



**Southern Sporting
Motor Cycle Club**

CONTACT

March

2019

Table of Contents

Your Committee	3
Dates for your diary	3
Editor's Comments	4
Presidents Piece	5
Baptism of fire?	6
By Chris Gorth, age 46.5 and a German with an Anglicised sense of humour	6
The Spurs are Hung Up! By John Mason.....	7
How to maintain your Motorcycle Mechanic!	9
Your Editor	10
A family affair or the 3 Stooges /Amigos...you decide	11
How A 'No-deal' Brexit May Change Driving in the EU News Brief presented by Packetts.....	12
Break Time	13
OEM custom is one clean-cut Enfield twin!.....	14
By Jordan Gibbons Source: MCN	14
https://www.motorcyclenews.com/news/new-bikes/old-empire- motorcycles-enfield-interceptor-650-twin/	14
Regular venues.....	15
Events - Not Club runs but may be of interest.....	16

Your Committee

President.....	John Mason
Vice President.....	Ian Slater, Mick Wallace, Richard Barnett
Chairman.....	Christian Gorth
Club Secretary.....	Ian Slater
PRO.....	Steve Pearce
Training Scheme.....	Chris Booker
Club Captain.....	Mick Wallace
Social Secretary.....	Heather Wallace
Editor.....	Sharon Roberts
Auditor - Club	
Auditor - Training Scheme	Rob Wood
Centre Board Delegate (2)	
Star Group Delegate (2)	
BMF Liaison Officer	Ian Slater
Minutes Secretary	Heather Wallace

Dates for your diary

18th March	Committee Meeting, at the Wallace's 8pm
24th March	Pioneer Run – 10.30 Box Hill
28th March	Closing date for Submissions to Aprils Contact
16th – 24th Nov	Motorcycle Live: NEC Birmingham

Editor's Comments

Hello from your new editor and welcome to the March edition of Contact.

I want to thank Estelle for bringing you previous editions and I'm hoping to make the transition from one Editor to the next as seamless as possible.

The AGM is over, the minutes will be published later in the year. The biggest news I must mention is the institution that was the Training Scheme which has now closed. A decision that was not taken lightly, but due to the changes and requirements over the years it has been, in my opinion, and sad though it is, the right decision, more on this in your Presidents Piece.

I have enjoyed putting together, stories articles and news of events that will keep you on the edge of your seat and I will be asking for contributions in the future. Don't be shy or worry about spelling mistakes; I can use a dictionary!

Any pictures for the caption competition (page 13 this month) will also be welcome with the winning caption being judged by myself.

In this edition, you will find the usual dates for your diary, a couple of articles and a report from your president.

I will try to find a review for motorcycles each month. This month, I thought it is fitting that the review be retro in homage to the Pioneer Run. I have sourced this from Jordan Gibbons of Motorcycle News.

We have a Break Time page which I will make a regular item, with bits and pieces including the Caption Competition and events which are not Club events but may be of interest to some, or might even become a Club run

If you have any suggestions for your Contact, I would love to hear from you.

Enjoy.

Presidents Piece

The new committee for 2019 is.

Chairperson Christian Gorth.

Treasure John Mason.

Training Organiser Chris Booker.

Club Captain Mick Wallace.

PRO Steve Pearce.

Editor Sharon Roberts.

Secretary Ian Slater

Social Secretary Heather Wallace.

At the AGM it was agreed to close the CBT training scheme and sell all the school bikes, see Ian Slater for details. The post of Training Organiser is to be kept on.

It is hopeful that volunteers will put their names forward to become observed riders with certification from the correct bodies. This is being looked at now so if you are interested, please talk to Chris Booker.

The new organiser will also need to notify the school and road safety about our actions.

There is sorting out of the catering stuff, radios, helmets, gloves, clothing, three large boxes of schemes paperwork and anything else left over. Some of which could still be useful.

Good luck Chris.

If you have any ideas for motorcycle ride-outs or social, please contact the Wallace's.

I would like to thank Sharon Roberts for putting her name forward for the editor.

It is good we have text and emails as Sharon lives in Wales!

If you wish to send her something for Contact, then the address is sharonroberts2412@gmail.com.

Hope to see you out and about.

John Mason.

President.

Baptism of fire?

By Chris Gorth, age 46.5 and a German with an Anglicised sense of humour

I have been asked to write a short piece for Contact by Sharon Roberts (new editor) to introduce myself, as I have just 'volunteered' myself for Club Chairman at the AGM...Did I? Admittedly, I occasionally suffer a few self-confidence issues, but I thought this post would be achievable for my virgin committee experience. If I should get stuck, I am not too proud to ask Mick (Silverback) for assistance and hope I don't disappoint. Ps, if I am to host, the possibility of byo* deckchair! 😊

I have been a member since 2015, after having spent 2 years working in Switzerland, but have been aware of the club since 2003, via Richard (Snowy) and Lily + Helen McDonough, as we worked at the Richmond Depot. Finally, I took the plunge and was 'accepted'. What a plunge it's been! In Snowy's words 'my other dysfunctional family', all positive, harmless and enjoyable.

There have been several attempts and suggestions of racing names for me, none of which have yet stuck (Lead Rocket, Stukka, overthink + Knockwurst) ... wonder who the instigator was, Snowy? 🤔

In 2017, I attained my CBT instructor licence, under the expert guidance of Ian (Spanner) and the other instructors. Great achievement, until my first encounter with the man from the DVSA, one I wouldn't like to repeat. Unfortunately, the training scheme has now had a dignified closure.

A full bike history, after having passed my direct access course 25 years ago:

Yamaha XJ600, 750 Super Tenere, XJ900 + RD250



Suzuki 250 trials, Bandit 600 + currently GSXR750



Honda CBR600 + Kawasaki ZZR600.



*bring your own

The Spurs are Hung Up! By John Mason

After forty-five years of motorcycle training, I have handed in my CBT license for the last time. Arriving at Isleworth town school in 1972 John Palmer was the organiser who is now no longer with us. Alan Totten chief instructor is now an honorary member based abroad.

My First Bike



Six weeks of training and the seventh was test day if you were good enough.

I managed to pass my motorcycle test first time in early 1973 and became a schemes instructor at the end of that year. After being an instructor for a year, I became an RAC/ACU examiner. As said, the seventh week of training at most sites were test days. Instructors would travel round to different sites to examine. I remember Hemel Hempstead with the then new five external roundabouts all around one big one

and the scheme was under a tower block. There was Crystal Palace, Banstead and one near Commercial Road in London springs to mind. It was a dead-end road at the back of beyond. The slow riding was carried out on a large circle of tarmac, the maintenance and highway code under a covered pathway, and then off into the London traffic for the road test which wasn't so bad on a Sunday morning.

On this day I was assigned the road work which went fine till the last pupil. He was a Canadian who had his own bike and all the gear. We set off, the top speed we reached was 20 mph. (Bearing in mind the streets were 30 and a small piece of 40 mph with not much traffic). When we returned, I told him he had failed for lack of progress and endangering himself by going too slow. He seemed to take it ok until I heard him talking to the organiser a few minutes later in a loud voice, hand waving in the air and jumping around. He then threw his crash helmet roughly to the ground! It turned out that the week before he had failed for going too fast. I did offer to retest him that same morning, but where the helmet had struck the ground, he had cracked it, no test.

Another time out Hammersmith way a pupil on a test was doing very well; all he had to do was turn right at a set of lights and ride about half a mile back to the scheme. For some unknown reason when the lights turned green, he went off like a rocket, hit and drove along the curb before slamming on the brakes, going over the handlebars and landing on the pavement. Leaving the bike locked on the pavement managed to put him on the back of my bike and take him back to the scheme where it turned out after I had failed him, he had broken his collarbone.

I remember going to Olivette head office in Surrey somewhere to do a weekend of what we now call pupil from hell training. You would take it in turns to be either the pupil or instructor. You also had to remember, if you felt like being a bad pupil what you had already done to the instructor or they would get their own back!

It all changed in 1982. I think that was the year. The RAC ACU closed, so the Southern Sporting Training Scheme came along and carried on. First part one then part two training with the test being carried out at the Beavers Lane Army Barracks in Hounslow. Then CBT training and testing which we managed to do from Isleworth Town School. I was organiser twice first in the mid-

seventies the early eighties, then again in the early nineties, I believe. I also helped at the Walton Training Scheme on Sunday mornings due to lots of pupils and not enough instructors. I carried on there for some years until we managed to train enough instructors.

We have had quite a few organisers Rob Wood, Ian Slater, Phil Hayter, Diane Twilly, Ian Horn, Heather Wallace and Doug Chaney. (I hope no one has been missed). It is not an easy job since the two-part test started and with the DVSA slowly getting a grip on the training, plus direct access. Pupils of 16 and 17 want CBT tests there and then, while others are now waiting till they are 24 to do Direct Access. So, the scheme we run has been squeezed of pupils over the last five years. It will take a lot of direction and planning if we are to keep going. Let's see what happens at the AGM.

Over the years we have had over eighty instructors and helpers so I would like to send out the clubs thanks to one and all past and present. It is hard to think about closing something that has gone on at Isleworth Town School since 1960. Fifty-eight years, plus what went on beforehand, even if we carry on for another year loaning the scheme two thousand pounds. That is what I believe it has lost each year for the past five years.

In 2020 the club will have no money left to bail the scheme out again unless it makes a large surplus, which is not likely. I have certainly enjoyed my forty-five years and made lots of friends now all over the world.



My Current Bike

Plus, saving many lives in teaching people to ride motorcycles. How many, gosh, I do not really know. Even if we say ten a year as a guesstimate, that's four hundred and fifty. Then adding Walton Scheme, I can safely say over one thousand. Not bad for a voluntary instructor!

John Mason.
RAC/ACU.
BMF.
SSTS.
DSA.
Buckingham Palace!
Thank you all.

How to maintain your Motorcycle Mechanic!

The following list gives guidelines on how to keep your motorcycle mechanic in a happy and fully operational state. The amount of work required to your motorcycle requires a certain amount of energy to be expended and thus that energy needs to be replenished.

1. Pre-Mot inspection and/or diagnostic visit = Cup of Tea and biscuits.
2. Engine Oil and Oil Filter change = Cups of Tea and Cake/Doughnuts.
3. Brake Fluid/Brake Pad replacement = Cups of Tea and Cake/Doughnuts.
4. Drive Chain & Sprocket replacement = Cups of Tea and Sandwich
5. Suspension work (Fork Oil change/Greasing of rear suspension bearings) = Cups of Tea and Sandwich.
6. Removal/Refitting of wheels for tyre replacement = Cups of Tea and Sandwich.
7. Full Engine Service (Valve clearance check/adjust, Carburettor Synchronisation, Oil/Oil Filter change, Spark Plug replacement, Air Filter clean/replace) = Full Roast Dinner with all the trimmings or equivalent! Also cups of tea during the time it takes to do the service.

As we all know it's important to maintain your motorcycle to keep it in tip top condition, so it only makes sense to keep your motorcycle mechanic in tip top condition as well!!

See you around on one wheel or another.

Spanner.

Your Editor

Most of you will know me, but for those who don't, let me fill you in!

I have been involved with Southern Sporting Motorcycle Club or SSMCC or even 'The Club' since 1987. Firstly, as a learner, Flavio being my instructor on day one with John 'Stackit' Stafford as his runner! I can remember thinking that I would never get it! I was tested by the late John Palmer who was watching me practicing and dropping my bike beforehand. (Glad to say I got the nerves out of the way before he started the test and I passed)!



I stayed on as an instructor and have fond memories of Saturdays spent riding around whilst telling pupils what to do in the wind, rain or sun, then heading to Burger King to stuff my face with.... yep big fat juicy burgers. It was a great feeling knowing that you are helping motorcyclists stay safe, that and the odd box of chocolates handed over as a thank you.

I took the seat of Chairman at some point before getting married and slowly drifting away from the Club, but I was still involved in training, events and trips. I gave up riding when I was expecting Tom and stayed off bikes for about 10 years and became even more distant (literally) when we moved to Devon. One day, of the blue I got hit by the biking bug and just needed to get back on a bike. So, I bought one, it lasted all of 4 months before I had to change it to a more exciting model!



It didn't take long to be enjoying that private head space you can only enjoy on two wheels. I have finally settled on my CBF1000 which I have taken to a few far-flung places in Europe and will continue to do so, even after the end of March (unless Mike buys me a new one...).

A family affair or the 3 Stooges /Amigos...you decide

For all those with an aversion to modern technology or especially social media, let me share with a wider audience a post I made on Facebook.

Club 'dad' Snowy with his wonderful but unwanted adopted sons, Herman Mini-me. 😊👍



Thanks dad, for always being there for us, except if something more important or better comes along!



How A 'No-deal' Brexit May Change Driving in the EU

News Brief presented by Packetts

Whether you plan to take your family on a continental road trip in the coming months or work for a transport organisation that frequently enters the EU, the results of Brexit may alter your current travelling agenda. In the event of a no-deal, several UK driving laws will change for both UK citizens and commercial drivers. All drivers are being urged to contact their insurer to arrange a 'Green Card', which would be required under EU regulations as proof of insurance in the event of a no-deal.

The Association of British Insurers is advising customers to contact their insurer for a green card about one month before they plan to drive their vehicle in the EU, or risk breaking the law. Don't wait until it's too late—use this guidance to ensure compliant driving practices post-Brexit. Changes for UK Citizens The government recently announced that—in the event of a no-deal—from 28th March 2019, UK citizens will need additional documentation to drive within the EU or EEA.

In terms of taking a holiday abroad, a no-deal will cause the type of international driving permit (IDP) that some countries accept to change. This means that UK citizens must possess both a UK driving licence and the correct IDP to drive in EU and EEA countries. If you are a UK driving licence holder that is currently living in the EU or EEA, it's important to exchange your UK licence for a local EU licence before 29th March 2019. If you fail to do so, a no-deal may require you to pass a driving test within the EU country you reside in to continue driving there. You will be permitted to use your EU licence when visiting the UK, and you can exchange your EU licence for a UK licence (without taking another test) if you return to live in the UK.

The government emphasises that you should exchange your licence as soon as possible to avoid longer processing times and delays

The content of this News Brief is of general interest and is not intended to apply to specific circumstances. It does not purport to be a comprehensive analysis of all matters relevant to its subject matter. The content should not, therefore, be regarded as constituting legal advice and not be relied upon as such. In relation to any problem which they may have, readers are advised to seek specific advice. © 2019 Zywave, Inc.

Break Time

Caption Competition

I'll start the ball rolling with this one. Ed.



Send your suggested captions to me at:

sharonroberts2412@gmail.com

#1



SPOT THE FIVE

www.yanchor.com



PLEASE comment on the original post ONLY at our Facebook page Motorcycle Security-Yanchor

Source: Motorcycle Security Yanchor

Spot the five differences.

Answers on page 16

Facts for you

Sourced by

<https://www.motorcyclelegalfoundation.com/motorcycle-facts/>

The record for the longest-ever backwards motorcycle ride was set by Dipayan Choudhury in Jabalpur, India on October 7, 2014, lasting 125.52 miles (202 kilometres).

The world's longest motorcycle was built in Gujarat, India in 2015 by Bharat Sinh Parmar, sitting at 86 ft 3 in (26.29 m) long.

Recognised around the world as a leader in motorcycle helmet manufacturing, Arai Helmets started as a hat-making company in Japan in 1926 making gear for the construction industry. Company founder Hirotake Arai was once a motorcycle stunt rider and the company is still privately owned today and run by the Arai family.

OEM custom is one clean-cut Enfield twin!

By Jordan Gibbons Source: MCN

<https://www.motorcyclenews.com/news/new-bikes/old-empire-motorcycles-enfield-interceptor-650-twin/>



Beautiful customs don't have to cost the earth or spend their life stood still, according to Norfolk-based Old Empire Motorcycles (OEM) who have stripped back one of the new Enfield twins to create one of the cleanest creations we've seen.

OEM co-founder Alec Sharp says Enfield approached them last year with the idea of enhancing their new 650 Interceptor by making the engine the focal point "without going too mad".

The result is a beautifully minimalist, pared-down vision with a number of striking features. The handlebars have no visible controls with the throttle cable routed internally and it's the same with the clutch, which also operates from a twistgrip on the left-hand bar.

There's no switchgear, no clocks and the front brake runs off the rear stopper's pedal through a proportioning valve along with the rear brake.

The standard wire wheels wear a set of fresh Metzeler Racetecs while the forks have been shaved down and slammed for a tougher stance and OEM have fitted a set of their own rearsets, a flush-fit petrol cap and a set of custom exhausts complete with internal baffles that maintain gas flow without blowing your eardrums to pieces.



Despite OEM's initial apprehension after working on other modern bikes, there were no gremlins in the electrics.

"We were originally concerned having worked with a number of modern motorcycles with very complicated CANBUS wiring systems, which don't allow much modification," Alec told MCN.

"But what we found with the Enfield was that it is hands down the nicest bike to work on electrically. We removed everything, and I mean everything, and it still ran!"

The result is a bike that not only goes like the clappers but also doesn't cost £10,000 before you've even picked up a spanner.



Regular venues

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

Saturday mornings Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium when we usually reconvene at Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

Saturday Afternoons: There's still a potential for us to have a Saturday afternoon club focus based on further training... but until this is finalised, how about joining the 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... 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.

Membership Benefits

CBS in Whitton give us a 10% discount.

BMF (British Motorcycle Federation). The affiliate membership is worth mentioning when you next seek an insurance renewal or similar.

Events - Not Club runs but may be of interest

<https://www.devittinsurance.com/blog/biker-events-in-march-2019/>

South of England Classic Show & Autojumble-Sunday 31st March

The South of England show is back for 2019, and there's going to be plenty of bargains up for grabs. It's time to dust off those leathers and head down to the show and autojumble for a lovely Sunday out!

Where? West Sussex

Spring Bikers Auto Jumble-Sunday 31st March

Spring is well and truly on its way so make the most of it by blowing off the cobwebs and heading to the Spring Bikers Auto Jumble.

Where? Hampshire/Dorset

MCN Festival of Motorcycling-Saturday 18th May – Sunday 19th May

After a roaring success last year, MCN Festival of Motorcycling is back again. We can only hope for another mini heatwave.

A great day to test ride some of the latest models, watch some amazing stunt shows and shop around for some great bargains.

It's the perfect excuse to get out on the bike.

<https://www.therideofrespect.co.uk/>

Ride of respect: Lee Rigby Memorial Ride 22nd May 2019

<https://www.therideofrespect.co.uk/ring-of-red-m25>

Ride of Respect: Ring of Red M25 Charity Run 10th Nov 2019

Answer to Spot the difference.



SPOT THE FIVE

