

Editor's bit...

Not for the first time this year, apologies are due for the delay in getting the newsletter to you.

Circumstances have conspired to stop me getting anything together and as it's already the second week of December I'm having to go with what's available.

December is a busy month with the Reg Bowker Trial, Christmas Party and of course the Boxing Day Enduro, Witley's premier event of the year. Please support the organisers if you can. And so it will be on into a New Year – before long it will be time for the February 'Classic' Enduro (1st round of the SEEC Championship) and the Weston Trophy Trial.

For those more used to tarmac, Bernard Jay has a full list of proposed runs for 2012, including museums, sporting events and purely social occasions – if you are a road rider, do get in touch with him to find out more, and register your interest in the various outings being planned.

Many thanks to Alec and Graham for their contributions to the *Newsflash* – please let your fellow Club members know your thoughts on important topics, or what you've been up to that might be of interest. Mail copy or pictures to lg_richards@yahoo.co.uk

Meanwhile, the Chairman, the Committee and myself wish you all a very Happy Christmas and safe and successful riding throughout 2012! *Laurie Richards*



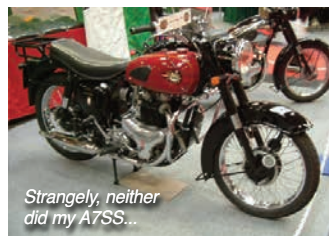
More from the Classic Show...



My T90 never looked like this



Nor the DT175



Strangely, neither did my ATSS...

Dates for your Diary:

Reg Bowker Trial
Sunday 11th December
Christmas Party
Thursday 15th December
Boxing Day Enduro
Tuesday 27th December
Classic Enduro
Sunday 6th February 2012
Weston Trophy Trial
Sunday 4th March 2012

Why not join our Facebook group?



News or pictures please to lg_richards@yahoo.co.uk

Witley MCC Contact Details:

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Clubroom: **Compton Village Club** (affiliated to The Royal British Legion),
The Street, Compton, Guildford, Surrey GU3 1EQ
(just off B3000, by village green) Club night: Thursdays, 8.30pm.

Visit our website: www.witleymcc.org



CLUB NEWSFLASH

December 2011

WITH BEST WISHES FOR A HAPPY CHRISTMAS AND NEW YEAR!

NEXT (SOCIAL) EVENT...

CHRISTMAS PARTY

AT THE CLUBROOM: THURSDAY 15th DECEMBER
Come along for a fun evening with games and festive refreshments!



NEXT (SPORTING) EVENT...

Reg Bowker Trophy Trial Sunday December 11th

Another of Witley's great trials events, run in memory of late Club stalwart **Reg Bowker**. Venue is Chawton Park Wood, Four Marks, near Alton – signed off the A31. Perhaps it will be less icy than last year? Start time 10.30am.
Classes: Expert; Intermediate; Novice; Over 40; Over 50; Pre 67; Twinshock; Air Cooled Mono; Sportsman; Beginner; Youth (Exp, Int, Nov, Beg).
Naturally enough, this trial is a family affair: Clerk of Course is Neil Bowker, Sec of Meeting Amanda Bowker: 07713 505339 to offer help or for more info, or check website.



BXDE – THE MAIN EVENT!

THE 2011 BOXING DAY ENDURO will take place on Tuesday 27th December!

at Weaver's Down, near Liphook. Start time 11.00am.
Start will be signed off the A3 at Griggs Green.
Rider List and more information at www.witleymcc.org



Membership Renewals

It's that time of year again, but no problem – after a lot of hard work by our Webmaster you can now renew your membership online!

Go to www.witleymcc.org, click on the MEMBERSHIP tab and check through the various options to find out which best suits your requirements...



Many thanks to Alec Jay for these reminiscences from his past as a motorcycle mechanic in the heyday of two-wheeled transport:



Snippets from the Motorcycle Trade

Some 50-odd years ago, at the BSA dealership in Guildford, our young salesman in the secondhand department purchased a new 500cc BSA Gold Star, then the cream of bikes. A few weeks later it came into the workshop. It wouldn't start for the journey home, so we promised to have a look at it in the morning. Diagnosing a lack of compression, it was off with the cylinder head, only to find a pair of underpants wrapped around the inlet valve. The underpants had been used over the carburettor bellmouth to stop any water going into the intake while the bike was parked (some would have used a sink plug). The owner had forgotten to remove them before starting. I won't mention his name, in case he still uses the same pants, but he is a recent Club member...

Moving to Warminster (cheaper houses – £2995 for a new 3-bedroom chalet bungalow with garage), I worked in Frome, just over the Wiltshire/Somerset border. We had to maintain the police Triumphs – the police station was half a mile up the hill out of town. A traffic policeman came into the shop, saying that he had no gears at all. "Think it's something drastic in the gearbox", he said. Before I got to the bike I could see that he had no rear chain – my comment was "I suggest you go back over your route, find the chain and I will get you mobile again!" Some mothers do 'ave 'em!

Alec Jay

(To be fair to the policeman, I'm reasonably confident that he isn't the only rider ever to make that mistake – Ed)



Bus driver Graham tries to round up passengers for the trip home...

My first bike!



A few more on the back page...

Graham Ford kindly organised a day trip to the Footman James Classic Motorcycle Show

at the NEC in mid-November.

Graham writes:

It was some time ago that I took a magazine to club night and mooted that I was possibly going to run a trip to Birmingham to see "The Classic Bike Show".

At the next club night, Graham Ingalls had kindly printed off the information for me (thank you Graham for the kind thought). Alec Jay and Graham queried "How are we going to get there?"

I said that I had thought of hiring a minibus and therefore started to look at prices. At this point Alec and Graham said they would come, as did Bernard and Diana, Laurie Richards, Barry Brockman and guest Colin Morgan, and also Brian Selwood (I was surprised that Brian did not settle for meeting us there and riding one of his two-strokes to Birmingham; after all, Brian, we only (!) did 280 miles in total!) Some say that instead of blood he has 2T oil in his veins!

John Martin was also one of the first to say he would come along – unfortunately John did not make it as he was in hospital, I know he was looking forward to the trip. So John, wishing you a speedy recovery...

With John dropping out, Alec managed to talk his friend Martin into coming along so once again 10 in the party.

All went well getting to the venue, though with the usual mickey-taking took place in the bus (I checked when I took the bus back – they are limited to 61mph) 'Captain Slow' indeed!

The actual show was a slight disappointment as it was nowhere as big as the advertising would have had us believe, but that apart we all seemed to have had a good time – I do hope so anyway. (The wall of death was exciting!)

Despite scurrilous suggestions re my Maths after paying for the tickets, the bus, the fuel, the excess mileage, and the parking, I had £1:40p left over, so if any of the party manage to catch me at the bar, I owe you 14p each!!

My thanks to you all for supporting the event and your helpful suggestions, and especially to Alec who ferried me to pick up the minibus and back again, and saved me having to leave the car (some hope).

Graham Ford

For the first time in my life I felt somewhat queasy for the first half of the journey to Birmingham, which included various detours around Ash, Farnborough and Frimley to collect the team. However, after a coffee at the services, I was thankful that things seemed to return to normal. Riding in a heavily governed Transit as we were, the journey took

slightly longer than anticipated but we were still walking into Hall 9 by about 11.15am.

There were some superbly restored machines for all tastes. I was able to indulge in some nostalgia while walking around with many of the bikes I had once owned: Silver Bantam, Tiger 90, unit TR6, Suzuki T500, A7SS and more. However, I think my favourite was the very unrestored pre-unit Triumph with a holly tree growing through the middle of it.

There was a trials arena display and a wall of death for those looking for live action. But as Graham mentions, we were slightly underwhelmed by the size of the show, the absence of all but a few trade stands and some rather gappy displays in places.

Nonetheless it was a pleasant day out and a good opportunity for a chat. Very many thanks to Graham for booking the minibus and driving us there and back!

Laurie Richards

LONG DISTANCE TRIAL

I also haven't managed to do a proper rider's eye view report on the Long Distance Trial as I'd hoped, but a few high (and low) points...

With an early start with my Yamaha in the back of Gordon's van, we arrived at the immaculately laid out start area at 7.15am. A superb if frosty morning saw us ready to leave with out teammate Ian Stoner after Dave Mair's rider briefing at 9.00. Away at around 9.20, Gordon took the lead through much of the day though I did a number of stints as well. It might be fair to say that neither of us was totally error-free in our navigation! We seemed to have a few miles more on our clocks than we were expecting! But there were not too many dramas (apart from the horse that I startled while riding past its field when on the wrong route!) and the conditions were as good as you are likely to see on this going. My one claim to success is that I failed to fall off all day, while Ian and Gordon each managed a number of horizontal bike moments. It could be argued that this was mostly due to my more sedate rate of progress on the byways – at least the others always had time for a break at the end of a lane while I caught up!

This year's *Witley 100* did seem noticeably longer than previous years and by the time we had 90 miles on the clock I was getting quite weary. This may have resulted in some grumpiness for which I apologise to the rest of Team Los Tinhants.

I was quite pleased to finish (just) in the middle third of the results, though obviously not happy at throwing away good marks unnecessarily on most sections (including my only 5 right in front of Bernard and Diana!) and not quite making any cleans (if happy with a 1 on section 9, one of the more tricky obstacles).

Huge thanks once again to Dave and the rest of the Mair family, and all those who helped to make such an excellent day happen.

Laurie Richards

CHARLIE WAKE TRIAL

The Charlie Wake Trial 2011 took place in ideal conditions – a mild and often sunny November day gave riders and observers alike a bonus, though riding up banks facing into the sun did prove a problem at times.

The ground at Kingsfold was as dry as I can remember seeing it, though inevitably it soon became very slippery as water was dragged out of the stream. Also the stream level was comparatively very low in most places. A good entry of 90 riders (over 20 on the day) and a course of 10 sections ridden 4 times.



A good start



Down to the woods...

challenge increased as the day went on and the gentle slope out of the stream

became like a skating rink. For intermediates there was more to do, with a short steep climb that needed to be attacked with a lot of throttle. Experts had a trickier problem with an additional loop and a climb between tightly placed trees, while the Elite riders were faced with a 'stopper' – a ten-foot vertical climb out of the stream followed by a tight turn in a box further up the bank. Only Ashley Newbery (on his first lap, riding for no award) managed to overcome this, but unfortunately he'd already missed a gate! By the time he returned the conditions were even trickier and all riders then had to be content with a minimum of 2 marks lost on each attempt.

Full results are on the website, as is a full photo gallery, but main class winners were Mark Cottingham (Elite), Martin Hawyes (Expert), James Hickmott (Inter), and Graham Bayliss (Novice). There were 21 retirements, underlining the status of this event as a proper challenge to machine and rider alike. Well done to Neil and Amanda, Terry and the rest of the organising team.

Laurie Richards

