came to order at: 7:58pm

Chris Booker Treasurer - apologies

Minutes from the Last Meeting

The minutes of the last meeting were proposed by Heather Wallace, seconded by Ian Slater adopted without dissent.

There was an error with the email address for Jayne Thackray, which was corrected by email.

AGM Minutes – proposed by Doug Chaney seconded by Ian Slater.

Matters Arising

Mick to get trophies engraved. Mick to check that Enthusiast Cup has been returned. Mick thanks Rob Wood for taking the AGM minutes.

Refund from Christmas Meal – still outstanding Park Hotel are still yet to provide the refund agreed on the night of the Xmas

Correspondence

Email back with regards to St Georges day parade in Whitton advising that there wouldn't be one.

Email received from Matthew Farrow thanking everyone on the Brighton Run for looking after him and he thoroughly enjoyed the day

Website

Need to check with Lisa if the website is now on its proper platform. The email redirections were not working. So need to check if they can go live again.

Mick to meet with Doug to discuss.

New Members

John Mason sent an email asking for a proposal of Russell Sommer be nominated as an honorary member from 2016. Proposed by Ian Slater and seconded by Doug Chaney. Unanimous.

Matthew Farrow

Ben Todd

David Maxwell

Kathy to refresh the membership list and distribute to committee members by the end of the week (before 27/3/15)

Treasurer's Report

BMF paid £211.00 – already deducted – confirmation received

Training Scheme

Amoret made a donation of £50 to the Training Scheme for a rocking chair that she obtained from Ken Stone's garage.

Training scheme quite busy at the moment with a few taster sessions booked.

Enquiries for training are coming through to Ian Slater from DSA via email and phone.

Suggestions were made that female instructors may be an advantage to the training scheme.

Competitions

Nothing to report

Social Secretary's Report

Cocktail night was suggested. Bowling, darts etc Doug waiting for an up to date members list so he can start sending out emails.

Summer BBQ.

Road trial treasure hunt – to be organised by Mick Wallace – watch this space

Editors Report

Amoret requested an up to date members list.

Captain's Report

22nd March Pioneer Run – Brighton – a lot of riders (18 bikes, 2 pillion) – occasional lost bikers but otherwise uneventful, lost one completely on the way home. Sharon and Mike travelled from Mid Wales to attend the run.

19th April – Ship Inn - Hayling Island – meeting at Fleet services 10am for 10.30 departure. *[Note from Editor: this is now 12th April]*

3-5th May – French trip – Arras – everyone who are going need to have booked and confirm with Ian Slater.

Ian has been in contact with Sheila and Dave in Seaford re BBQ to be held on 5th July 2015 at £6 a head.

Other ideas for club runs – Beaulieu motor museum 4th June to be confirmed, Mary Rose at Portsmouth – TBA.

Public Relations Officer's Report

Richard B has stepped down as PRO. Dave Regan has taken his place.

Gears4gear has closed down.

St Georges day parade meeting in the Admiral Nelson Saturday 28th March with regard to trying to get the St Georges day parade up and running again. Dave and Mick going.

CBS have more leaflets

Any Other Business

Awards need to be engraved.

Kathy to check with Russell that the secretary@ssmcc.co.uk email address is being redirected to her – Heather to check with Lisa Davidson

Fixtures

23rd March – Committee Meeting

The next committee meeting will be on the 27th April 2015 at Kathy (Chilly) Frost @ 8pm.

Thanks to Amoret and Ian for their hospitality. The meeting closed at 9:20pm.

Caption competition

Winning caption:

Mick was inconsolable at the news Heather had sold all his bikes in a downsizing exercise and bought him a Royal Enfield 350 with leather panniers and tassels

Best of the rest:

Heather has mentioned it is Mick's turn to buy the next round of drinks

Mick's new heated handlebars had been working more efficiently than he'd anticipated

Heather's taster of a calamari-flavoured coke didn't go down too well with Mick.



April's picture



Our highly esteemed Club Captain!

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