



**Southern Sporting
Motor Cycle Club**

CONTACT

Summer

2018

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Dates for your diary

21 Feb	80 th AGM, The Adelaide, Teddington
18 March	Pioneer Run – 10.30 Box Hill
22 April	The Ship Inn, Langston, Hampshire
13 May	BMW event at Ace Cafe
18 May	Barnstable weekend
27 May	Biker Down Training available from Hounslow
17 June	Langton Arms, Tarrant Monkton, Dorset
23 June	SSMCC Open Afternoon
1 July	Seaford BBQ in aid of Air Ambulance
17 July	Luxembourg trip
12 August	Ice Cream Run, Littlehampton
18 August	SSMCC 80 th Anniversary Party
23 Sept	The Wallops Air field cafe off A343, Middle Wallop, Stockbridge
October	Open to suggestions?
4 Nov	Brighton, Vet Car Run (TBC)
23 Nov	Motorcycle Live: NEC Birmingham

Editor's piece

Firstly, I want to say a big Thank you to those people who have contributed this month, both in terms of articles and moral support as I have struggled again to get this out. If we have any budding editors out there who wish to volunteer to take up the post, please do let myself or any of the other committee members know. I'm happy to continue to do my best but would be equally very happy to relinquish the post.

I'm still hoping to receive lots more Bio's so come on, be brave and introduce yourself for the benefit of those who may not know you yet!

Cheers

Estelle

Very Last Call!!!: SSMCC 80TH Anniversary

The date is Saturday 18th of August 2018.

The venue is National Physical Laboratory Social Club. Off Queens Road, Teddington. Turn right off Queens Road to a roundabout second exit then left and left again, this is the road to the club house if room you can park!

The cost for the event is £25.00 per head for the venue, music and food. However, you will have to pay for your own drinks.

This evening is open to all old new club members plus the same with the training scheme. If you know of someone connected to the club who may be interested, please pass this on.

The start time is 7.30pm for 8.00pm.

Please contact John Mason, Club President to confirm the number of takers.

E Mail, john.mason001@btinternet.com or phone 01932 787937.

Looking forward to hearing from you as you will need a ticket!!

John Mason

New Hon Club Secretary!

Ian Slater has kindly offered to step into the role of Hon General Secretary for the Club following the resignation of Rob Wood due to his forthcoming move. Consequently from the 1st July 2018 the following contact details should be used for all secretarial matters such as membership.

Mr Ian Slater
Hon General Secretary
Southern Sporting MCC
16 Raleigh Way
Hanworth Park
Feltham
Middlesex
TW13 7NX

E-Mail: enquiries@ssmcc.co.uk
Tel: 0843 2891381

Retirement of our not-so-old Hon Club Sec

We can't let Rob go without a couple words of deep gratitude in Contact. Rob has been keeping the Club on the straight and narrow, legal and true through his 29 years of either being on the committee/auditing the books and/or being the font of all knowledge to those on the committee with less detailed knowledge of the rules.

Rob has not only been the safe hands in which we've entrusted our rules, regulations and bank statements, he has also been the keeper of a range of retired trophies, boxes of booklets and other miscellaneous elements of historic value.

We obviously wish Rob and Carolyn every joy in their new location, but we will miss them both. Looking forward already to seeing you on visit's in the future!!

A little passing of Club History

Most of you will know that the Club celebrates 80 years this year having started as “The All Bar One” club back in late 1938 (although the first committee was not formalised until 6th January 1939). This was followed by the club changing its name to the current one in 1944.

If one were to ask about which location has been most associated with the Club during the past 80 years, replies might be the old club room at the now defunct “County Arms” pub or of course Isleworth Town School for the Training Scheme (54 years since Jan 1964). In fact the answer is 21 Whitton Dene, Hounslow which holds the record as being directly associated with the Club for over 68 years!



Originally it was the home of Ralph and Doris

Bower who moved in circa 1948 (Ralph was Hon General Secretary from Feb 1947 and in later years Club president as well as lifelong stalwart of the Club and SE Centre ACU). The first recorded mention of the address was as the venue for the 3rd Jan committee meeting in 1950. It then features regularly in the administrative history of the club, but next “hits the headlines” in summer 1977 when it hosted an Extra Ordinary Committee meeting to discuss the future of the training scheme which was threatened with closure due to lack of member involvement. 21 members (to match the house number!) packed into the house that night which saw our current President John Mason step forward to rescue the scheme. As it turned out this was not only that year but again 5 years later when the RAC/ACU scheme closed due to new government legislation, when John and Alan Totten can be credited the most with ensuring the scheme has continued to the current day as an independent entity, authorised by the Government – a real achievement which is often not fully recognised.

From a personal perspective I have memories of the house from about 1989 when I joined the committee and attended committee meetings with Ralph, Doris (and the budgie) as well as my long standing Hon Sec predecessor Alan Totten. Meetings were in the back room, but the front room housed an ancient Agfa photocopier which had been donated to the club and was used for producing all

sorts of paperwork from Contact to trial leaflets. The machine was large, took loose black toner which had “ruined” the carpet during refills and was a constant source of irritation for Doris (cruelly though to the amusement of the rest of us every time she brought it up at a meeting which was frequently)!

Ralf continued as President until his death in the late 90’s. Following his death Doris decided to move to a retirement flat in Isleworth and I purchased the house from her in March 1999. Since then during my two stints as Hon General Secretary (and the gap in between covered ably by Russell Sommer) as well as during my role as authorised individual for the Training Scheme, the address has been the main postal address for both entities.

As many of you know Carolyn and myself hope to be moving to Sidmouth in Devon in September and I consequently stood down as Hon General Secretary at the last committee meeting. This has brought an end a direct association of the house with the Club that has stretched back to 1950 and arguably back to the day Ralph and Doris moved in. The last committee meeting was held at the house on 11th June 2018 some 68 years and 5 months after the first one.



To mis quote Joseph Kerwin from the Apollo 13 missions “Farewell, Whitton Dene, and we thank you.

Robert Wood

June 201

Vianden, Luxembourg SSMCC 80th Anniversary Ride.

John Mason had organised the run last year giving people plenty of notice to book. We booked The Belle Vue hotel, Vianden last year as this is a popular hotel. The plan was to meet there rather than a large group decent on the hotel, making it a lot easier travelling in smaller groups rather than one large group.



Karl and I met Sharon, Mike and Kim at the Holiday Inn, Portsmouth before heading to Portsmouth docks for the ferry to Le Havre, not the most direct route, but we can get an early start in France after a nights' sleep on the ship.

A smooth crossing got us to Le Havre at 08:30 French time, and off the boat and through Passport Control by 9am. We

decided to hit a few motorways and pay a few tolls just to get some of the 350 miles out the way. We came up to 3 tolls which totalled just over €10 each bike but that got us on our way, we had a great system that worked at the tolls, I collected all the tickets and paid, letting one bike through at a time, saving time... but, getting bored with the motorways we came off to take in some of the scenic "D" roads of France.

This seemed like a good idea but with the reduced speed limits as of the 1st July - down to 80kph - that too became slow and boring... so back onto a few more motorways to get some distance covered. Time was not an issue (as long as we get there before the bar shut) so we had about 4 stops on route - which is quite an achievement for Mike who does have a thing with visiting fuel stations. However, the last few miles in to Vianden were quite exciting smooth, very sticky roads with hairpin bends - just what "some of us" wanted.

When we arrived John Mason was already there, but he left home at stupid o'clock in the morning heading to Folkestone catching the train across. Surprised that we beat Mick and Ian but they headed north for a few miles just to clock up a few extra miles on route. Being anti Sat Nav does have its disadvantages.....

Checked into the hotel, time to unpack, shower change and down to the bar for a well-earned drink and a bite to eat.

Wednesday we met for breakfast and John, Myself, Karl, Sharon and Mike decide to head off on a route John had planned, although we did not get advised the final destination, suspecting just in case we get lost and he can say it was all planned! Anyway about 3 miles out of Vianden we all get pulled over by the police - routine papers check.

Well that was an experience - my papers were tucked safely in the pannier bags back at the hotel, I did however have my licence and electronic copy of my Insurance. John had all that was needed - but the look on the officers' face when he pulled his 'ancient' licence out, as if to say "what the hell is that." Sharon they only saw half her stuff because they were interested in Mike who confidently handed over an out of date copy of his insurance. Doh, a not so quick phone call to Bennett's Insurance whilst the rest of us chatted to the Police. But that was sorted when the insurance company confirmed to the police that his policy expires in 2019, he got them to email over the policy so Mike could print it off in the hotel.

The rest of the ride out was uneventful but we did find the worst road in Luxembourg, but the GS handled it perfectly. Sharon hurt her back on that road, spoiled the rest of the ride and that evening. We stopped in the middle of nowhere for refreshments then heading back to the hotel for lunch. Mick, Ian and Kim chilled all day exploring the area and a local coffee shop at the top end of a chair lift.



Sharon, Mike, Karl and I headed to the Chair lift just to visit the cafe at the top of the hill for cake and a drink. Lovely scenery as long as you don't mind heights.

Wednesday evening Graham Dunbar arrived, but staying in a different hotel, but suffered with a bit of road noise as his hotel had cobble stones outside... We all met in "our" hotel for the evening meal and a few drinks.



Thursday Mick and Ian departed swiftly after breakfast heading home but John, Myself and Karl went for a wander to Wiltz, finding some awesome roads. Graham had his own plans for the daytime.

We stopped at what seemed to be the perfect place for us... nice coffee break and then steady ride back.

Getting back before lunch meeting up with Sharon, Mike and Kim who had already started on the Irish Coffees .. so a bite to eat then we went our separate ways - Karl and I headed for the chairlift again, on route we stopped and chatted to a couple of tourists (like us) but they were on some old 2 strokes - one was a Puch Maxi - but a really early version.. not really sure what the other bike was - anyway leaving them heading to the lift we came across some wheelchair users who were staying at our hotel, but the solid tyre had come off one of the wheelchairs front wheels, Karl and I asked if they needed help? we got through the language barrier, and popped back to the bike riders – let's face it - they ride a two stroke - they will have tools! Borrowed a couple of screwdrivers and we refitted the tyre - all mobile again... Did a one way trip this time on the chairlift and walked down the hill to the castle and back into town.

Asked Karl if he wanted a drink as it was a really hot day, and met Graham outside a cafe, we stopped and chatted over a cold drink... and then headed back to the hotel ready to go out this time for a meal, but we all waited as Tony Coe and Tristan was coming along today, but running a bit later than expected.

They arrived got changed and we all wandered off to the bar / restaurant for our meal. As it was our last night in this hotel we all packed (except "leave it till later last minute" Mike).



Friday we starburst our separate ways - but that was still Karl, Myself, Sharon, Mike, Kim and now Tony and Tristan heading in the same direction - I have wanted to just see the Mohnese Dam (the Dam Busters Dam) so we headed there - hitting some unrestricted autobahns on the way!!

Anyway a lovely lunch by the water side in a lovey cafe with stunning views of the Dam.

After lunch Tony, Tristan and Kim went there separate ways whilst Sharon, Mike, Karl and I headed to Brussels for the last night - making Friday a 382 mile trip.. long day - what made it longer was the 33.5^o heat! Too hot - us Brits ain't used to that.

Really disappointed in central Brussels - what a dump, litter everywhere - they don't give a damn about other road users - not impressed.. outskirts was lovely..



Saturday - for myself and Karl it was a nice easy 250 mile trip home - to Calais getting the Euro Tunnel to Folkestone - Bloody alarm kept going off on the train - at least I have worked out

how to disarm it - ignore the manual and just press buttons.. sorted!! The other riders were nearly as pleased as I was... I stayed with Sharon and Mike to Cobham services then we headed south while they continued on to Sunny Wales...

Great trip, great company, great roads.. need to do this more often..

Thanks John for organising..

Steve Pearce.

The BBQ Run

So once again, this July saw us (the club) descend upon Shelia & Dave Thomas in Seaford, for the now annual BBQ run. And I don't know what influence Shelia has, but it was in glorious sunny weather again. For some reason we always have good weather at Shelia's. One year we set off in rain, and it was still sunny when we arrived!!

Anyway, as usual there were enough of us to make a reasonable dent in the huge spread that Shelia and Dave laid on for everyone, including some members of the local BSA club. The ride down was uneventful, and John didn't seem to get lost at all; which makes a nice change! As you can imagine the roads going down to the coast on a nice sunny day were fairly busy, and great long stretches of road works didn't help, but we all arrived in one piece. Estelle and Matt were, as usual, late so made their own way.

Dave & Shelia were brilliant hosts, and made a superb effort, and on top of that we managed to put £419 into her collection pot for the Air Ambulance. I spoke to Shelia this morning and she informed me that she will be getting some more money from the BSA club to add to the total. When she has that she'll let me know the final amount raised.

Having done our best to eat everything in sight, we made a hasty departure just as the washing up was piling up. It's a good job I have a large bike so I could carry the weight of burgers and sausages I'd eaten (set suspension on pillion with luggage mode). But I could tell that certain members of the group were getting bored by the time we reached the A272/A24 lights, because at that point it became a 'Ben Hur' line up at the lights. Sure enough, green light and they were off!! I think the weight of burgers held me back, well that's the excuse I'm sticking with.

Having got that out of their systems, we all stopped at Boxhill for a quick cuppa and then dispersed from there. Another successful BBQ, and our gratitude goes to Shelia & Dave Thomas for putting up with us and raising money for a good cause.

Already looking forward to next year.

Mick Wallace.

'Chairbloke'

Caught in Print

Our Training Scheme Organiser appears to have been sharing his views

about his current
steed with the
motorcycle press...
Here's an excerpt
from a recent
MCN...

es:
o
rs
ce
the

2017
R NINET
RACER

2017
R NINET
SCRAMBLER

£8000

£9000

What is it? A Pure with fairing, rear sets and low bars.

You say "I chopped in my R1 and love it. Not a sportsbike but great handling and more relaxed." **Doug Chaney.**

Watch out for ASC (traction control) is an option that is worth having. The S model adds spoke wheels etc.

One we found £7995, 2970 miles.

What is it? The first with basic forks/b twin pipes and 191

You say "One of the pipe finish is a let-d

Watch out for O be pricy, find a us already fitted to s

One we found £

news.com

North West 200 - 2018.

Having been to the Isle of Man TT races, albeit many years ago, I had a good idea what to expect. A small group of 8 booked months in advance.

The meeting point was a local petrol station for a 8:45 departure. Sounds simple but Brian forgot his Sat Nav, so ended up leaving 35 mins late, although that's not a massive issue, I had arranged to meet Sharon & Mike in Northwich, which is 250 miles from Bognor Regis.

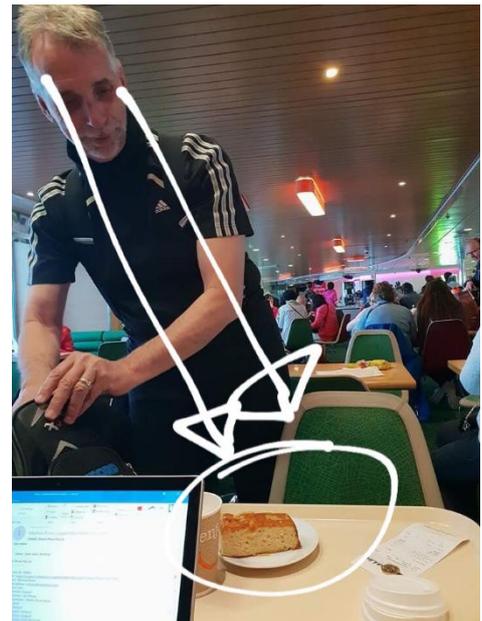
This part of the journey was a boring trek up the A34 and Motorways. Dave, on a CBR1000 Fireblade has a safe tank range of 100 miles, we pre-planned service breaks at bang on 90 miles, which turned into a fuel stop, a couple of cigarettes and 25 mins, not quite what I expected. Anyway, it is what it is.

Trekking on, the next Fuel Stop was bang on 180 Miles at Hilton M6 Services - unleaded £1.44 per litre 21p per litre more than the last stop!! (what a rip off), anyway, same again, another 20/25 mins departing after what has already become the necessary cig break more than fuel.

Traffic was building and the already slow motorways became slower, 30mph with average speed camera's to protect the non existent road workers.

We made it to the J&S Accessories, Northwich store about an hour late. Poor Sharon & Mike had been there hours not wanting to be late for us, and this was our food stop as well. Departing there, Fuel but no cigarettes this time, continuing to head North to Carlisle for our overnight stop. Arriving at Travelodge some 380 miles covered. Out for an Italian meal but not a late night as another long day tomorrow.

Wednesday morning we needed to depart at 8am, to be at Cairnryan at 10:30 for the check in for the ferry to Belfast. £37.50 - bike and rider - not bad at all! Considering being on the North Sea, the crossing was really smooth. The food on the ferry was lovely, yet Steve Morley just could not take his eyes off the cakes.



Arriving in Belfast, I just had to see the mural walls from Ireland's troubled past. Some of it is unreal, to us anyway, to them it's just a normal day. Fences near on 60ft high, it was just, well eye opening that people live like this. Should make us think how lucky we are living where we do.

After stopping for fuel, food and a cigarette we started to depart Belfast, which was now in rush hour, but rather than taking the direct route to Portrush, we took the scenic coast road. Departing I thought - this was a mistake, too much traffic. But, give it time and the traffic departed, the roads got better and the scenery was stunning.

Now, some of, the Irish drive really fast, in a national speed limit I was following a Toyota Rav 4, he was not hanging about, I had a lot of respect for the way he was driving, not once did he hit

the brakes! Bloody amazed, until he stopped to go up his drive way, then I found out his brake lights did not work! Now there's a reason not to rely on other people's brake lights!

The scenery was absolutely awesome, accompanied by decent weather this certainly was the best route to take!



After a total of 600 miles, we booked into our 3 caravans at Blair's Hilltop Caravan Park, which is in the middle of the 8.9 mile NW200 circuit. Quickly unpacking then walking to the local store for provisions, yep, beer, pizza and snacks... well this is going to be a healthy week. Now, it was just so obvious that the guys there do not do the weekly shop #notaclue.

Thursday morning was a split in the group, as Marshall went off to see his dad with Sharon and Mike, some wanted to see the practice races before the first evening race started at 5pm. As our accommodation was inside the circuit you either stay there

for the day or get your bike out, you can walk across but not drive / ride across. I opted to stay, but you can ride between vantage view points.

Our first view point was by Lidl, this is on one of the fast straights - passing us at speeds around 190mph.. Now that is quick on what is normally a 30mph road. Late practice session we made our way to Black Hill, or more importantly The Tides Bar... great view point with necessary refreshments to hand.

We then wandered down to Metropole Corner and Church Corner, where you can get quite close to the action. I mean just a small footpath away from the road / track. William Dunlop high sided at Church Corner (by a Mini Roundabout and a left up a hill under the railway bridge, it's quite sedate at 30!) in practice and that was him out of action for the week. That was on the 17th May, his father Robert Dunlop died at the NW200 on the 15th May 2008 at Mather Crossroads, about 1.5 miles away from his high side location, shame as although not destined to win, he is a front runner with his brother Michael. We ended up at Black Hill, which conveniently has Tides Bar there, as not out on the bikes today - it would be rude not to.

No Racing Friday - so out on the bikes to view this beautiful countryside.

Did a bit more of the coastal route and visited Carrick-a-Rede where they have a Rope Bridge, as it was quite busy Sharon, Mike, Marshall and I opted for the Tea and Cake option - and what a good choice that was as well. Then it was off to look at some trees? I don't know - something to do with game of Thrones - what ever that is, but it certainly drew in the crowds as coach loads of people arrived.

We then met with the others (Steve Morley and Son Chris, Brian and Son Dave) to go and visit the Giants Causeway - another stunning place stacked with history and various myths. Google

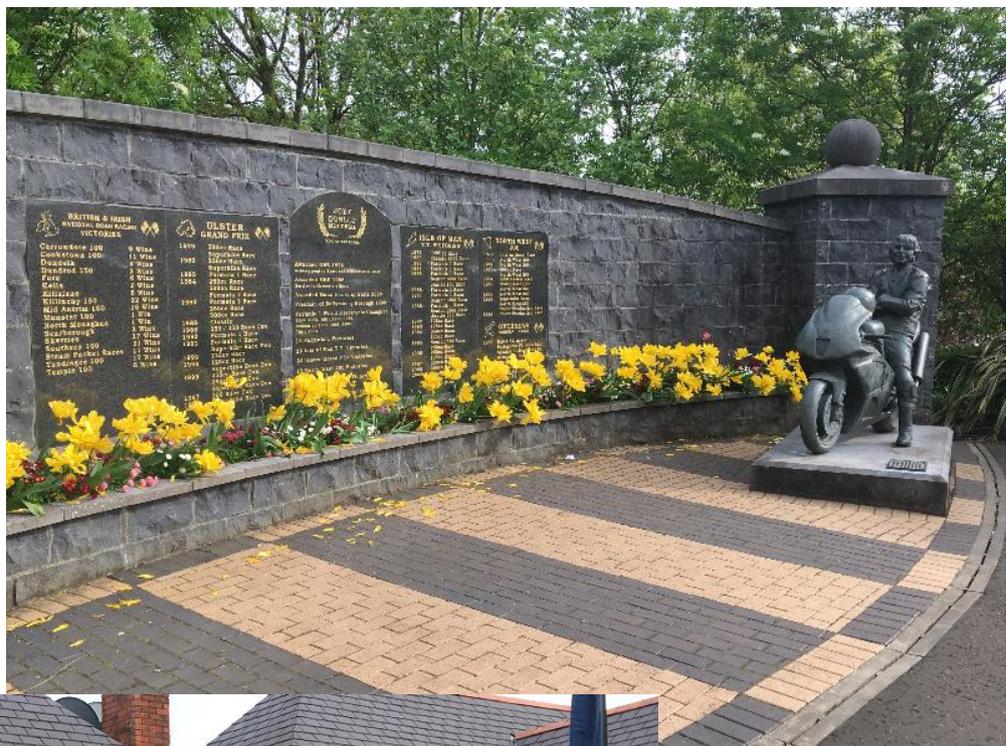
it! We ended up in the hotel for Luntea (late lunch - early Tea) then back to the caravans to get changed to wander into town to find a local bar which just by chance had a spare table for all 8 of us. Not what we expected. Most of us had a sensible night but some managed to crawl back to the vans at 3am.

Saturday - the big day has come, beautiful sunshine, a bit windy but looking like it's going to be a stunning day. We opted for the bikes, inside the circuit so we could try a few places. We started off at Mathers Chicane for the first race which was the Supersport Race. We then moved to Colrairie for the 2nd race, Superbike Race. this is where the group split a bit I opted for the inside edge of University Corner, which is at the end of a straight where they have been clocked at 209mph and then a 90° left up a hill (to Colrairie). I stayed there for the raining 3 races, Supertwins, Superstock and Superbike.

At the end of it we had all caught the sun, the usual thing, could not really feel it because of the wind.

We could not go all this way without visiting Joey's Bar and Memorial Garden, Ballymoney.

Both places are exactly as you would imagine, a bar with bikes and memorabilia inside with bike



enthusiasts in side and out. Bikes parked up all around the place and it was very busy. The memorial garden is really well kept with statues of Joey Dunlop and how brother Robert Dunlop with walls of their race wins over the years. If you are of an age (AKA - Old Git) and can remember these two ruling the races - it is a must place to visit.

About the bikes / Classes:

Superbikes

competing in this class are race machines developed from production road-going, litre-class sportsbikes of between 1000-1200cc. Stripped of lights and road-bodywork, the machines are lightened significantly and fitted with up-rated suspension, chassis, engine parts and full race exhaust systems. The result is a machine that produces in excess of 200bhp and is capable of speeds of 200mph.

Superstock

This class is for 'stock' road-going production motorcycles which feature only minor modifications, including, the removal of all stock road equipment such as lights and mirrors. The rear shock can be replaced and front fork internals can be modified. The exhaust system can be replaced and the fitment of a power commander is also allowed. Despite the Superstock bikes being very close to standard, a 1000cc machine still produces in excess of 180bhp and can lap most circuits only a few seconds off full Superbike specification machines.

Supersport

Features road-going, production based 'showroom look-alike' machines, although changes are permitted to exhausts, suspension internals and also tyres.

They are powered by engines over 400cc and up to 600cc four stroke four cylinder: 600cc up to 675cc four stroke, three cylinder with minimum weights of 161kg for all configurations.

Supertwins

Are four stroke twin cylinder machines originally sold for road use with a water cooled engine of up to 650cc. A number of changes and modifications are permitted to the frame, swing arm, suspension, exhaust, brakes etc as deemed in the technical regulations.

Results of Saturdays Races:

Race 1 – BetMcLean.com Supersport

1. Alastair SEELEY, Yamaha – EHA Racing, 27:47.289, 115.906mph
2. James HILLIER, Kawasaki – Quattro Plant / JG Speedfit, 27:52.850, 115.520mph
3. Lee JOHNSTON, Honda – Padgett's Motorcycles, 27:53.135, 115.501mph
4. Dean HARRISON, Kawasaki – Silicone Engineering Racing, 27:53.402, 115.482mph
5. Michael DUNLOP, Honda – MD Racing, 27:53.480, 115.477mph

Race 2 – Anchor Bar Superbike

1. Glenn IRWIN, Ducati – Be Wiser Ducati Racing Team, 30:53.529, 121.681mph
2. Dean HARRISON, Kawasaki – Silicone Engineering Racing, 30:54.546, 121.615mph
3. Michael RUTTER, BMW – Bathams Racing, 30:56.676, 121.475mph
4. Lee JOHNSTON, Honda – Honda Racing, 30:59.760, 121.274mph
5. Alastair SEELEY, BMW – Tyco BMW Motorrad, 31:00.696, 121.213mph

Race 3 – John M Paterson Supertwin

1. James COWTON, Kawasaki – McAdoo Kawasaki Racing, 19:50.489, 108.077mph
2. Jeremy McWILLIAMS, Kawasaki – KMR Kawasaki/IEG Racing, 19:51.091, 108.022mph
3. Joey THOMPSON, Paton – Team ILR / Mark Coverdale, 19:51.956, 107.944mph
4. Christian ELKIN, Kawasaki – Dynocentre NI, 20:08.256, 106.487mph
5. Michael SWEENEY, Kawasaki – Kiely Heating Racing, 20:27.022, 104.859mph

Race 4 – CP Hire Superstock

1. Alastair SEELEY, BMW – Tyco BMW Motorrad, 26:35.361, 121.131mph
2. Peter HICKMAN, BMW – Smith's Racing BMW, 26:35.547, 121.117mph
3. Dean HARRISON, Kawasaki – Silicone Engineering Racing, 26:36.887, 121.015mph
4. Michael DUNLOP, BMW – MD Racing, 26:37.091, 121.000mph
5. Gary JOHNSON, Kawasaki – RAF Regular & Reserves, 26:38.121, 120.922mph



Race 5 – Merrow Hotel & Spa NW200 Superbike

1. Glenn IRWIN, Ducati – Be Wiser Ducati Racing Team, 30:43.811, 122.323mph
2. Michael DUNLOP, BMW – Tyco BMW Motorrad, 30:53.773, 121.665mph
3. Lee JOHNSTON, Honda – Honda Racing, 30:53.958, 121.653mph
4. Martin JESSOPP, BMW – Riders Motorcycles BMW, 30:54.139, 121.641mph
5. Conor CUMMINS, Honda – Padgett's Motorcycles, 30:54.466, 121.620mph

Glenn Irwin's Ducati was something else, as you can see he had just over 9 seconds lead to Michael Dunlop at the finish! That was apparent as the race developed, that bike was uncatchable with Irwin on it - this was irwins 3rd year at the NW200, and his 3rd 1st place finish!

So whats the difference between the Isle of Man TT and the NW200?

Isle of Man.

37.75mile circuit on various types of roads, town, country and mountain.

No speed limits out of town (Introduced 50mph zones when the racing is on but still out of town no limits)

Limited ferry routes to get there and the crossing is far more expensive than Ireland.

Accommodation prices are really hiked up for the Races.

Difficult to find ferry crossing and accommodation that suits

Crossing times are not friendly IE: really early or really late - there are a few crossings that are good but not great for us living South.

North West 200.



8.9 mile circuit, much easier to learn, through Villages and country roads.

Speed limits in force!

Multiple crossings and much cheaper

Better crossing times and can be quicker than to the Isle of Man.

Accommodation is easier to find and much cheaper.

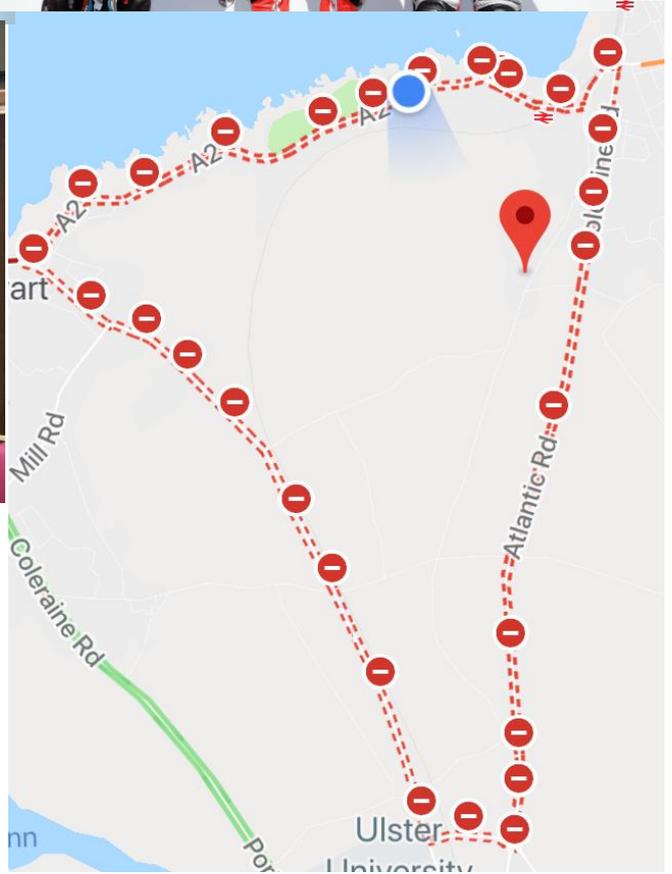
Not forgetting that the TT is a time trial, so the riders depart 10 seconds apart, where as the NW200 is a Race and they all go together - which makes the racing as a spectator far more exciting, in my opinion anyway.

All in all - a awesome trip, covered 1200 miles and had the best weather in the history of the NW200 (and it started in 1930!) so, have great expectations for next year...

If you think that Northern Ireland is too far to travel - Chris flew in from Dubai for this trip!

Steve Pearce







For Sale



KAWASAKI ZZR600 E2 (classic shell suit/party carpet), 1994 M reg, 25,700 miles.
Once fastest sofa out of the box in 1900+frozen dead.

Great condition, reliable sports tourer, lovingly cared for (many thanks to Snowy + Spanner), few age-related marks, overhauled Oct 17 @ 24,200 miles (tyres, cush drive rubbers, rear shock, progressive springs, pads, master cylinder kit, all filters/fluids, battery, gear lever + speedo cable), rear hugger, fender extender, screen + datatag.

Ideal 1st big bike, low seat, cheap insurance. MOT 20/04/19

Needs a new home due to new arrival!

£1,500 (sensible offers considered)

Contact Chris 07496 046 226 or

cq72ch@gmail.com

The Training Scheme still needs YOU!

There's always a lot of interest in the Training scheme and how we're doing financially at the AGM's so I thought I'd try and give a quick reflection of how the One way you can all assist us in being more successful with that hope is to please go on-line and post a review for the scheme.

You can also Like us at:

www.facebook.com/southernssportingtrainingscheme

Making the most of your Club

I'm not sure how many people are aware of some of the benefits they receive as club members, aside from the scintillating company of our fellow members **CBS in Whitton** give us a 10% discount. They're a great bunch of people who support the club and promote the training Scheme so if you have an opportunity to put some business their way or just say Thank You then please do.

BMF (British Motorcycle Federation). As club members we are also affiliate members of the BMF which didn't interest me very much until I was trying to organise European break-down cover for my more than 10 years old blade. The cost was prohibitive until they asked me if I was a member of any sort of motorcycle group. The affiliate membership saved me £100. So it's worth mentioning next time you seek an insurance renewal or similar.

Regular venues

Wednesday evenings from 8pm in the bar of the Adelaide Public House in Teddington.

Saturday mornings Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium then the parking is suspended outside this café so we usually reconvene at Sunbury Café but it could be Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

Saturday Afternoons can see the team split a little with the majority at the training scheme (Isleworth Town School) and a small but perfectly formed faction in Honda Chiswick enjoying a civilized cuppa from a proper cup and saucer.

24/7 We have a Club page and a Training scheme page so please “follow” both and make sure your views are heard.



FIND IT OUT AS IT HAPPENS:

<https://www.facebook.com/groups/8085330049/?ref=bookmarks>

Contact: This document should come out monthly... I’ll generally aim for the 2nd week of the month. This document is restricted to club members only where the FB pages are more promotional and open to a wider audience so there may be more detail in this than we would share on line.

Caption Competition

As we are about to lose our beloved ex Secretary to the delights of Devon, It seemed appropriate and very necessary to reinstate the Caption Competition, to help reinforce how very much he’ll be missed.....



DRAFT July Committee Meeting Minutes

SSMCC Committee Minutes

Meeting Tuesday 24th July

In Attendance:

Mick Wallace (MW)	Chairman
Chris Booker (CB)	Treasurer
Doug Chaney (DC)	Training Scheme Organiser
John Mason (JM)	Club Captain
Estelle Potter (EP)	Contact Editor
Ian Slater (IS)	Secretary
Heather Wallace (HW)	Social Secretary

Meeting started at: 20.00

Apologies – Steve Pearce

Minutes from the Last Meeting

The minutes from the last meeting were proposed by Heather Wallace (HW) and seconded by Chris Booker (CB) and were adopted without dissent.

Matters Arising

Ken Stone update. In the previous minutes, it was mentioned that an ambulance had been seen outside of Ken's house. JM had managed to contact Ken and found out that he had had a fall in the garden, and had been taken in for checking over. He was deemed to be bruised but OK.

Ian Slater (IS) advised that he had been given all the relevant documentation in relation to the spread sheet for members, members renewals and also checking the enquiries@ssmcc.co.uk. The club phone line has been redirected to IS.

Correspondence

HW advised that she had taken a call from 118 Group of Companies, they had phoned on **the** 0843 2896204 which still goes into the Wallace house. 118 have Rob Wood's address recorded, so this needs to be changed. Should it go to Doug Chaney's address as this is where the training scheme bank account is registered to now, or somewhere else. HW took the customer services phone number 0121 354 0949. EP has suggested to using her address for the 118 contact address. HW will contact customer services.

DC had an email from Mike Proffitt (Police) about another One Life event 13/14 September. DC will investigate further.

New Members

None. John Cresswell's membership pack has been sent to him.

Treasurer's Report

Ticket sales for the NPL evening event stands at 41.

Training Scheme

Bank Mandate – DC has received more paperwork from the bank in relation to the mandate. The bank needs confirmation of details for John Mason and Rob Wood, although Rob will be removed.

Training this weekend 28th July is likely to be postponed and put off until 4th August.

DVSA visit wasn't as good as we would have liked. He said he hadn't seen enough of training with Richard Barnett, so would need to revisit.

DVSA has suggested the syllabus be sent around to the instructions to brush up on their training. DVSA man is also an assessor at Cardington, and CB had a conversation with him. CB has also been sent a pdf with information.

CB has received an email from Cardington giving a list of dates available. 19/20 Sept, several dates in October. It was suggested CB get a booking asap. DC has yet to send his application in, but he will action.

Social Secretary's Report

7th July – Bowling – this event took place although due to unseen circumstances HW was not available so there was no record taken of who own overall, unless anyone else took note. By all accounts it was considered to be a training session until the next one.

15th Sept = Darts/Pool – The Adelaide (for darts) advised to book nearer the date, as access to the dart board would depend on whether the upstairs was being used.

Will still look at a date for Picnic in the Park, if there are any suitable dates.

HW mentioned Christmas, and those present said they were happy to go back to the Cote Brassiere. Potential date 15th December. DC said he would see if he can make a provisional booking.

Editors Report

EP apologised for the very late publication of Contact, but doesn't have a lot at the moment to put in, other than a couple of articles from Steve Pearce, but not a lot else.

EP still waiting for some bios from some members.

EP could do with an article on the Seaford BBQ and the Open Day.

Captain's Report

JM reported that the run to Dorset, Tarrant Monkton only had one other person attending, Chris Gorth and they didn't get to the Lankton Arms.

Open Day had about 30 people turn up, including some old faces.

Seaford BBQ was well attended. £410 collected for charity. MW will call Sheila Thomas to thank her for all her efforts.

Luxembourg had a total of 11 people over the week. MW & IS stayed for 2 nights, and then Tony Coe and his son went out on the Thursday.

Re Small Bikes runs. JM has arranged 29th July, but it has been poorly received. This is also the date for the London to Surrey cycle ride so going to Box Hill will not be suitable. JM has decided to go in the opposite direction. Graeme Byard had offered to have people go back to their house for tea. This ride may be cancelled.

23rd Sept, 28th Oct, which are all Sundays, but he mentioned to DC that these could be changed to Saturdays.

CB has made payment to NPL. End of July will require the payment for the food but this will be based on ticket sales.

On the night, CB will need £100 cash to pay the band.

JM had a receipt for refreshments for the Open Day £10.62 which the committee agreed could be reimbursed.

DC said he had been to Hasting and saw the 1066 café which looked nice and that there was some nice roads too.

Public Relations Officer's Report

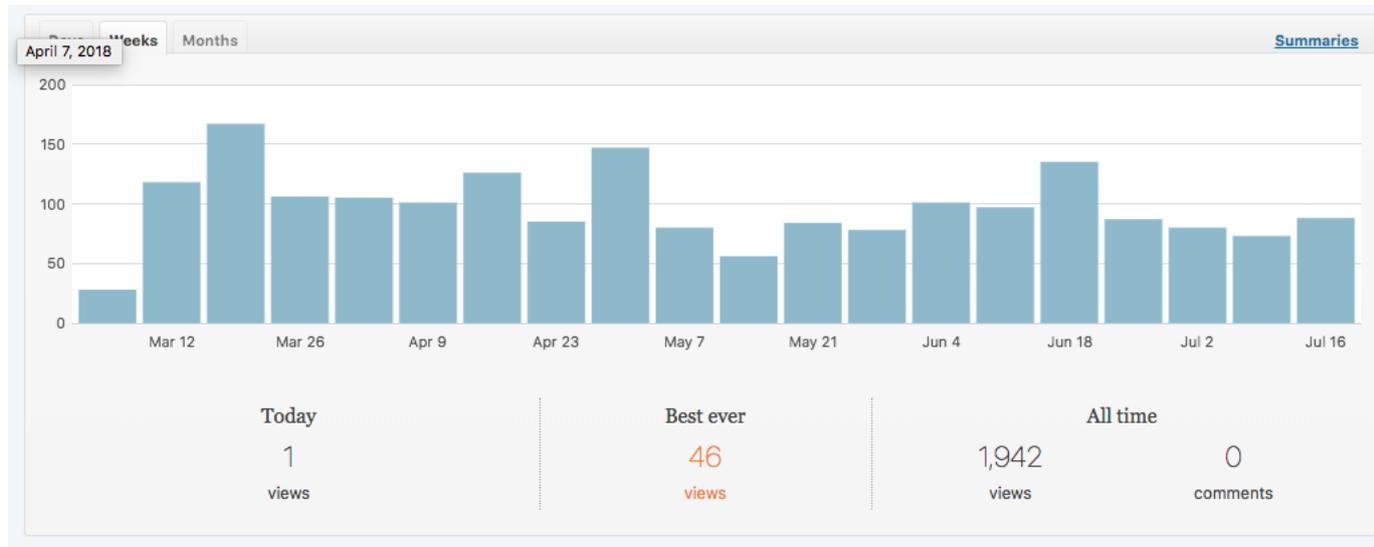
As requested last month, I contacted the local papers regarding the Scheme's 70th celebrations, I left several messages and sent an email but no response at all! No replies. So nothing went in the local papers.

The Google Adwords Express had an issue whilst I was away, all sorted now, but the website kept crashing for some reason - something to do with the hosting as nothing has changed on the website, as stated, all up and running now. Invoice for June's Google Adwords was £37.98

Have updated the email address for the club's Secretary to Ian Slaters email address, and this has been checked by Ian, confirming that it works OK.

I've started advertising the scheme on Google+, again this is free, also set up the website via Google+ which links via Google Maps and Adwords Express to that site, we are still advertising the www.ssmcc.co.uk website. This has to be a weekly advert, so a bit of time needed for that. As I am getting the email from Doug, I can keep updating as to at the scheme or garages. If at the garages, I don't invite people down to have a look and see, On that note the stats for Views this month are not too bad:

Details of website hits:



Prior to updating the Google Adwords and the SEO on the website the views were ZERO, I have attached some stats going back to the beginning of the year:

Months and Years

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2018			390	490	374	434	254						1,942

Average per Day

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Overall
2018			18	16	12	14	12						14

BUT - this is where we need to find out where people found us from!

Also, can we find out where the number advertised on the website goes to - 0843 289 6204. HW advised SP that the number goes into the Wallace's.

Any Other Business

DC mentioned that he had heard adverts for the Ally Pally bike show. 22 & 23 September.

MW advised that Super Moto is on at Kempton Park on 3rd August. £25 per ticket EP mentioned the blog that SP had previously mentioned. Was there any ideas that could be put forward for a monthly blog. All ideas would be welcome.

Fixtures

12 August - Littlehampton

18 August – Anniversary Party – NPL

13/14 October – Brands Hatch

4 November – Brighton – Veteran car rally

23 November – NEC Bike Show

15 December – Cote Brassiere TBC

The meeting closed at 9.10pm

Thanks were given to Estelle's for her hospitality.

Next meeting – Monday 20th August