



**Southern Sporting
Motor Cycle Club**

CONTACT

AUGUST

2014

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Dates for your diary

3rd August	Bike run to Goodwood Aero Café (meet at Newlands Corner for a 10:30 depart)
17th August	Road Trial – for bike with pillion or car
31st August	“Nice Day for a Ride”
14th September	Short run for small bikes to Newlands Corner
28th September	Haines Museum – Sparkford, Somerset



STOP PRESS

Please note that next year's Seaford BBQ will take place on Sunday 5th July 2015.

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.

President's piece

If you wish to do the clubs road trial on Sunday 17th of August **Please let me know by Thursday 14th of August – thank you.**

The start is in Old Lane off the A3 just past the junction of the M25. To get to the café you will have to come off the A3 onto the M25 slip road then back on to the A3 slip road. Old Lane is on the left before the A3 and the entrance to the Café is first on the left. The first time slot to start will be at 11.00am. Then five minute intervals depending on the amount of people wanting to take part.

A SMALL KEY. **T/R** IS TURN RIGHT, **T/L** IS TURN LEFT, **S/O** IS STRAIGHT ON [THIS WILL ONLY BE USED FOR MAJOR WHITE LINE JUNCTIONS], **G/T** IS GREEN TRIANGLE [THIS IS GRASS]. ANY OF THESE COULD BE FOLLOWED BY LETTERS IE, T/R TO S&G THESE ARE THE NEAREST TOWNS [SHIRE & GOMSHAL: EG:]? SOME OF THE ROADS ARE VERY NARROW AND HAVE POT HOLES – YOU HAVE BEEN WARNED! [A CAR WILL FIT].

The BBQ at Sheila and Dave's went very well; over 20 bikes attended, 29 people in all – a fantastic day. I had so much to eat I had to stay for an extra hour to let my food go down!

We believe the Scheme is on its last legs, we will keep going till November when the insurances are due. There are no new pupils in the pipe line at the moment. This is not scaremongering, just a warning of the problems ahead.

Another Sunday – well it must be a BBQ and a good one too. Thanks to Amoret and Ian for putting on a great spread. Plus the use of their house and BBQ to cook food.

Next run out is the 3rd of August to Goodwood – see Ian Slater for details. I shall not be attending as my son is doing a Triathlon up at Docklands. We need to be there by 6.30am!!

John Mason – President.

Editor's piece & SSMCC BBQ

July definitely seems to be the month for BBQ's – Club Captain Ian (Spanner) has written a short article about the trip down to Sheila and Dave's, together with a few pictures. Sheila has since reported that the BBQ raised £395.85 for the Air Ambulance! Nothing much to report on the SSMCC member's BBQ held chez Editor and Club Captain, but here's a few pics below to give a flavour of the day.

In this issue we've also got a fabulous article written by Graham Dunbar on his recent French trip – together with some gorgeous pictures (most of which feature his bike, with a bit of view in the background). I look forward to receiving another article on the "Grumpy Old Gits Go South" trip to France later in the year! There's lots of bike runs coming up (the Club Captain will do anything to avoid doing the DIY) so hope we'll be seeing lots of you on those.

Amoret Whitaker – Editor



Seaford BBQ run



Box Hill was the appointed meeting point and at 10.30'ish, 25 bikes with 29 people aboard (yes, you read that right, 25 bikes, 29 people!!) headed south, down the A24. We had to split into two groups as we had a gaggle of 125's with us, so Mick took a group for a "faster"

run, so that some people could stretch their legs on the way down!!

Our route took us down to the A272 heading for Cowfold, then picked up the A281 towards Henfield. Up and over Devil's Dyke, then down into Brighton (at which point I could see the "fast" group ahead in the traffic, call yourselves "fast"?!!! ☺). Unfortunately, the main road along the Seafront was being dug up, which took us a wee while to work our way through and also fragmented the group. Following a short stop, the "tiddler" group re-united. We also picked up Doug, who had "lost" the fast group!



At Seaford we all met up in a petrol station and proceeded to Sheila and Dave's as one group. Sheila was very impressed with 25 bikes turning up on their front drive!! A very pleasant few hours were spent eating Burgers, Hot Dogs, Jacket Potatoes and Trifle & Ice Cream lovely. Even the sun came out!

The run back turned into a bit of a farce, as Mick with the fast group took off with Scott and Nicole Pearce in hot pursuit (both on 125's!!), as well as a number of other people getting left behind when the "tiddler" group left Sheila and Dave's! (Eh Dave and Estelle!) Anyway, we proceeded in a northerly direction along the A26 out of Newhaven, then up the A275 to Haywards Heath, along the A272 to the A24, then up to Box Hill. Following Tea and goodbyes, we headed for home.



Mention in Despatches;

Well done to all the 125 riders, Kim, Richard, Scott, Nicole and my beloved, Amoret.

Andy, who was just supposed to meet us at Box Hill and ended up in Seaford ... hope you got back to watch the tennis!

The Pearce family clocked up 658 miles between their four motorcycles on today's run.

Tony, who travelled all the way from Aylesbury to join us.

Thanks to Sheila and Dave for hosting and feeding all of us, an excellent spread, complete with pudding!

Thanks again Sheila and Dave.



Club Captain (Spanner)

Bits and bobs

Brawl after Moto3 German GP crash!



Moto3 riders Bryan Schouten and his Dutch compatriot Scott Deroue had to be pulled apart by medical staff after an incident between the pair took both out of the German Grand Prix at the Sachsenring.

The pair exchanged punches – and more – after crashing out of the race, round nine of the 18-race season – which was won by Australian Jack Miller.

<http://www.theguardian.com/sport/2014/jul/13/bryan-schouten-and-scott-deroue-brawl-after-moto3-german-gp-crash>



Bike for sale:

Make: Yamaha
Model: YBR 125cc
Colour: Black
Mileage: ~5000 miles
Condition: Good
Registration: LG60 registered 13/09/2010
Road tax: Until June 2015
MOT: Runs out 13th September 2014
Price: £1600 ono
Seller: John Mason



Biker Thought for the Month ... *That's all the motorcycle is, a system of concepts worked out in steel.*

Robert M. Pirsig, Zen and the Art of Motorcycle Maintenance

A bend too far

For years my wife, two sons and I have been flying to Spain for a beach holiday, usually around the May half term. The first time we went we took a ferry to Bilbao, my wife vowed never again after suffering bad seasickness there and back, but the drive was, in places, through spectacular mountain scenery. Better still, along spectacular mountain roads. I hankered for a bike.

Last year we decided they'd fly and I'd ride there and back. Google maps gives a direct, motorway, route of just over 2000 km to our destination, Calpe, a seaside town with two fabulous beaches and lots of family friendly restaurants. But I don't do motorways.

So I planned my route there and back, reckoning on four days each way. I wondered just how I'd fare in that scorching French and Spanish sun in my leathers. Oh well. Just me, my GSXR750 and Jane on the Sat Nav.

Day one was to be a really early start for a 7:50 Eurotunnel (I live in Newbury so that's 120 miles of M4/M25 boredom) and then 400 miles the other side, minimal motorway. But when I saw the weather forecast, cold night then torrential rain across France the next day I decided to go the night before and stay at the Holiday Inn Express Folkestone, just five minutes from the tunnel (recommended).



Next morning I rode the train to France in the company of Patrick, a French born again biker living in Liverpool for 30 years (great French/Scouse accent), riding (another R1200GS) to France for the first time. The first 150km were dry and then the heavens opened and it rained solidly for the next 500. On the news that night I saw that France was flooded, cars washed away, power lines down etc. I must have been on the edge of the storm but it was wet. I had bought some Alpinestars Apex 'waterproof' gloves as my old waterproof gloves leaked in France last year (it does rain there) but they soon filled with water. And taking them off the lining came out with my fingers; you know what it's like. If I'd only had to take them off once it wouldn't have been so bad but in 650kms you have to fill up a GSXR750 a few times and I have to pee (I'm an old man) etc. Each time it took me longer to get them back on, my thumbs would not go in, it got painful, I got cross. I discovered I could prepare (no mean feat through waterproof overtrousers and leather jeans) and pee at the roadside with my gloves on! Thunder, lightning, more rain. Trousers leaked, faulty seam. I got wetter. Eventually I got to Chateauroux, my destination for that night for no reason other than it was far enough for one day. My hotel room had air conditioning so I turned it up full and rigged up my wet gear to dry.



Too hot to sleep with the window closed I was woken by each new thunderstorm through the night. The room got wet but my clothes dried. Lovely. Fight for breakfast with French OAP coach party and Algerian air force. I lost.



Day two, Chateauroux to Millau, a mere 475km of country roads, more rain and gravillons (that's French for gravel). Gravel is the new French speed calming measure. They sprinkle it liberally on bends, putting up lots of warning signs. Not all bends are coated but there are lots of warnings, so even the ones that aren't coated are spoiled. As a speed calming measure and as a way of spoiling two wheel fun it works. But it's crap. The D993 is recently resurfaced however so no gravillons. It looks perfect, really smooth, deep dark black and, just like any new surface, as slippery as anything in the wet. Then more thunder and hail! Hail is just like temporary gravillons. And it was windy. Then the sun came out, my shadow appeared and it was warm. Then sun went in again, and came out again, in, out, in, out and gradually won the day. There were more roads like the D993, the surface was drying and the riding improving. I

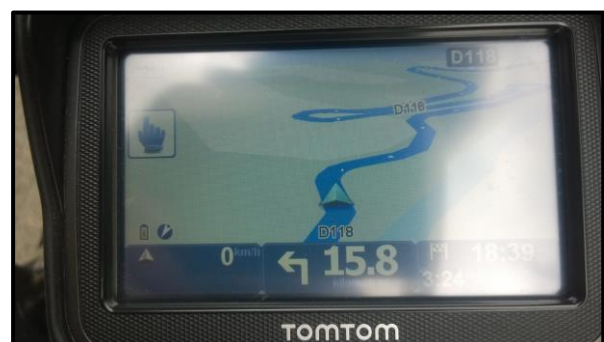
was really careful when taking off my gloves, one finger at a time and the lining stayed inside in, even better. Millau viaduct is impressive, but it was windy and so am I when it comes to heights so I didn't go over it. I walked into town for dinner and the heavens opened. Again. I got soaked, again, walking home. No air con.



Day three, sun shining, 470km, and the day I'd cross the border into Spain. Surely it can't rain every day, can it? Started well with gorgeous mountain roads, could have been motorways except they weren't straight, and continued through lovely French countryside along good single carriageways. I had my first proper plat du jour. Jane got very confused in the gorgeous Gorge of St George on the D118, very steep sided and very twisty, sometimes rutted, sometimes resurfaced race track smooth and with hidden surprises. At the very top of the pass the Gendarmes were waiting, two men and two women. My advice: carry your documents accessibly. Mine were packed, and my dirty laundry came out first. "Where have you come from, where are you going?" they asked. "From Millau to Spain", I said. "Milan?" I now know it's pronounced Meelow. "Be careful in Spain" they said, "the policia there are very forceful". All very friendly. All they wanted to see was my insurance certificate,

not my pants. They weren't interested in my V5C, but lucky I had it. So much for loading up with bulbs, forms, breathalysers, fluorescent this and reflective that. They didn't ask, just gave me their breathalyser to use!

Cross the border into Spain and rain, more rain. I'd been really looking forward to riding the N260 but what with rain, warnings that speeding will not be tolerated, forceful police and a blanket 60kmh limit where it isn't restricted to 40 or 25, and more rain, I was disappointed. But, being up in the mountains I was treated to the unusual sight of a rainbow from above. I'd never seen that before. French roads, which hitherto I'd thought of as twisty, are relatively straight compared to Spanish roads. And do take warnings of cows in the road seriously, one jumped from a roadside ditch onto the road. Yes, Spanish cows can jump. That night I stayed in a mountain hotel where the menu advertised 'knob of pork', but I went for pizza.



0 €	Red fried sausage.....	3,70 €
0 €	Omelette.....	3,10 €
0 €	Omelette refills.....	3,70 €
0 €	Supplement of cheese.....	0,60 €
€		
€		
WARM LIDS		
€	Tripe.....	4,50 €
€	Mushrooms croquettes.....	4,00 €
€	Snails.....	6,00 €
€	Meatballs with cuttlefish....	5,50 €
€	Knob of pork.....	3,00 €
€	Spicy potatoes.....	3,50 €
tu	Squid in fried strips.....	4,50 €
€	Tracks of fried squids.....	5,00 €
€	Knob/ear of pork to the Galician style.....	3,50 €
€	Small red sausages fried.....	2,50 €
€	Peppers of "Padrón".....	3,60 €
€	Skewers of prawns.....	5,00 €
€	"Alitas" of chicken.....	0,60 €
HOT SANDWICHES		
€	Ham York and cheese.....	2,75 €
€	Tuna.....	

After another beautiful dawn, sunshine and fine roads, I descended to the Spanish plains, where the rain in Spain is said to fall mainly, but not today! However as I climbed to the next mountain pass visibility fell to about 50m in thick (it felt) freezing FOG; waterproofs on again. And there were wild deer, faster than cows, harder to spot. I'm fairly sure that Repsol petrol goes further (or maybe faster) than English or French petrol, I was filling up at 200km with loads left, probably explaining Mark Marquez's MotoGP dominance. This, combined with twisty Spanish roads ensuring even tyre wear, sides used more than centre, is Spain's contribution to a cleaner environment. Well, that and windmills.

Anyway, I made it to Calpe on time. My trip meter read 2501.7 km; so nearly an OCD orgasm.

Seven days later I set out to return.

Part way through the first day Jane decided to take me on a winding route. At first I didn't question her directions but soon enough I realised we'd detoured. With a deteriorating road surface and my journey time increasing I headed further and further into the Spanish hills. Just about to turn round I hit real road again and it was magnificent, worth the detour and there were so many people out just to watch me. Or was it the cycle race Peloton I met head on shortly after, and then again, and again. Tour de France it wasn't but there were lots of groups of lots of racers all over the road. I thought I was going to be spared waterproofs but the sky turned really black and the lightning looked really vicious, so I put my waterproofs on, turned around and tried to ride away from it. Too slow, I got a brief but thorough soaking. That night I stayed at the 'knob of pork' again. I should have tried it, but I didn't. Another pizza.

Next day I set off for France, through the Cadi Tunnel, 5km and my only toll of the trip, then my second N260 experience. After 280km along this one very bendy road there was a sign: Bends for 27km. And they were good ones. After a fuel and coke stop I headed up over the mountains back into France. I left the sun behind and climbed into cloud, chilly but not really cold or wet. Then with about 50km to go to that night's destination I came across a road closure; no warning, just road closed. I stopped to re-plan with a Swiss couple in a car, equally disgruntled, and off they went. I now had about 150km to go. French mountain roads don't give many alternatives. A few km back down the



road a bend leapt out at me, I didn't see it and crash, I went down. I'd almost stopped but locked the front on gravel on the verge and wallop, down on my left shoulder, bike jammed under a wooden barrier, me pinned underneath. Ouch. I couldn't move the bike, it was well jammed in, and I couldn't lift it one armed as I was by then. Luckily for me a passing French motorist stopped to pull me out. I don't speak French but he understood me.



16:30 on a Sunday evening on a relatively quiet French mountain road, all alone, 900 miles from home, a busted bike and one working arm. Bollocks.

Start Rescue, chosen because they were the cheapest European Breakdown Recovery service provider, were brilliant. One phone call and it all swung into action. A truck arrived 90 minutes later to collect me and my bike, the driver even carried my bags. A taxi was waiting at the garage to take me to my hotel for the night (€210 on the meter, and more bag carrying). Neither would take a tip. My hosts and other guests were very sympathetic. But every movement was painful, my shoulder was throbbing and my arm was not working very well.

Next day, after some toing and froing, Start Rescue decided to fly me home (€100 taxi, hire car, flight, hire car (automatic

this end, no gear changing with my left arm)) and fly me back later to ride my bike home when it had been fixed. But to cut this long story short my bike came home on the back of a lorry loaded up with Porphes and Ferraris crashed by other numpties (yes, I'm a numpty) spectating at the Le Mans 24 hrs. It's now undressed in my garage about to be put back together, when it will look like new, or at least the many new bits will. Six weeks on and my arm works fine but I may never play the piano. Now I've got to get those 900 miles and some more in before a service before we head off to France again in September.



Can't wait.

Graham (Numpty) Dunbar

SSMCC Committee minutes

Meeting held on 14 July 2014.

In Attendance:

John Mason	Chairman
Richard Barnett	PRO
Chris Booker	Treasurer
Kathy Frost	Secretary
Ian Slater	Club Captain
Heather Wallace	Training Scheme Organiser
Amoret Whitaker	Contact Editor

Apologies. Doug Chaney, Russell Sommer

Meeting came to order at: 8:05pm

Action List

- Doug/Russell – make contact with Lisa Davidson so she can develop website
- Chris - Membership cards to be sent by next committee meeting if not before.
- Russell – provide Kathy with handover information

Minutes from the Last Meeting

The minutes of the last meeting were proposed by Chris Booker, seconded by Richard Barnett adopted without dissent. Kathy confirmed as a committee member.

Matters Arising

Kathy Frost advised that no information has been sent by Russell.
Lisa Richardson still to be sent the website info by Doug &/or Russell
Chris still to send out the membership cards but he has had some issues with doing it.

Correspondence

None

New Members

New members – Richard Etherington has a full licence but currently rides a scooter, paid for half a year £6. Voted in unanimously. Of the 8 old members there are still 5 that Chris is waiting to hear from, letters have been sent.

Treasurer's Report

53 members including 8 honorary.

Chris will be sending the members list, which will include a Vcard which should update your email address.

Training Scheme

Cones are due to be collected from Costains on Tuesday 22nd July. Doug was not hear to comment on if he has made contact with anyone.

Andy the school caretaker as advised that he is selling the garage so I will have to make contact with Ken Stone to arrange the use of his garage.

I have very few pupils at the moment and those I have are further trainers. There is only one pending BT pupil at the moment.

Richard Davidson is still close to being signed off as CBT instructor. He started training a CBT pupil, but that pupil has had work commitments and will now be on holiday until late Aug/early Sept.

Doug/Russell, you must arrange to send the web information to Lisa Davidson via Richard to get the site updated as the Training Scheme is facing closure by the end of the year as we have little or no new pupils contacting Heather for training.

It will only be worth selling some bikes if we have the pupils in the pipe line. Regardless of the fact that the club has agreed to finance the training scheme, without pupils it is not worth operating. November will be the month when a decision will be made to wind up the scheme.

School playground rugby parking – I've yet to agree to release dates required for the rugby parking later in the year.

Competitions

John has prepared a road trial. All systems go for 17th August.

Social Secretary's Report

As Doug was unavailable, there was no report. BBQ at 20th August at Ian & Amoret.

Editors Report

Amoret has requested items for 'Contact' from the membership. Nothing else to report.

Dates for articles 28th July.

Captain's Report

22nd June – 3 training scheme bikes were taken, with other on their own bikes and unfortunately the people who it was meant for were unavailable. Run to Seaford (6th July). 24 bikes, 29 riders/pillions. Weather was good and good fun had by all. Several 125cc included. Club Captain thanked Mick Wallace for taking the faster group. As the leader of the slower group, it was quite hard work and we did hold up the traffic a bit. Thanks were sent to Sheila & Dave, and they have been invited to the BBQ on 20th July.

Next run is 3rd August – one of the Wittering. Graeme Byard suggested going here. The intended destination is The Shore Inn, although if too busy there are other options.

31st August – Possible "Nice Day for a Ride"

14th Sept – short run for small bikes to Newlands Corner

28th Sept – Haines Museum – Sparkford, Somerset

Public Relations Officer's Report

Leaflets have been delivered to all the shops. Spoke to Guy at Honda Chiswick about Ozzie wanting some leaflets, although there is nowhere to put them as such. Richard does leave leaflets with the Clothing shop at Chiswick, and will investigate leaving some at the café there.

Any Other Business

Website – send Lisa Doug & Russell's email addresses.

New Club Secretary – Kathy Frost has stepped into the post of Secretary. Any changes to your contact details should be sent to her.

Fixtures

20th July – BBQ

3rd August – Wittering

17th August – Road Trail (for Bike (with pillion) or car

31st August - "Nice Day for a Ride"

14th Sept – short run for small bikes to Newlands Corner

28th Sept – Haines Museum – Sparkford, Somerset

The next committee meeting will be on the 18th August at Kathy Frost's.

Thanks to John for his hospitality. The meeting closed at 9:05 pm

Caption competition

Winning caption:

John used to have a chip on his shoulder but now he's just plain grumpy

Best of the rest:

John was so hungry, he'd eaten two of his fingers before getting to the pub



John shows us he's just a chip off the old block

"No John, that's not how you do the Vulcan salute!!"

Do you remember CHIPS? Great drama. Great suspense. Great shades...



August's picture

Thanks to our Club Captain for this picture of our PRO (Snowy) taken at the Seaford BBQ!

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