



**Southern Sporting  
Motor Cycle Club**

**CONTACT**

June 2023

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## Your Committee

President.....	John Mason
Vice President.....	Ian Slater, Mick Wallace, Robert Wood
Chairman.....	Christian Gorth
Club Secretary.....	Ian Slater
Treasurer.....	Chris Booker
PRO.....	Steve Pearce
Club Captain.....	Mick Wallace
Social Secretary.....	Heather Wallace
Editor.....	Chris Osborne
Auditor – Club.....	Rob Wood
Centre Board Delegate (2)	
BMF Liaison Officer .....	Ian Slater
Minutes Secretary .....	Heather Wallace

## Dates for your diary

- Committee Meeting - Adelaide Pub Teddington June 7th
- Club Run 11th June - Leaving Box Hill 10am - 1066 Cafe Robertsbridge
- Road Trial - Leave Newlands Corner 11am June 25th
- BBQ - Graeme & Anne Byard hosting Wraysbury July 29th

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## Editor's Comments

Hi All,

So as I write this no personal bike histories have made it in to me yet 😞, now what am i going to do? Hopefully one will materialise in the next week or so... ..hmm 💡 I know what ill do if not. Carry on reading to see how that one pans out.

I will say that i'm quite enjoying deepening my knowledge of bikes as I flick through the glorious WWW. for interesting (or not) things to say, and note that Yamaha have donated 16 AG100's to the Rider for health initiative in Gambia. I know we moan about the state of our roads (let's not get into that one) and we use our bikes mostly for pleasure, yes some commute, but in some locations it's a viable option to cover large distances in very rural locations.

So later on just a small introduction to the AG100 which the New Zealand Herald describes as the "King of the two strokes" !!!! now there's a claim.

A gentle reminder, could anyone who is planning to join John (June 25th) for the road trial please let him know [john.mason001@btinternet.com](mailto:john.mason001@btinternet.com) so he can print off the instructions

Editor  
Chris

## Other Stuff

### The Trout Inn, Lechlade.

So after the last club run to Hayling Island, and yes I do know we never actually went onto the island, but it's always been called that! Heather mentioned that she'd like to do the run to the Trout Inn at Lechlade. Well that was an agreeable idea to me, and so it was planned.

A small group of us (John Mason, Ian Slater, Steve Lockie & Darren Mason) all met up at Runnymede. It was dry but not especially warm, although the forecast was for a possible 21 degrees! The ride would take in 95% of the ride to the Waterfront Café near Benson, but instead of turning right at the roundabout at Benson, we'd turn left and go to Goring. There we'd cross over the Thames and into Streatley, and then get onto the A417 heading for Wantage. The A417 is a great bit of road in places, but like most nowadays, has had the speed limits reduced from nationals to 50mph on a lot of it, and loads of potholes! But the views are rather nice. I'd travelled down this road a few days beforehand (just in case the roads were closed etc) and saw that the army had managed to roll one of its armoured personnel carriers off the road and into one of the fields. The only sign of that now though, was the large track marks into the field.

Through Wantage Market Square, and out the other side to Faringdon, and then the last leg past Buscot Park, a National Trust property, and arriving at the Trout Inn. This pub has a large garden right on the banks of the Thames and serves a decent lunch. It seemed we were the first customers to arrive on that day, but it soon started to fill up.

About an hour later we were joined by Steve Pearce and Sharon and Mike Roberts, who were on route back to Wales from Peterborough. So an hour or so of banter and Mike's bad jokes followed.



After lunch the group split up, with Mike & Sharon heading off to Wales, the two Steve's heading for Bognor, Ian going to Winchester, while the rest of us went back the same way we came, but stopped at Henley for an ice cream. Which was very much needed (by me) as the temperature had gotten up to the 21 degrees that was forecast.

So overall a very nice ride out with a nice lunch and some bad jokes.

The next ride out will be to the 1066 Café, details to follow.

Mick Wallace

## Other Stuff....

### Yamaha AG100

The biking community do like to do a bit of charity work and the fact that Yamaha had donated 16 AG100's for a medical project in Africa did catch my eye on line this month and got me scratching my head.... AG100 never heard of that, I said to myself.

The Yamaha AG100 is a Yamaha motorcycle introduced in 1973 for use in agriculture, humanitarian aid and other rural professional use. It is only marketed in select regions, and is popular in Africa, Latin America, Australia, and New Zealand. Initial advertisements described it as, "built tough for tough Australian farm use". The bike has a single cylinder two-stroke engine, with five gears, and weighs 99 kg (218 lb) dry.

The motorbike has many features designed for hard rural use, including a full-enclosed O-ring chain drive, autolube, kick start, both left and right kickstands for parking on sloped ground, and generally being a simple bike to maintain and repair. New Zealand's Farm Trader describes it as, "the best all-round performer in the low-budget farm bike sector". The New Zealand Herald describes the bike as "King of the two strokes".



**Other Stuff cont....**

**Not quite a star in a reasonably priced car.....**

**Name:** Well no one threw their hat in the ring this month so it's the stand up comedian Ross Noble with a touch of artistic licence

**Started riding:** 1993 aged 17

**Total Bikes owned:** lots

**Most owned brand:** not sure

*Info from: [adventure bike rider article october 2017](#)*

<b>Topic</b>	<b>Bike</b>	<b>Additional waffle...</b>
<b>First Bike</b>	Honda city express 50cc	Pizza bike
<b>Most laughs per £</b>		definitely likes a bit off offroading
<b>Best Bike owned</b>		he's got lots but particularly likes his big off roaders KTM BMW
<b>Worst Bike owned</b>		Doesn't seem to have one even the 50cc pizza bike got him mobile and he re bought one later just for old times sake.
<b>If only....</b>		if only I could go back and ride in Iceland again in the summer not the winter
<b>Memorable biking moment/experience</b>	Various	<ul style="list-style-type: none"> <li>● Near miss with a roving kangaroo!! (GSXR 750)</li> <li>● Riding the Desert of northern Australia with no one around</li> <li>● Riding to the top of Cathedral Dune in Erg Chebbi, Morocco</li> <li>● Night riding in Iceland @ - 20</li> <li>● 24 hour dusk to dawn (winning the clubman race)</li> </ul>
<b>Worst moment</b>	unknown	Slow speed tumble after the front end went on some gravel. Broke wrist

**Send me your history if you have a moment [editor@ssmcc.co.uk](mailto:editor@ssmcc.co.uk)**

## TT or CBT



- A. It all sounds very motorcycle orientated but the Teatime Teaser (TT) or Coffee Break Teaser (CBT), dependent on your preference, is nothing more than some mild amusement while you sip on your chosen brew, and maybe enjoy a slice of 🍰.

The months Teaser is: **TT**

Well this month is actually TT season so why not indulge in some related questions

Q1: The current side car lap record achieved an average speed of 119.25 mph.

- A. In what decade did the main lap record break 119mph?  
a. 1970's 1980's 1990's 2000's  
B. Is the current TT zero lap speed higher or lower than the sidecar?

Q2: Was the original mountain course 1911 - 1914 shorter or longer than the current course?

Q3: Can you guess the top three racer for the most podium appearances?

Q4: Honda lead the all time wins at 264, Yamaha a close second at 236 and Suzuki 3rd at 112. Can you rank the next three highest first?

- Kawasaki
- Norton
- BMW

## **Other Stuff cont....**

That seemed like a good idea!! Or, the story of an old Honda CB750K2.

December 27<sup>th</sup> 2019, myself and the beloved have just landed in Auckland, New Zealand, when my mobile phone pings with a text. "Hi, you're good at fixing up motorbikes, would you be interested in doing up an old Honda CB750?", "That would keep you busy" said 'Er indoors, so I had been given permission to look at this "opportunity" more closely once we got back from our travels.

January 2020 saw us arrive back in the UK, closely followed by Covid 19.....everything got turned upside down. Fast forward to October 2020 and I had a CB750 (sort of!!) sitting on the driveway.





The engine and many other parts were basically in various boxes and in various states of repair/useability! Much rummaging through the bits and scratching of head ensued. What had I done!! This was going to be my first “project” that came as a pile of bits and in boxes (apart from a C90 that I had re-assembled in 2016, but even that was nearly in one piece), had I bitten off to much, was this a “project too far gone” .....time for a cup of tea.

The engine had not been run for at least 13 years, so I decided to strip the cylinder head and barrels off to inspect the state of things inside. The frame had already been re-painted, so was in good order. The original wiring loom had been “modified”, so I decided a new replica loom would be the safest way to go. Slowly the frame was re-united with mudguards and electrical gubbins. Some further inspection of the engine internals found them to be basically ok, so the barrels were honed and new piston rings fitted, along with new valve guide seals and lapping in of the valves, plus a new coat of heatproof silver engine paint. At least if the engine doesn’t go, it’ll look nice!

The engine goes back into the frame (much heaving and levering, simply because the engine is a right heavy lump!!) and this old Honda is starting to resemble a motorbike!!



Further cleaning and fettling of the carburettor's saw them being attached, along with a second hand airbox and front mudguard. An old exhaust was found on Ebay for the princely sum of £100. It's a "period" 4 into 2 replacement which I decided was the way to go, as a replica 4 into 4 system is £1,500.....eek!

The fuel tank that came with the bike had been filled and painted over, so when I stripped back the filler, I found two big dents, on the right side where the "Honda" tank badges are fitted. I decided I'd like to make the tank look more original, so I found a replacement, undamaged, tank which would fit the bill.



Now came the moment of truth, would the engine fire up? Having "borrowed" the battery from my old Kawasaki z1000, I turned the key and pressed the starter button.....the engine spun over, which is a good sign, a few more presses and it was sort of running, but only on two cylinders! Further fettling and adjustments of the points (our older readers will know what I mean, younger readers will need to look them up on GoogleBook) and it's running on 3 and ½.....so nearly there!

This was the point where I ended up going round and round with carb cleaning, points and timing settings, carb settings, etc, to try and improve the running of the engine, each time it would slightly improve, which was both encouraging and also frustrating. To give myself a break from tinkering, I sent the tank and side panels off for new paint.

Once the newly painted parts were back, I was able to crack on with the fettling and cajoling the beast into life. I also applied to the DVLA for an age related number plate, seeing as this pile of bits didn't come with a log book.

So, on Sunday the 19<sup>th</sup> February 2023, I was able to take a fully operational 1972 Honda CB750 K2 for it's maiden voyage. Nothing fell off, leaked or indeed stopped working, so I would say that the first 5 miles have been a success.

There are still a few things to do and I keep finding myself eyeing up a new replica 4 into 4 exhaust system, which would really finish the bike off well.



I want to put a few miles on it, to bed in the new engine parts and generally shake out any gremlins that might be lurking, which, it turns out, have been a few, so more carb cleaning and adjustment has been performed. Saturday 13<sup>th</sup> May turned out to be the day when I took it for a quick spin, riding 20 miles or so and arriving back home I didn't need to make any more adjustments to the bike, which made it a very good day indeed. Therefore, I will carry on putting a few miles on it and then decide if I want to keep it or flog it!

Would I do it again? Knowing what a push over I am for a motorbike needing some TLC, probably!!

What have I learned.....double the money you will need to spend and that it will take ten times as long to get the job done and the list never ends!!

Thanks for watching 😊

Spannerus Grossus Stomachus

**Other Stuff cont....**

## **Darts Night - Club Competition**

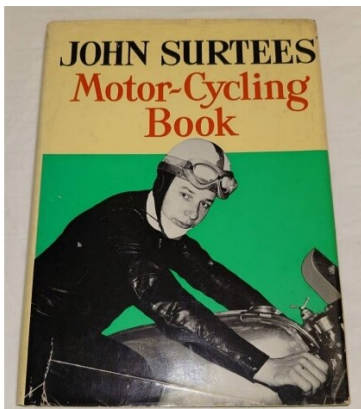


**We came, We drank, Darts were thrown, We worked our way down to double 1!**

**Report to follow next month.....**

### **The John Surtees Motorcycling Book - Quote of the month**

So whilst clearing out my late Dads flat I came across The John Surtees' Motor- Cycling Book, awarded to him as a Merit Prize from The Abbotsford County Secondary School For Boys. He was never a biker but clearly I was interested to have a read. 15 shillings its says, whatever that is!



‘1957 saw the Golden Jubilee of the races. Naturally every competitor wanted to be top dog on such an occasion. All honour than to Bob McIntyre winner of the Senior TT ..... the first man to cover the tricky mountain circuit at over the hundred. The “Magic Ton at last’

TT Teaser Answers:

Q1:

- a) 1980's
- b) 121.8mph so the TT zero is faster than the sidecar

Q2: Shorter - not by much 37.5 vs 37.7 miles

Q3:

John McGuinness	47
Joey Dunlop	40
Bruce Ansty	37

Q4:

Norton	94
Kawasaki	53
BMW	43

**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.

**24/7** We have a Club 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 comes out monthly and is restricted to club members. 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.

